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Jesse Lambert's Simulator Speed Is Real, and This Weekend It Comes Home

The RCC Winter Series AM class champion started Sunday's race at Calabogie from pole and took his first podium, in only his fourth race of the season.

TROIS-RIVIÈRES, QC (August 7, 2026) — Jesse Lambert has had two days of testing in a race car this year. Some of his friends have had ten. What he has instead is two simulators, one at each of his two houses, and three hours a night on them. “I love the sim so much that I have two of them,” Lambert said. “I can’t go a whole summer without sim.” Last month at Calabogie Motorsports Park he started Sunday’s race from pole and finished on the podium for the first time. This weekend the Québec driver takes the No. 95 Radical Canada entry onto the streets of Trois-Rivières, in his own province, for Round 3 of the Emzone Radical Cup Canada presented by Michelin.

Lambert came to the series from karting by way of a computer. He won the AM class title in the RCC Winter Series presented by BiS over the winter, and the prize was a half-day test in one of Lima Racing's Radical SR3 1340s, which he ran before the season opened. He then entered the championship as a full-season competitor. "It makes me over the world happy. There's no feeling like that," he said of the Calabogie podium. "It shows that people who don't have support from their parents, or people that are just scared to try, can go on the sim and learn a lot and then prove to the world what they can do."

The transfer was not instant. What frightened him first was the speed. "When I first got in the car, the hardest thing was just not being used to the speed," Lambert said. "On the simulator it's not nearly as scary to have the car snap and oversteer, or crash into a wall." At Canadian Tire Motorsport Park he lost time running behind other cars because he was wary of their wake. He puts the moment it stopped roughly eleven days into his life in a race car, and gives the credit to a grid slot that left him no way out. "I was starting on the pole, so I had no choice, which was awesome. I was forced to try harder."

The sim work is deliberate rather than accumulated. He runs it with a coach, adjusts his seating position until the view matches the real car, and rehearses conditions he cannot afford to buy. "I try to practise every weather I can. I did a lot of driving in the fog, that way when your visibility is really not good, you can at least prepare for the worst." Saturday's race at Calabogie was his first ever in the rain, which the forecast had not called for. "You can learn so much from wet weather driving and not have to pay the five thousand dollars it costs to go do it in real life."

His plan for Trois-Rivières was set before he left Calabogie: three hours a night, and stints longer than the race itself. "I'm going to do big stints of like 50 laps at GP3R. That way, whether there's yellow flags or not, I'm ready for whatever is to come." The venue matters to him beyond the points. "I'm from Québec, so it's a home race, and there's nothing more I'd like to do than race in my own province."

Lambert is seventh in the championship on 62 points and sets no targets. "I never really set myself a finished position," he said. "My only goal is to always know that I pushed the car to its hardest and I pushed myself. With that the results come. I never tried as hard as I did today." Round 3 runs August 7-9, with Race 1 on Saturday at 3:45 pm and Race 2 on Sunday at 11:10 am, live on the FEL Motorsports YouTube channel.

About FEL Motorsports

FEL Motorsports grew out of a deep base of automotive roots from FEL Automotive Learning and Promotion. FEL, the parent company of FEL Motorsports, has over three decades of experience in the automotive event industry working within Canada and the U.S. By combining the expertise gained from working with luxury automotive brands with some of Canada's most experienced motorsport personnel, FEL Motorsports executes premium race event weekends at tracks in Ontario and Quebec. FEL Motorsports is focused on growth and sustainability in the Canadian Motorsports landscape by giving back to its teams through prizing and prize money.

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