



## Track Information – Le Circuit Mont Tremblant

Circuit Mont Tremblant is a 15-turn 2.65 mile road course in beautiful Quebec, northwest of Montreal. The course has a very challenging hill/turn combination, a hair-pin turn, and fast straights.

During most events, the Sound Pressure Level limit is 92dBA, measured at 15m and perpendicular to the track. Due to conflict with the local town, noise limits are strictly enforced by Speed Therapy, the track, and the police. Always be respectful and as quiet as possible to minimize potential conflict.

CMT Passing Zones (subject to the Drivers Meeting on the day of the event):

1. Front straight between Turn 15 - Paddock Bend and Turn 1
2. After the Esses, between Turn 5 and Turn 6
3. Between Turn 6 and Turn 7
4. Between Turn 7 and Turn 8 (the Carousel)
5. Between Turn 8 (the Carousel) and Turn 10 (the entry into the Gulch)
6. Between Turn 12 (the Bridge Turn) and Turn 14 (Namerow)

CMT Travel Information.

Mont Tremblant is about:

- 7 hours northeast of Toronto
- 2 hours northeast of Ottawa
- 2.5 hours northwest of Montreal

CMT Morning Information

Traveling South/West on route 327 (Chemin du Village), turn left at the three-way stop sign at the top of a small hill onto Chemin Séguin. The road will turn to dirt and become bumpy. Proceed slowly and as quietly as possible to avoid disturbing the residents. At the end, stay in your car and wait in line.

When at the head of the line, you'll be handed the track waiver, which you'll sign.

Proceed slowly through the gate and locate a parking spot. The flow of cars in the paddock parking area is counterclockwise.

Your Day of Event package may have included a map showing what general area students should park in, otherwise park where everyone else does. Back into the spot, leaving enough room behind your car to unload your belongings. Get out of your car and bring your driver's license to registration, usually held in the café on a small rise by the entrance gate. Receive your registration packet, event shirt (if any), and sign the event waivers.

## CMT Pit-Out procedure

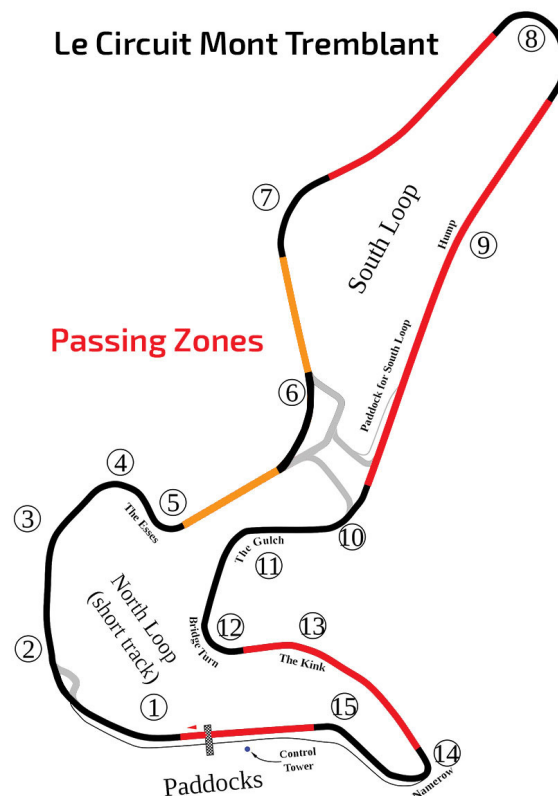
Traffic flow in the paddock is counter-clockwise. With your helmet, drive down to the Pit Road entrance past the café, staying on the left side of the road. Go left around the circle at the end, staying on the pavement. Pick up your instructor here if you haven't already. Prepare to go out onto the track. When waved by the corner worker, show your wrist band, drive through the gate on the left side, and turn sharply left. Check your mirrors for cars to merge with and accelerate briskly up to speed. Stay left at the top of the hill at turn 2 and continue down the left side of the track, merging with any traffic before the turn-in point to turn 3. Be careful here as hot traffic may have a difficult time adjusting their line or speed to your car. Time your acceleration for a smooth merge.

## CMT Pit-In procedure

Go up the hill and through turn 12, the bridge turn. Give the first Pit-In signal, and move left, pointing any waiting cars by as needed. Enter turn 14, Namerow, on the left. Take a wide line through Namerow, track out left and enter Pit Road. Decelerate to a prudent Pit road speed and drive down to the gate where you enter. Turn left through the gate, staying on the left side of the road. Pull forward before dropping off your instructor to avoid a traffic jam. Continue up the left side road toward the café. Return to your parking spot following a counter-clockwise traffic flow.

## CMT Track Map and Description

The following turn-by-turn description is intended for a novice driver. Front Straight. You are traveling down the front straight, past start/finish. Full throttle. Upshift as needed. Look down the track into a small depressed area. The turn-in point for turn one will be marked with a row of cones. Aim for this to position the car somewhat left of the center of the track.



### **Turn 1 and 2**

These turns are linked and are really one turn. Yikes! You will lift off the throttle and probably tap the brakes as the car transitions into the depressed area before the turn. Watch for entering cars. Turn-in at the cones and apply maintenance throttle (enough to maintain your speed) as you go up the hill, smoothly apexing just past the crest on your right. Do not abruptly lift off the throttle as you may spin. Continue down the other side of the hill, tracking out to the left side of the track.

### **Turn 3**

Check your mirrors for traffic merging onto the track. Tap the brakes as needed and turn in to the right. As soon as you make the apex. Unwind the wheel, aim the car at the left side of the track, and brake hard in a straight line.

### **Turn 4 - The Esses**

You are on the left side of the track, braking. Drive deep into the corner, waiting to turn in until just before your run out of pavement. The apex is far around the corner. Don't accelerate yet. Track out as little as possible, keeping the car on the right side of the track. This is a "throwaway" turn.

### **Turn 5**

Patience. Tap the brakes and turn in smoothly to make the apex around the corner. Sight the track-out point. Squeeze on throttle when you are sure that you will make the track-out. There is little extra room here. Check your mirrors and point cars by to the left as needed. You may need to lift off the throttle to help lower horsepower cars get by you. Upshift as needed.

### **Turn 6**

Approach on the right side of the track. Most novice drivers will be comforted by lifting off the throttle before turning in. Sight the apex and keep the car tight to the apex curbing until it ends. Allow the car to drift out to the track-out on the right. Transition to the left side of the track. Check the mirrors and point cars by to the right.

### **Turn 7**

Brake a moderate amount to lose some speed. Turn-in at the cone and look for the blind apex around the corner to the right. Don't accelerate until you've apexed, seen the track-out, and are sure you will make it. Despite lots of run off area, this is a fast turn that demands lots of respect. Check your mirrors and point cars by to the right, lifting as needed.

### **Turn 8 - The Carousel**

Approach with the car positioned on the left side of the track. Brake hard in a straight line. Downshift as needed. This U turn has a variety of different acceptable lines. Turn in and be sure to reach either the first apex curbing, the second apex curbing, or both. Don't accelerate until you can see the track-out point all the way around the corner and are sure that you are going to make it. Check your mirrors and point by cars to the right. Long passing zone up and over the Hump (Turn 9), but lift to help cars pass as needed.

### **Turn 9 - The Hump**

Barely a turn at the crest of a small rise. Just keep your car on the left side of the track. Passing zone from Turn 8 continues through the Hump to Turn 10.

### **Turn 10 - The Gulch**

Fastest speed at CMT. Position the car on the left and brake hard in a straight line.

Downshift as needed. Turn in, apex, squeeze on some throttle, and track out very little, keeping the car toward the right side of the track.

### **Turn 11**

Approach on the right side of the track. Tap the brake (or more as desired). Sight the apex and turn-in. Don't squeeze on power until you are sure you will make the track-out. Track out all the way to the right and go up the hill.

### **Turn 12 - The Bridge**

Brake in a straight line. You will go under a bridge. After the hill crests, release the brakes and turn-in, hitting the apex on your left. Sight the track-out and be sure that you will make it before accelerating. Transition toward the left. Check your mirrors and point cars by on your right.

### **Turn 13 - The Kink**

A small right bend in the straight between the Bridge (Turn 12) and Namerow (Turn 14). Passing zone.

### **Turn 14 - Namerow**

The slowest point at CMT and the track's most famous turn, pronounced "nam-row". Position your car on the left side of the track and parallel to it. Brake hard in a straight line and downshift as needed. Very slow here. Turn-in at the cone, and come close to the apex, but don't go over the apex curbing. Dive down the hill and track out to the middle of the track. Squeeze on the throttle. Exiting cars will track all the way out and exit left onto Pit Road. Transition to the right side of the track.

### **Turn 15 - Paddock Bend**

Turn in just after you complete Namerow, making sure you get all the way down to the apex curbing. Track out to the right. No brakes and many drivers will not lift off the throttle. Upshift as needed for the front straight.

### **Track Description / Video**

There are several good descriptions and videos of the track available by searching online.

## Speed Therapy Passing Zones for Circuit Mount Tremblant

*(N.B. subject to change, confirm validity at the Drivers meeting on the Day of each event)*

1. Front straight between Turn 15 - Paddock Bend and Turn 1
2. (Option: TBD) After the Esses, between Turn 5 and Turn 6
3. (Option: TBD) Between Turn 6 and Turn 7
4. Between Turn 7 and Turn 8 (the Carousel)
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