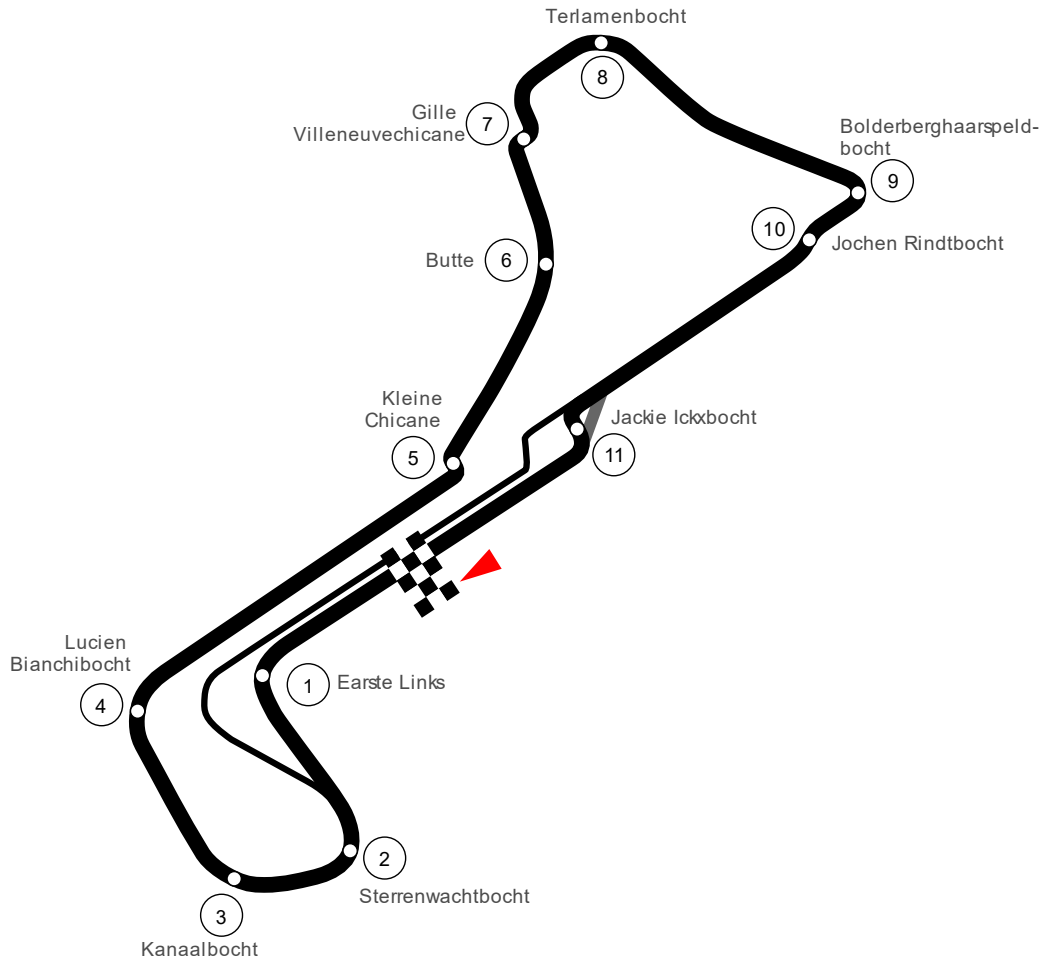


Zolder



- 11 corners
- Length 4.010km (2.492mi)
- Location: Heusden-Zolder, Belgium
- Overtaking Corners: T1 – T4 – T6 – T9 – T11

T1

- Get as close as possible to the outside wall to maximize your entry into T1.
- Braking reference: Last "flag" on the right, before the overhead board.

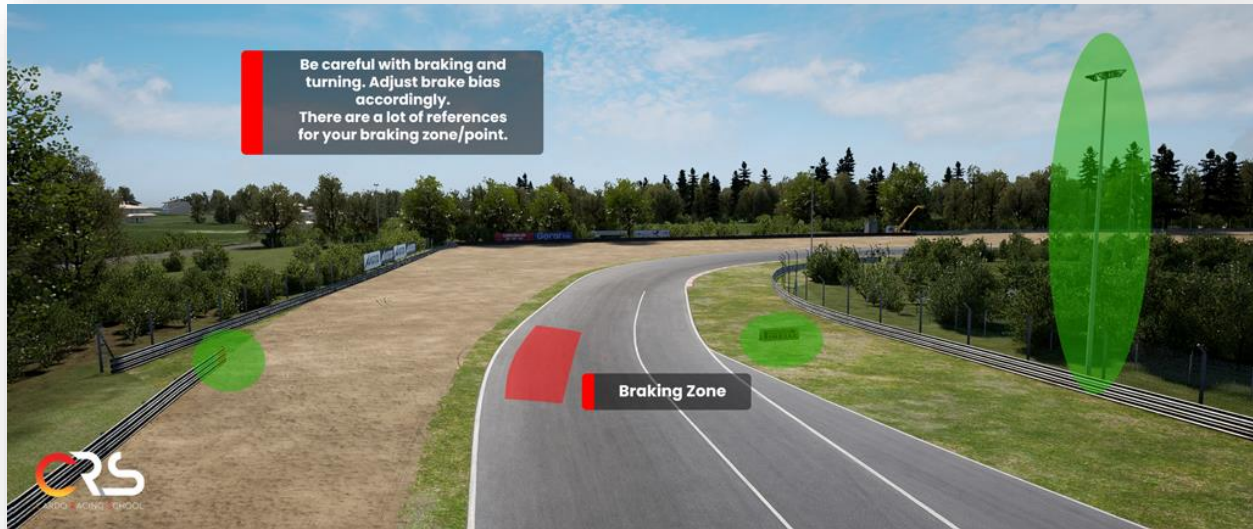


- Focus on early throttle application and keeping the rear stable.
- Progressive throttle application can help with power oversteer (if you have any).



T2

- Short braking zone.
- On some cars, one downshift is enough to take the corner.
- Focus on your turn-in point and exit.



- Be careful with the curb on the right, it can unsettle the car.
- Don't go too wide on the exit, the curb is bumpy.



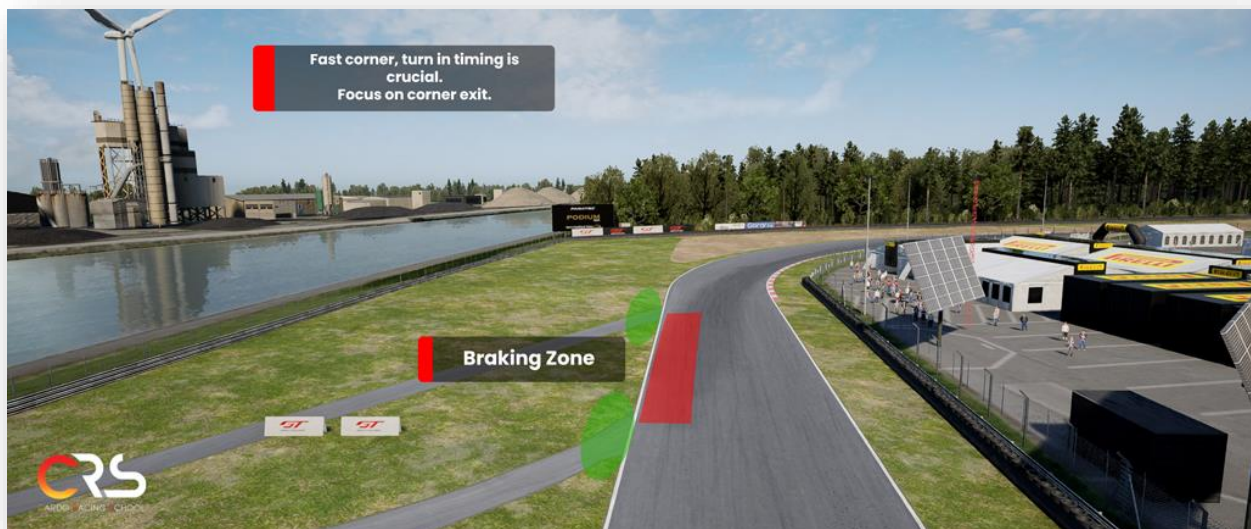
T3

- Flat-out corner.
- Do not touch the grass on the corner exit.
- Coming out of the corner, focus on your braking point for T4.



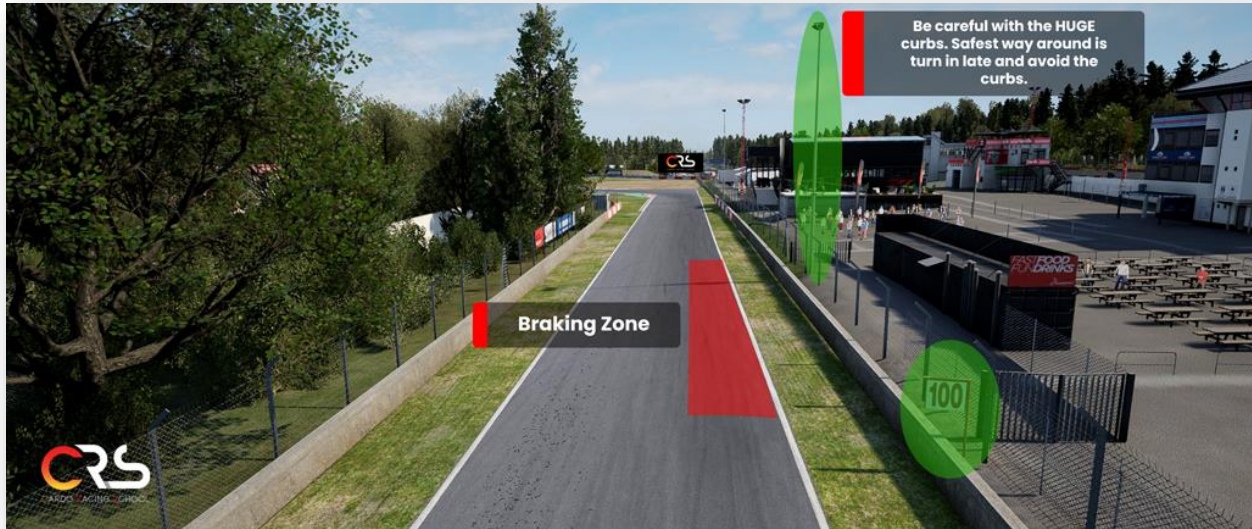
T4

- Fast corner.
- Some cars are more stable downshifting once just before the turn in.
- Focus on corner exit, don't go too wide.
- Avoid the sand. (It is better to be cautious than ambitious.)

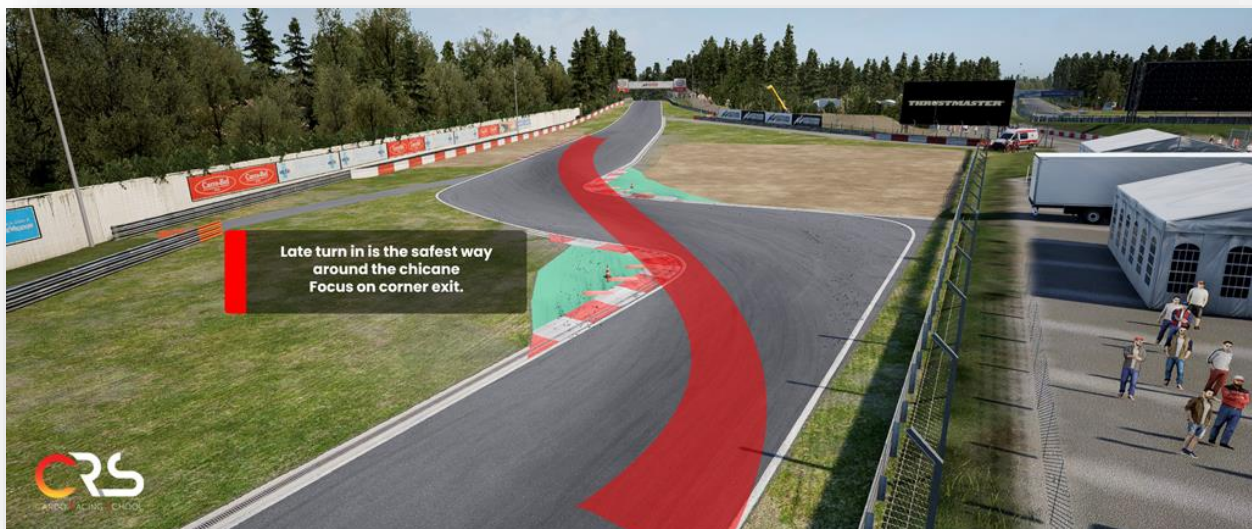


T5

- Hard braking zone.
- With most of the cars, 3 downshifts are enough to take the chicane.
- Use the 100 board and the light pole as braking references.



- Focus on corner exit.
- Can be taken in two ways:
 - Turn in early and go over the curbs (can make the car very unstable and it's very risky)
 - Turn in late and avoid going over the HUGE curbs.
- Experiment with different racing lines as some cars react different over the curbs.



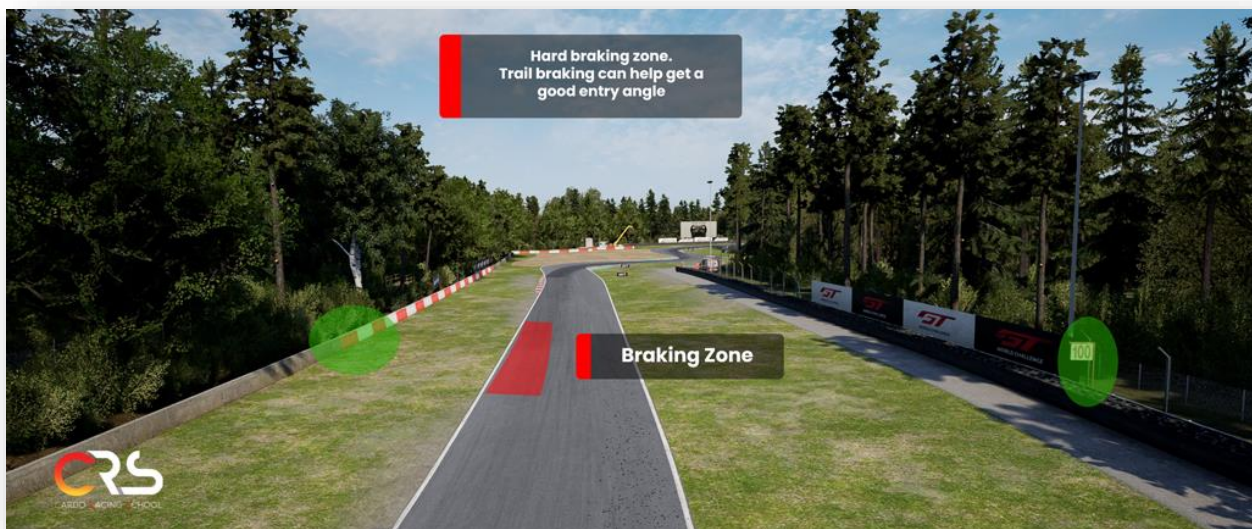
T6

- Flat-out corner.
- The change of elevation and a small bump in the middle of the corner can trigger the Traction control.

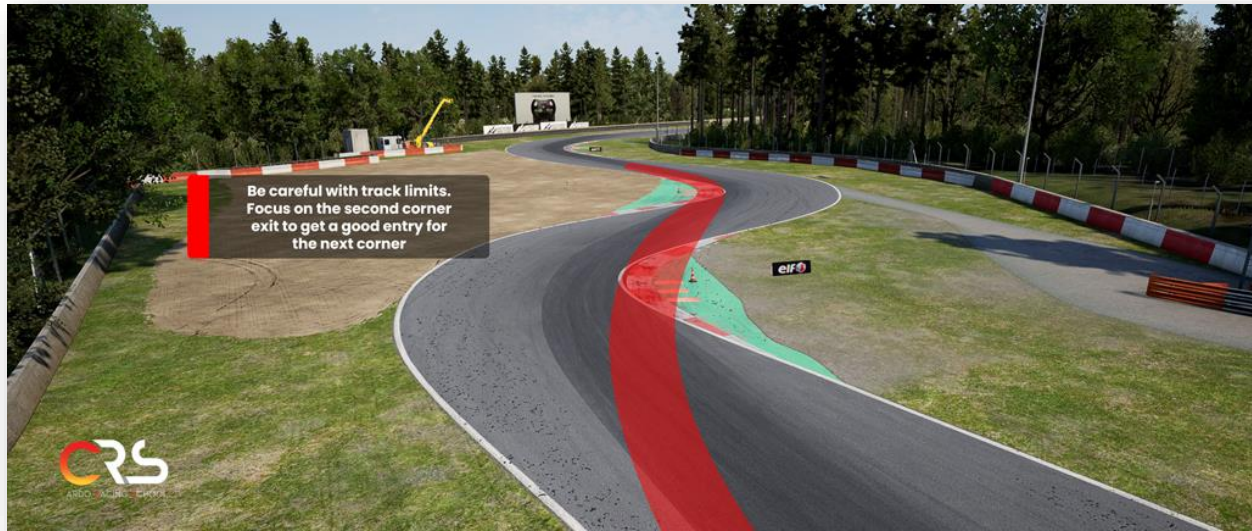


T7 (3 turns)

- Hard braking zone.
- Trail braking can help to get a good entry angle into the first corner of the chicane.



- Fast direction changes (3 turns)
- Track limits are very sensitive, be careful.
- Do not go wide on the second corner of the chicane.
- Focus on corner exit for the 2nd corner to get a good entry for the 3rd corner.



- Treat T7 as one unit.
- All three corners flow together, meaning that setting yourself up for a good entry will result in an excellent exit.
- Focus on the 3rd turn exit.



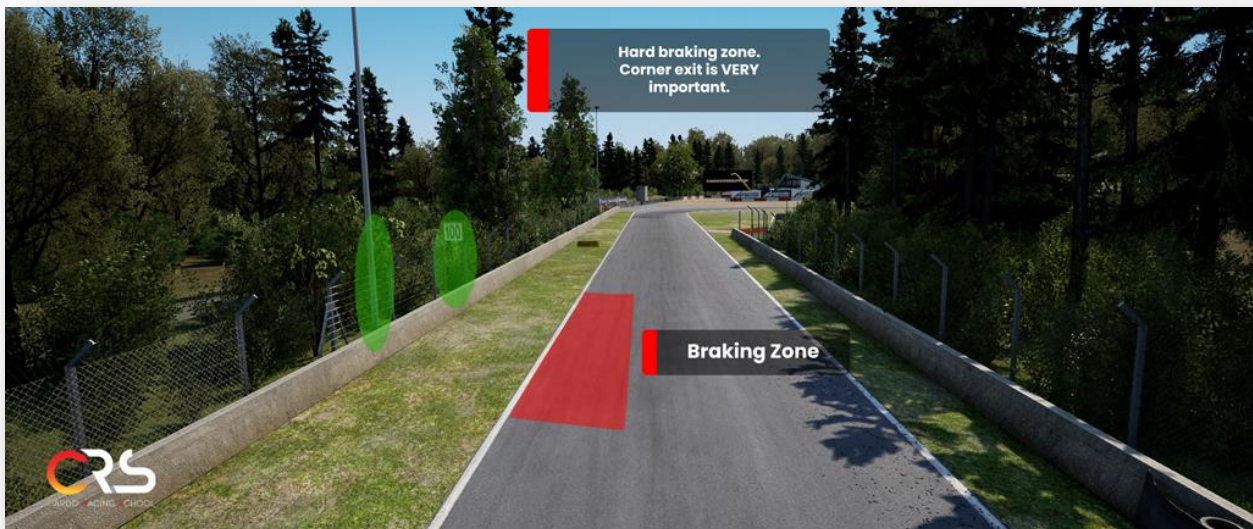
T8

- Flat-out corner.
- Be careful with track limits and understeer on corner exit.

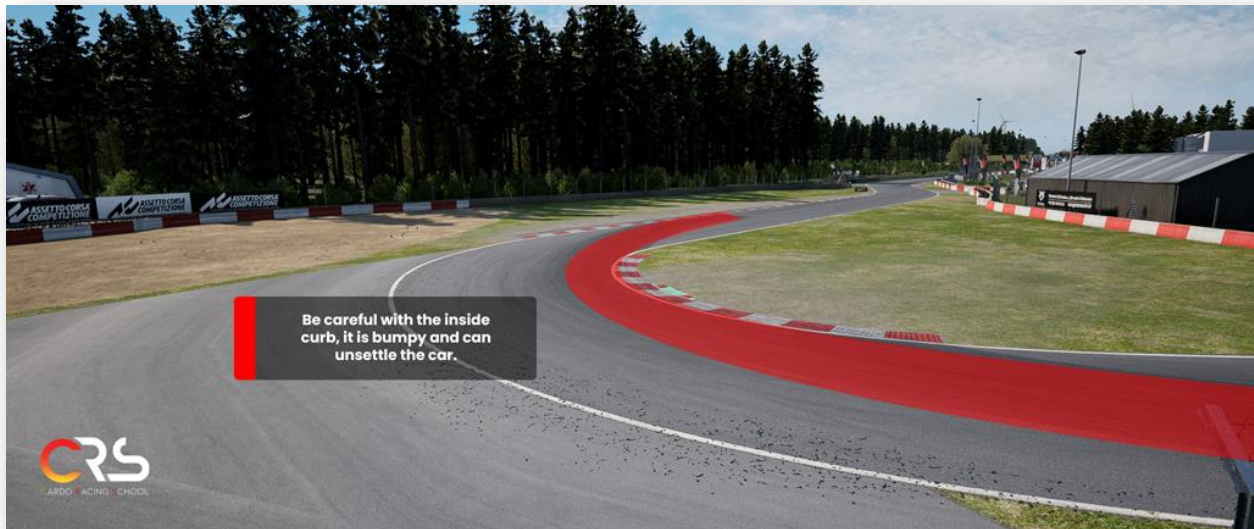


T9

- Hard braking zone.
- Trail brake as much as you can.



- Be careful with the inside curb, it's very bumpy.
- Avoid going too wide or touching the grass, you can get a puncture.
- Focus on corner exit.



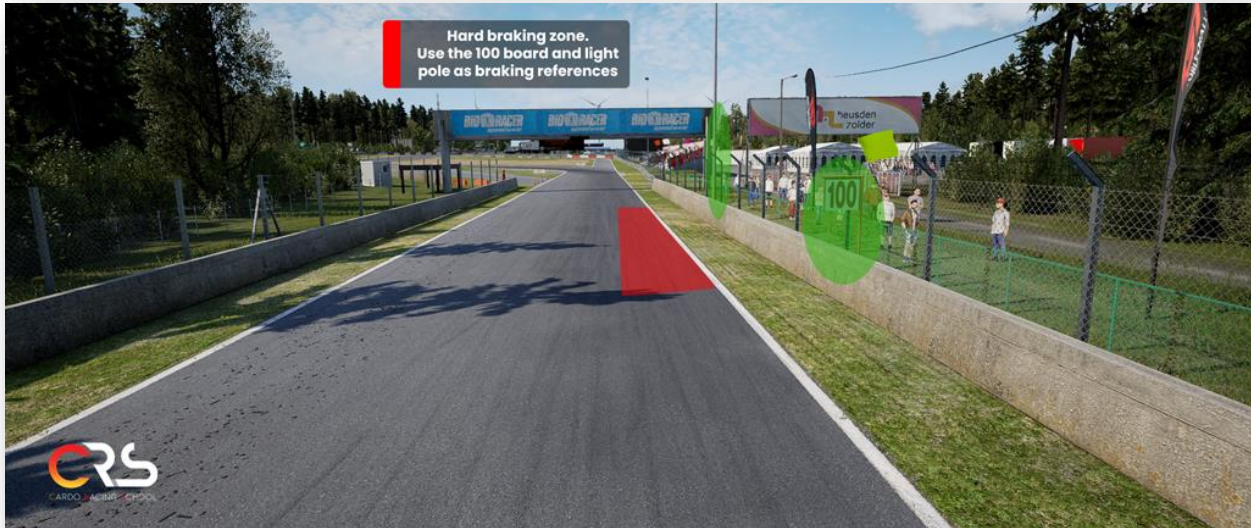
T10

- Flat-out "chicane".
- Do not go over the grass, you can get a puncture.



T11

- Hard braking zone.
- Use the 100 board and light pole as braking references.



- Be careful with the curb, you can cut it, but it is bumpy.
- Do not go wide on the first corner exit so you can get a good entry for the next corner.



