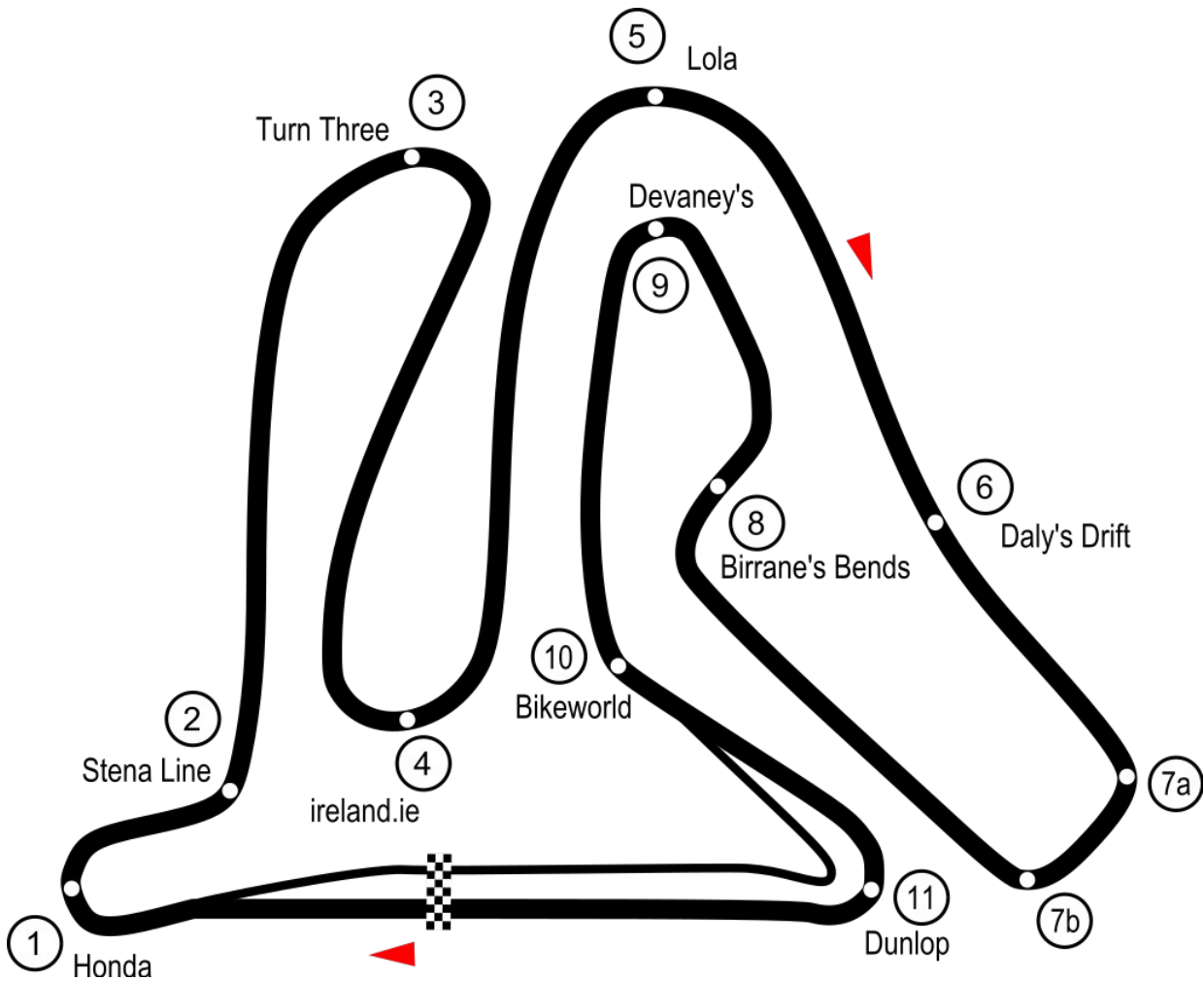


Mondello Park International Track



- The international track is 3.8km's long.
- Not particularly high speed, but a very technical circuit.
- Warm the engine up if cold.
- Take all loose objects out of the car and empty boot.
- Check/tighten wheel studs/bolts.
- Set tyre pressures – let some air out as tyre pressures will rise significantly as the tyres get hot with lapping. Check after 1st session out on track and reduce to normal recommended pressure for your car. Re inflate at end of day.
- Make sure your & passenger's helmets are done up correctly.

Exit Pit Lane

- Stay calm and relaxed.
- Belts on.
- Look for signal from pit lane marshall that it is safe to enter the circuit.
- When joining the circuit from the pit lane be sure to start to gain speed before entering the track.
- There's a solid white line to the left hand side, don't cross that until the line becomes broken nearer to the first corner or stay right until around corner.
- Take it easy for a lap or two warming tyres & brakes gradually.

Turn 1

- Start your first flying lap coming down the main straight as you're heading for turn 1. Allow yourself plenty of room for error as you will be coming down here quite fast.
- Brake at the bridge initially and then moving the braking point on a little bit each time until you find a comfortable spot for yourself.
- Where you brake exactly will depend on how quick your car is and how good the brakes are.
- At the first corner turn in late and cut back for a mid-late apex of the corner.
- A late apex gives you a shallower line on the exit of the corner (i.e. you don't run all the way out to the exit curb) this gives you a better line for turn 2.

Turn 2

- Before the second corner, use all the track on the right hand side (new extended tarmac) and ease off the throttle slightly to transfer weight over the front axle and let it gain grip.
- Aim for the apex and once at the apex start to let the car use the full width of the road moving out to the right hand side of the circuit.
- Try not to let it go over the kerbs on the exit of this corner as they are quite aggressive and can make the car unstable.
- The run-off area at turn 2 is very small so a bit of extra caution here is no bad thing.
- It is not worth taking any risks on this corner as there is no room if you get it wrong.

Turn 3

- Turn three is really two corners combined, it has a fast and a slow bit to it.
- In the first part of the corner it's very easy to get drawn into taking it too fast, so make sure to brake at or before the 100m board and turn in at the 50m board.
- Get close to the kerb on the right, without hitting it, as its very high and will drastically unsettle the car, then get back on the power momentarily and let the car use all the road heading out to the left hand side, braking hard for the 2nd part of the corner.
- Aim for the Big Tree in the distance and go all the way right out to the edge of the track before looking to the right for your apex. The late turn-in point is at the join of the two different strips of tarmac.
- Clip the apex, you can take a bit of the kerb here to help your line around the corner, then let it run out to the left, again try and keep it off the exit kerb.

Turn 4

- On the run into turn 4 stay in the middle of the road, this allows you to brake in a straighter line. If you stay out to the right you run a higher risk of dropping a wheel onto the grass on entry and heading for the gravel trap. The pedestrian bridge in the distance is a good line.
- Stay in the middle of the road initially before getting across to the first of two apexes. If you don't get in tight to the first apex the car can run wide as the corner has adverse camber on the outside.
- Once you get it into the first green and white kerb start to pick up a bit of throttle while aiming for the second apex which is the second Kerb.

- After the second apex kerb let the car run out wide and use all the road but again, keep off the exit kerbs.

Turn 5 (Parabolica)

- It's very easy to be tempted in too fast so you have to make sure to use the 'slow in fast out' technique.
- To set the car up nicely, start slowing down before you go over the brow of the hill, be careful not to clip the grass on left on entry as it'll send you into a spin.
- Get turned into the corner but don't hit the apex kerb aim to just miss it, it's a little raised and it will just unsettle the car and make you drift too far out.
- A common mistake is to hug the inside line as the corner is blind and quite daunting.
- You want to exit around the middle of the road initially and then just at the final stage of the corner use all of the road to get the car as straight as possible as soon as possible. The very end of the exit kerbs on the left is a good target.

Turn 6 (Daly's Drift - just a slight kink)

- This is the fastest part of the circuit.
- After turn 5, let the car drift over to the right hand side to open the entry to turn 6.
- Depending on the overall performance of the car that you're driving, you may or may not need to take the left hand kink called Daly's Drift into consideration.
- In really powerful cars you may need to lift before the left hand kink to help settle the car a bit before you hit the brakes as it's on the crest of a hill which makes the car go light, just as you want to hit the brakes, which can make the approach to Tarzan quite interesting!
- Once you're through Daly's Drift get all your braking and gear changing done as soon as the car is straight.

Turns 7A & 7B (Tarzan)

- On the approach to these corners 7A looks very open and inviting but it's far from it.
- It's a tight corner with little room for error and probably the most common place on the circuit for drivers to end up in the gravel (turn 12 Dunlop also).
- Approaching Tarzan over the brow of the hill you need to get the car back to the left hand side for the braking zone, make sure the car is in a straight line as you brake, in order to minimise the chance of spinning off.
- Brake nice and early here (once in a straight line) until you get used to the corner.
- Don't turn in too early, there's a high cement kerb which will launch you up on two wheels, so try aim for it without hitting it.
- Use all of the road out to the left after turn in, getting back on the power momentarily, then ease off the power to let the nose gain grip for 7B.
- Again, don't cut this corner, it'll push you out wide on the exit and there's not much room before the outside barriers!
- Stay on the left all the way up the hill to the 'Esses'.

Turn 8 & 9 (The Esses)

- On the way up the hill after '7B' you'll be on the left approaching this corner.
- The common mistake here is to turn in early, but fight the urge because this will push you wide in between the two corners and screw up your line for the second part of the Esses. You can take a bit of kerb here.
- A late turn in and a bit of kerb help straighten out the Esses, meaning you can get on the power quicker.
- The later you turn in the straighter run you will get for turn 9 which is the second part of this series of corners.
- This allows you to get on the power much earlier.
- Stay on the right hand side after the second part to get you in the correct position for turn 10.

Turn 10

- Once out of the Esses stay on the right for the next left hander.
- It's very easy to turn in to this corner too early as well so try and hold out and aim for quite a late apex.
- Once turned in there's a long way till the apex so pick up the throttle gradually to get you there, then on the way out of the corner gradually build up power as you let the car move out to the exit on the right.
- Stay on the right for the next fast left hander back on to the National Circuit.

Turn 11 (Paddock)

- Turn 11, or 'Paddock', is a fast kink which you have to approach with caution.
- Don't let the open nature of the corner drag you in, make sure and slow the car down enough that you don't run too wide on the exit which is very easily done and can spin you back across the road into the path of on-coming cars.
- Turn into the corner, aim for the apex and then start to pick the power back up ever so slightly to help balance the car through this fast kink.
- After you go over the slight bump in the middle of the apex let the car drift right then get the car back over to the left for the final corner.
- Paddock is a great corner but beware, get it wrong and the banks on both sides are in close proximity!

Turn 12 (Dunlop)

- Turn twelve is an important corner if you're chasing lap times as it leads on to the longest straight so you want to carry as much speed through here as possible but it's tricky because it's blind on approach so brake early and try not to end up in the gravel trap on your first attempt at the corner.
- Stay on the left hand side on approach.
- Keep an eye out for the 100 board on the left or if that's not there look for the marshal's shed on the left and brake about 20 meters before that (again depending on what you're driving).
- Stay on the left and don't turn in too late as you can easily miss the apex. There is a small bit of excess concrete extending on to the tarmac from the left hand kerbing, this is a good turn in target.
- Get it into the apex and the camber of the corner will help you through.
- Use all the road out to the left on exit.

- Then ease the car over to the pit wall side of the main straight. This will allow and assist faster cars behind to overtake and also positions you to straighten the line to the left hand side at the end of the straight for braking in to turn 1.
- To prepare for braking for turn 1, towards the end of the pit wall start to ease the car towards the middle of the road until you get to the bridge, keep a good eye on your mirrors for faster cars then start to ease over to the left before getting hard on the brakes for turn 1 again.

So that's it, a flying lap of Mondello Park International.