

<http://racetrackdriving.com/track-guide/sebring/> (racing lines available)
<https://www.bsimracing.com/iracing-glacierv-track-guide-sebring/>
<https://flatsixes.com/porsche-motorsports/heres-step-step-video-guide-lapping-sebring-porsche-911-rsr/>

General thoughts

Driving fast at Sebring requires an iteration on all the above:

- Patience in exit speed corners to get that exit speed up;
- Big vision and aggression in high speed corners to carry maximum momentum;
- Reasoned curb usage
- Trailbraking to shorten braking zones and rotate the car effectively

Turn 1

Turn-in point is roughly the end of the pit wall on the right. Short braking zone prior to the turn in point and carry some of the braking into the corner. It is imperative to get all the way to the inside wall prior to the apex and hug the wall for the middle portion of the turn. Track out to the exit curb at the end of the corner.

Notes: A blind weeping left, the key is consistency and confidence. Cars with insufficient compression damping for their springs will behave poorly here. High grip cars can go into turn 1 a bit deeper and still make it to the inside wall. With more track time it is possible to use the exit curb consistently, and this should be a goal.

Turn 2

This turn should be used to set up for entry into T3. The car should be parallel to the right edge of the track past the apex of T2.

Turn 3

Trailbreak into the turn and use the forward weight transfer to swing the rear of the car around the corner. Don't turn in too early. Don't overdrive as it will screw up turns 4 and 5.

Notes: A slow left rather grippy on entry and drives somewhat like a medium speed corner. It is preferable to do Turns 3-4-5 correctly. If not, make sure at least to get a very good exit on turn 5.

Turn 4

Try to start as close as possible to the apex of turn 3, get the car around the apex of turn 4 and bring it back to the right edge of the track for deep entry into T5.

Notes: Short right with good curb on the inside. Place your car just shy of it and set up T5. Stay only slightly to the right; if you go all the way to the right here during a race with a car behind, they will sneak under you for the apex.

Turn 5

A good entry reference is the dark line running across the track. Brake once the car passes the line, then turn left once the car reaches or passes the beginning of the light gray patch on the left. The goal should be to apply throttle before the left apex and be full throttle at the apex.

Notes: Long, low to medium speed, late apex. A good exit is paramount so entry should be conservative.

Avoid the apex curb although it should be used in preference to turning away from the corner.

The exit curb, while steep, help get a couple more kph coming out. Get the rotation done prior and use it as a pavement extension, with the steering already straightened.

Turn 6 (Big Bend)

Keep the car all the way to the right and track out aiming at the left Mobil1 sign on the bridge.

Turn 7 (Hairpin)

Set up all the way to the left. Look to your left before you turn in - when the grass to the left of the pavement ends, a semi flat curb appears. Using both right and left rumble strips straightens the corner enormously.

Notes: A slow, late apex going into a chicane with wide rumble strips on either side. This is the slowest corner on the track. Trailbraking is crucial to get the car rotated.

Turn 8 & 9 (Fangio chicane)

Full throttle, keep the car to the right for the first turn, to the left for the second to setup turn 10.

Turn 10 (Cunningham)

Normal turn-in. Track out all the way to the left or at the very least 2/3 of the track.

Notes: People frequently overbrake here.

Turn 11 (Collier)

May require coming out of T10 towards the middle of the track. Swing as far right as needed early in T11 (under throttle) to fit into the track through T12.

Notes: Left hander that starts just after Turn 10 ends. Increasing radius and width so it is relatively safe. Clip the left tires on the inside curb and keep the wheel set through 11. Commit to full throttle as early as possible.

Turn 12

Set the car straight around midtrack, and head for the entry of T13. Get all the way track left prior to the braking zone for T13.

Turn 13 (Tower)

Brake hard. End of the curb on the left is a good initial turn in point. Normal turn-in and go full throttle. Use all the track on exit.

Notes: To make use of the banking in turn 13 the entry needs to be earlier than if the corner was flat. It is absolutely necessary to have the RF wheel adjacent to the apex curb at the apex. Use exit curb if necessary. A sloppy entry is costly, be conservative. People overbrake here.

Turn 14 (Bishop)

Get into it close to the inside rumble strips, let the car float out to midtrack and then bring it back for the second half of the left hander, clipping the inside left rumble strips.

Notes: Use the apex curb to straighten the line enough to maintain throttle through the kink. There is a dip at the very edge of the curb, so just putting a tire on the curb upsets the car. Taking the whole curb and aiming to put the tire on the left edge of the curb produces the flattest line. Track out as much as necessary.

Turn 15

Brake hard for the right hander into 15, early apex, which takes the car to the far left on exit. About that time, the turn immediately turns back left. Full throttle, yank it left and run over the curb. Do whatever you can to get the car as far left as you can to setup 16.

Notes: A quick blind exit sweeper with decent camber. Early entry, with a bit less steering angle to keep body roll to a minimum. Be gentle with inputs. The car should follow the light gray lane in the pavement. A common mistake is braking through the beginning of this patch and turning in past it. The second most important aspect is to have the car settled as much as possible through the entry. If turn 15 is entered correctly, the car will need the entire width of the track at the exit all the way to the left curb. Flick the car left past the marked track boundary.

Turn 16 (Le Mans)

Conservative entry. Brush the brakes to lose speed and settle the front end for the turn. Turn into T16 a bit early, clip the apex curb on the right and use every inch of the outside curb.

Notes: If you can't make the turn don't panic, the rejoin is smooth if you slowly transition back on track. Use the apex curb generously (both entry and exit) to make the turn arc flatter.

Turn 17

Very difficult corner. Run diagonal from turn in point through the right edge of the track, starting to brake on this diagonal, then turn in toward the apex adjacent to the wall, hugging it for a few car lengths then tracking out all the way to the left.

Late apex, just prior to the last corner station, RF should be on the right of the boundary at this point. Begin throttle application when you see the final corner station and are lined up to hit the apex.