

F1 2001: CIRCUIT INSTRUCTIONS GUIDE

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SPACING AND LENGTH

For optimum readability, this driving guide should be viewed/printed using a monowidth font, such as Courier. Check for font setting by making sure the numbers and letters below line up:

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This guide is 71 pages in length.

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INTRODUCTION

F1 2001 is the latest entry in EA Sports' line of F1-based games for (originally) the PlayStation and (now) the PlayStation2. F1 Championship Season 2000, the game immediately preceding F1 2001, marked EA Sports' first foray of the series to the PS2, but F1CS2K was actually released in two 'flavors:' PSX and PS2. F1 2001 is thus the first PS2-only game of the series.

And what an introduction it is for the PS2-only line of the series!!!!!! The graphics and sounds are better than before, the creativity behind the game (especially the unlockable features) provide far more repeat gameplay, multitudes of options have been added to customize gameplay much more than ever before in the series, the computer-controlled drivers REALLY dice for position (sometimes going four-wide!!!), and the game's controls (using a standard controller) are much more challenging than in previous incarnations of the series without stepping beyond what can be reasonably expected of the average gamer.

Most likely, if you play F1 2001, then you are at least a casual fan of F1 racing, and have at least a basic knowledge of many or all of the F1 courses currently in use. That knowledge certainly does help when first playing F1 2001, and vice versa - as any extensive gameplay greatly helps in determining where the drivers are on each course when races are televised.

The final segment of this driving guide provides information to help you to cleanly drive each course - including circuit maps to benefit visual learners (myself included). Even those who know the courses fairly well and/or play the game regularly can always use tips.

Please note that much of this information comes from the driving guide I wrote for F1 Championship Season 2000 (the predecessor to F1 2001), also by EA Sports. Those who have read and/or downloaded the driving guide for F1CS2K will already have the same basic information covered in this driving guide. This driving guide has been modified and expanded to reflect the many additions in F1 2001,

including the minor circuit alterations included in the game (such as the initial chicane at Monza). Also, the Tire Care section is modified as appropriate from my GT3: Tires Guide, also available at FeatherGuides and at many gaming Web sites.

ASSUMPTIONS AND CONVENTIONS

Most race circuits outside the United States name most corners and chicanes, and even some straightaways. Where these names are known, they will be included in parentheses and referenced in the explanatory text. These names have been gathered from course maps available on the courses' official Web sites, my memory of how F1 races have been called by American TV sportscasters (Fox Sports Net and SpeedVision, in 1999 and 2000), and/or from the Training Mode of F1 Championship Season 2000 (corner/segment names are listed at the bottom of the screen). To the extent possible, these names have been translated into English.

RACE ORDER: 2001 SEASON

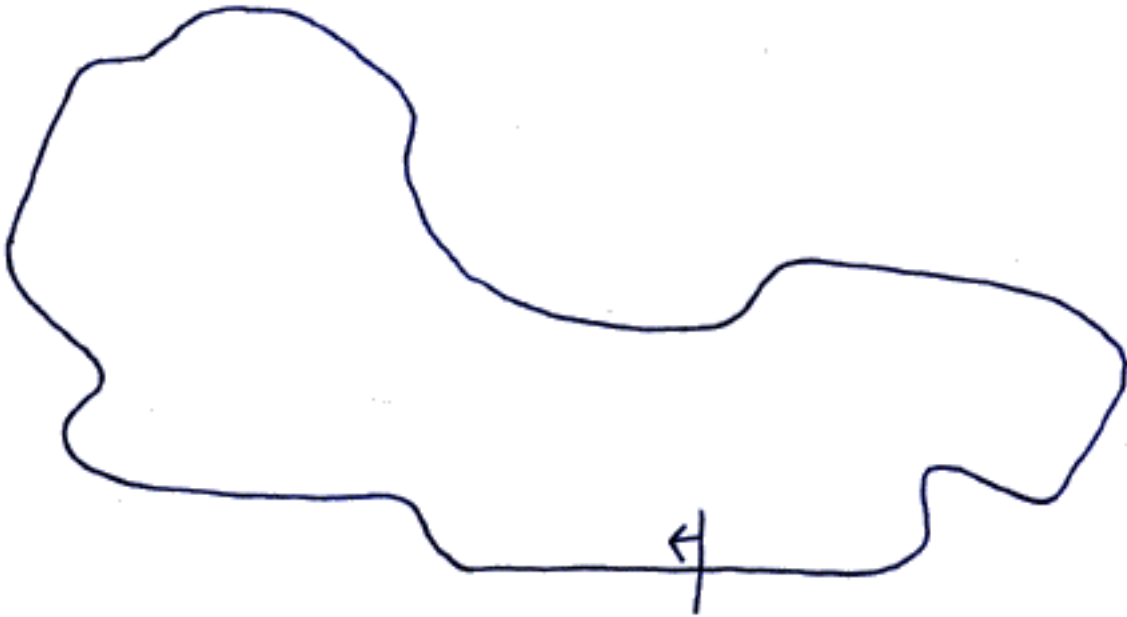
F1 2001 presents the courses in the order in which they were presented for the 2001 Formula 1 season. This driving guide will follow the same convention, which will be especially useful for those playing in Championship Mode. However, Quick Race presents the circuits in a different order, and all but the first three must be unlocked.

F1 Race Schedule, 2001 Season:

March 4	Australia	Albert Park
March 18	Malaysia	Kuala Lumpur
April 1	Brazil	Interlagos
April 15	San Marino	Imola
April 29	Spain	Catalunya
May 13	Austria	Al-Ring
May 27	Monaco	Unnamed (Street Circuit)
June 10	Canada	Circuit Gilles Villeneuve
June 24	Europe	Nurburgring
July 1	France	Nevers Magny-Cours
July 15	Great Britain	Silverstone
July 29	Germany	Hockenheim
August 19	Hungary	Hungaroring
September 2	Belgium	Spa-Francorchamps
September 16	Italy	Monza
September 30	USA	Indianapolis
October 14	Japan	Suzuka

NOTE: The 2002 F1 race schedule is available at the official FIA Web site (<http://www.fia.com/>). The race schedule also has links to the official Web sites of most of the permanent and temporary (street) circuits hosting F1 races.

GRAND PRIX OF AUSTRALIA: ALBERT PARK



The 2001 F1 racing season begins with a set of 'flyaway' (non-European) races. This fast, flat, attractive circuit is built around Melbourne's beautiful Albert Park Lake, using actual city streets which generally receive little traffic during the year. There are usually plenty of trees on both sides of the track, with a nice view of Melbourne's buildings as you come through Turns 12 and 13. The Albert Park circuit features many long, gentle, no-braking corners, allowing for incredible top-end speed all around this completely-flat circuit. However, these are tempered with several moderate- and hard-braking corners, as well as many dark shadows obscuring long stretches of the pavement, especially in wet conditions.

Pit Straight: The front straight is fairly long, following a moderate-braking corner (Turn 16). However, Turn 1 requires an early braking zone.

Turn 1: A moderate-braking right-hand corner. If you miss the braking zone here, there is a wide area in which you can recover. Traffic will often bunch up entering Turn 1, even beyond the start of a race.

Turn 2: Immediately following Turn 1, this is a gentle left-hand turn which can be taken at full speed. Excellent acceleration out of Turn 1 makes the exit of Turn 2 and the ensuing straightaway a prime passing zone. Beware the barrier on the right on exiting Turn 2; do not hit the throttle too soon exiting Turn 1.

Turn 3: This is a hard-braking right-hand semi-blind corner following a long straightaway; the braking zone begins earlier than it would otherwise appear, so make use of the distance-to-corner markers. Again, there is a wide recovery area here. A little speed can be made coming out of Turn 3, but the straightaway is virtually non-existent, requiring moderate braking for Turn 4. This is definitely NOT a place to pass (safely) unless you have EXCELLENT brakes and little or no tire wear. Traffic tends to bunch up here for Turns 3 and 4.

Turn 4: A left-hand corner requiring at least moderate braking. To the outside of the corner is a wide, paved recovery area; however, driving too far out to the right or remaining on this paved area beyond the painted advertisement will result in a Stop-Go Penalty. The inside of Turn 4 is also a wide paved zone, but short-cutting Turn 4 by more than one car length will also result in a Stop-Go Penalty. Good acceleration out of Turn 4 can set up a good passing opportunity.

Turn 5: A gentle right-hand corner through the trees which leads to a nice straightaway. With a flawless racing line, no braking is necessary here; otherwise, a quick lift of the accelerator will be needed to keep the left side of the car off the barrier.

Turn 6: A semi-hidden moderate-braking right-hand corner. Traffic will sometimes bunch up here, as drivers try to spot the corner. A wide recovery zone is available here as well, but take care not to shortcut the corner. Blasting through Turn 6 without braking will almost certainly result in loss of control (with subsequent spinning, sliding, and/or crashing) due to the angle of the rumble strips.

Turn 7: Immediately following Turn 6, Turn 7 is a very gentle left-hand corner which brings you alongside the northernmost end of Albert Park Lake. Beware the barrier on the right.

Turn 8: This is almost not a turn at all, as it curves extremely gently along the shoreline, but the course map on the race's official Web site lists this as a corner.

Turn 9: This corner is a tight right-hand turn which requires moderate or hard braking. Traffic almost always bunches up here. If you miss the braking zone here, you will end up out in the blue-green dust-covered area.

Turn 10: This is almost not a turn at all, as it curves extremely gently to the left and back along the shoreline. There is absolutely NO room for error on the right side of the track, as the pavement runs directly up against the barrier. Once you pass underneath the second pedestrian bridge and see the grandstands ahead on the right, drift to the right to set up the best racing line for Turns 11 and 12.

Turns 11 and 12: If you are not navigating traffic, Turns 11 and 12 can be taken at full speed, although some drivers may feel more comfortable with tapping the brakes once in each turn. However, sliding even one pixel across the rumble strips on either side of the chicane results in a Stop-Go Penalty. It is very easy to slide off the pavement exiting this chicane if taken at top speed, so a flawless racing line is crucial.

Straightaway: The pavement runs directly up against the barrier on the left side of the course here, creating problems for cars on the left whose engines suddenly expire.

Turn 13: This is a semi-blind right-hand corner requiring moderate braking if you are alone; traffic tends to bunch up here. The recovery area again is quite wide, with a long run-off strip if needed. This leads to a short straightaway which can be a prime passing zone if

acceleration out of Turn 13 is strong. Note that if you were able to take Turns 11 and 12 without braking or navigating traffic, you can reach over 210MPH just before entering Turn 13, making braking even more important.

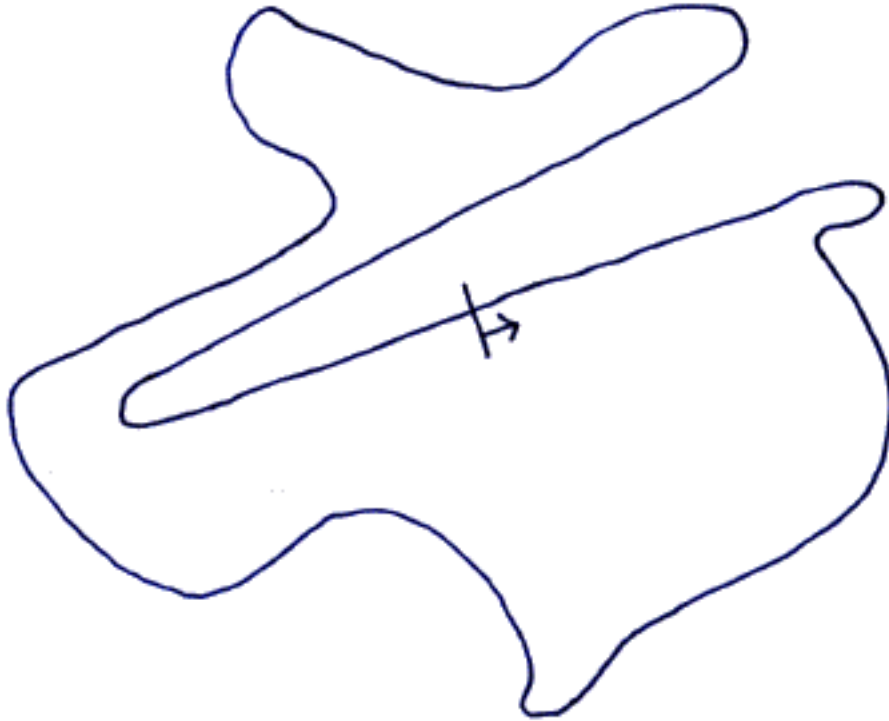
Turn 14: A light-braking, right-hand corner with a wide recovery area. Experts should be able to take this corner at top speed (if not in traffic) with a flawless racing line, or by dropping the right-side tires onto the grass. This is a good place to pass on braking upon entering the corner.

Turn 15: Do not be fooled by the run-off lane which proceeds directly ahead into an unmoving barrier; there IS a J-turn to the left here, requiring hard braking. This is also a good place to pass on braking when entering the corner. Note that the Pit Entry is immediately to the right upon exiting the corner, so be sure to look for cars moving slower than expected as they enter Pit Lane.

Turn 16: But, be careful with the approach and exit angles for this right-hand turn, as the barrier (and a grandstand) is just a few feet off the pavement on the left as you exit the corner. A new addition from previous versions of the game, the Pit Lane barrier begins at the entry of Turn 16, so shortcutting is not a possibility, and dropping the right-side tires off the pavement is also not a good option. This leads onto the Pit Straight.

Pit Entry: The Pit Lane begins to the right immediately after Turn 15. It is possible to enter at a fairly high speed, but there will be a sharp turn to the right very quickly, requiring moderate or heavy braking. Before entering the main Pit area, however, is a tight right-left chicane, so be prepared to truly slam on the brakes, or else the nose of your car will slam into the Pit Lane barrier.

GRAND PRIX OF MALAYSIA: KUALA LAMPUR



This is the second-newest F1 course currently in use, as its construction was completed just in time for the end of the 1999 F1 season. Kuala Lumpur includes very wide recovery zones all along the course, on both sides of the pavement, with very few exceptions. The main grandstands are nestled 'within' the course itself, as the 'back straight' and the 'Pit Straight' flank each side of the main spectator seats, linked by a tight left-hand hairpin. While the pavement is rather wide for an F1 circuit, it is actually more difficult to drive than it appears on television, especially the 'back' part of the course (behind the main grandstands).

Pit Straight: The main grandstands are to the left as you fly down the Pit Straight. Slam on the brakes at the end of the Pit Straight, as the first two corners are VERY tight.

Turns 1 and 2: Turn 1 is a TIGHT right-hand corner, followed immediately by the not-as-tight-but-still-

difficult left-hand Turn 2. If there is traffic ahead of you, the cars will certainly bunch up here. The first corner on the opening lap of any F1 race is characterized by cars bunching up together; given the downhill slope of Turns 1 (beginning at the exit) and 2, cars are even more likely than usual to bump each other and/or the barrier here. Fortunately, the outside of Turn 2 has a wide (sand-filled) recovery area, so if a major accident takes place, it might be wise to (carefully) take to the sand to avoid the worst of the chaos and debris. Remember that Turn 2 is slower than Turn 1, so if following another car, allow plenty of room to keep from ramming the other vehicle.

Turn 3: Accelerate hard through this sweeping right-hand corner. No braking is necessary here. The course begins a gentle uphill climb here.

Turn 4: It is easy to overrun this corner, either on entry or on exit, but the wide patch of sand is available to slow you down in these situations. This right-hand corner is the crest of the uphill climb which began in Turn 3. Moderate braking will be required here.

Turns 5 and 6: Turn 5 is an easy left-hand corner, followed by the similarly-shaped right-hand Turn 6. In Turn 5, the barrier comes very close to the pavement on the inside of the corner, so be careful not to roll up on the grass here. There is plenty of space for recovery on the outside of each corner, which may be important exiting Turn 6 as it is rather easy to run too wide on exit. Both corners can be taken either flat-out or with simply a slight lifting of the accelerator.

Turns 7 and 8: These two right-hand corners are best taken in a wide 'U' formation. There is plenty of kitty litter on the outside of the corners here should you lose concentration and drive off the pavement. While experts with a death wish may be able to speed through these corners at full throttle, braking or significantly lifting off the accelerator would be a far better choice.

Turn 9: This tight left-hand J-turn is made even more difficult by the brief uphill slope leading to the corner itself, which hides the view of the pavement as the course turns to the left here. Early braking is key, or else you WILL be caught out in the sand trap. Moderate or heavy braking will be needed here, depending on your top speed coming out of the 'U' formation of Turns 7 and 8. If you have excellent confidence in your braking ability (especially with fresh tires after a pit stop), this is a great place to pass other cars on braking, but only if attempted near the inside of the corner - otherwise, you will be far off the racing line, and any car(s) you try to pass will force you out into the sand.

Turn 10: After the tightness of Turn 9, Turn 10's right-hand corner can be taken at full throttle. The course climbs gently uphill here, cresting shortly after the exit.

Turn 11: The course begins a gentle downhill slope near the entry of Turn 11, then turns to the right as the downhill slope continues. Moderate braking will be needed here, as Turn 11 is tighter than Turn 10. This is also a good place to pass other cars on braking. It is also easy to overrun the corner, so there is plenty of sand to the outside of the corner to slow you down in this instance.

Turn 12: After a short straightaway, the course turns to the left. If you hug the apex tightly, you should be able to take Turn 12 without braking. Again, plenty of sand awaits those who slide off the pavement here.

Turn 13: This is a nasty right-hand decreasing-radius hairpin with no paved swing-out area on exit, making the corner far more difficult than it at first appears. The first 60 degrees can be taken at top speed, although some braking is greatly recommended here. After that, moderate or heavy braking is required to keep from rolling out into the kitty litter. Strong acceleration is key on exit.

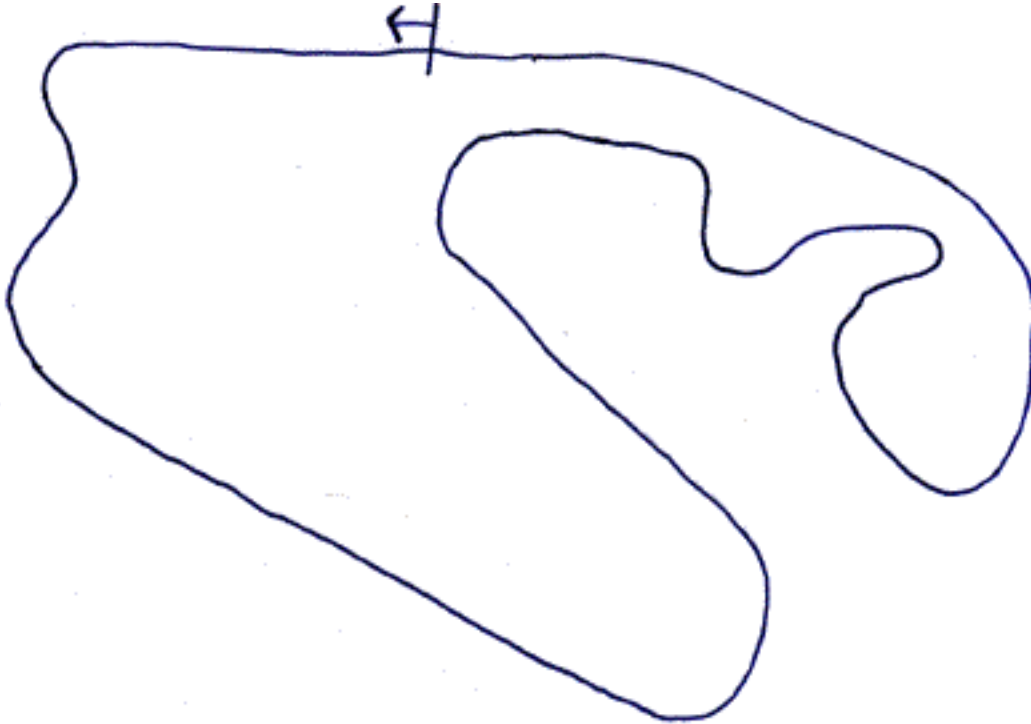
Straightaway: This straightaway runs along the 'back side' of the main grandstands. This is a very long straightaway, so powerful acceleration out of the Turn 13 hairpin can

provide good passing opportunities here, especially for those using a low-downforce set-up. Near the end of the straightaway, a line of pavement leaves to the right, but this is NOT the Pit Lane entry used for F1 races.

Turn 14: This is the final corner of the course, and certainly the most important in a close race. Following the long straightaway on the 'back side' of the main grandstands, this is a left-hand hairpin, much tighter than Turn 13. It is key here to approach from the extreme right side of the pavement, tightly hug the apex, and accelerate strongly while drifting back out to the right on exit. The Pit Lane entry begins here about halfway through the hairpin, so beware of slower cars going in for servicing. This is also a good place to pass on braking, but be ready to block any aggressive drivers trying to pass you as they slam on the throttle on exit.

Pit Entry: The Pit Lane begins halfway through the Turn 14 hairpin (the final corner of the course). Keep tight to the right entering the hairpin, to allow those passing you to dive to the left-hand apex of the corner; after the first 90 degrees of the corner, drive straight ahead along the Pit Lane. However, you will quickly find the Pit Lane curving to the left, so make sure you have slowed enough to not bang the front wing or front-right tire against the barrier.

GRAND PRIX OF BRAZIL: INTERLAGOS



Most F1 courses are driven clockwise; built on a steep hillside, Interlagos is driven counter-clockwise, which I understand causes 'undue' fatigue to drivers' necks as the race progresses. The upper part of the course features two extensive segments of flat-out, full-throttle, top-speed driving. However, the lower part of the course (where the most clock time is spent per lap) features tight corners and several significant elevation changes. However, despite these two very different sections of the circuit, the car set-up is not quite as key here as at Indianapolis.

Pit Straight: This is the highest point of the course in terms of elevation. There is no room to pull off the course here if there is a problem with a car, as the barriers rub against the pavement on both sides of the track. This is also the fastest portion of the course, leading into the most dangerous set of corners in all of F1 racing. There are several left-hand fades along the 'Pit Straight.' This 'straightaway' is the longest stretch of flat-out acceleration of this course. The optimal racing line is hard to the left, so be careful not to rub the left-side tires against the barriers, especially when

passing the Pit Lane Entry. The Pit Entrance is also to the left; beware of slow cars entering Pit Lane.

Turn 1 (S do Senna): Especially since this corner follows an incredibly long and fast 'Pit Straight,' this is by far the most dangerous turn on the course, and thus perhaps the most dangerous corner in all of F1 racing. This is a tight, left-hand, semi-blind, downhill corner requiring severe braking long before reaching the turn. Unless you have PERFECT confidence in your car's braking AND turning ability, this is definitely NOT a place to pass!!! For those who overrun the corner, there is a continent-size patch of kitty litter.

Turn 2 (S do Senna): Following immediately after Turn 1, it is best to coast through this right-hand corner, with strong acceleration on exit to set up prime passing opportunities in Curva du Sol or along the following straightaway. Beware the Pit lane barrier practically rubbing up against the pavement here on the left. (Historical note: The Pit Lane used to rejoin the main course at the exit of Turn 2, but FIA and the drivers deemed that this was too dangerous.)

Turn 3 (Curva du Sol): Immediately following S do Senna, Turn 3 is a gentle left-hand corner which can also be taken at top speed. Just beyond the exit of Turn 3, the Pit Lane rejoins the main course on the left. Curva du Sol leads into the second-longest straightaway of the circuit.

Straightaway: This long straightaway presents a gentle downhill slope leading to the lower portion of the course. Keep to the right on exiting Curva du Sol so that cars rejoining the race from the Pit Lane can blend in without incident.

Turn 4 (Lago): This corner truly begins the lower portion of the course in terms of elevation. Lago is a semi-hidden left-hand corner with a slight downward slope. Moderate braking is necessary here to keep from sliding the car into the recovery zone, especially if the track is wet. Good acceleration out of Lago sets up great passing in the next

corner and along the following straightaway. Do not overrun the course, or you will be slowed severely by the sand and grass.

Turn 5: A gentle left-hand turn, this can be taken at full throttle. The course begins to slope upward again. However, do not try to take this corner too sharply on the apex, as the barrier may not agree with your tactics.

Straightaway: This is effectively the last straightaway before the Pit Straight at the beginning of the course. The course here slopes upward, so cars with excellent acceleration out of Turns 4 and 5 can pass those with poor uphill speed.

Turn 6 (Laranjinha): This is the beginning of a pair of right-hand corners which effectively form a 'U' shape. The entry of this corner can be taken at full throttle, but be ready to touch the brakes at the exit of this corner. Turn 6 is also on the crown of a hill.

Turn 7 (Laranjinha): The final corner of a 'U' shape in the course, this is a right-hand decreasing-radius corner with a gentle downward slope.

Turn 8 (Curva do S): After an almost negligible straightaway, this incredibly tight right-hand corner requires hard braking. The course also begins to slope downhill at the beginning of Turn 8. Pinheirinho immediately follows.

Turn 9 (Pinheirinho): Immediately upon exiting Turn 8, slam on the brakes again (or simply coast) for the sharp left-hand Pinheirinho. This may potentially be a good place to pass other cars. Turn 9 is a long corner, however, so it is important to hug the apex much longer than usual. Extreme caution must be taken here if racing in wet conditions, or you will find yourself sliding into the sand. The exit of Pinheirinho leads to an upward-sloping straightaway.

Turn 10 (Bica do Pato): The entrance of Turn 10 begins the final downward slope of the course, making this right-hand corner even more difficult to navigate. Heavy braking and excellent hands are required to maneuver the car safely through this corner, especially in the rain. Good acceleration is needed exiting Bica do Pato to pass traffic in the next corner and ensuing straightaway. The kitty litter is available if you overshoot the corner, but then you will quickly find yourself rubbing against a barrier.

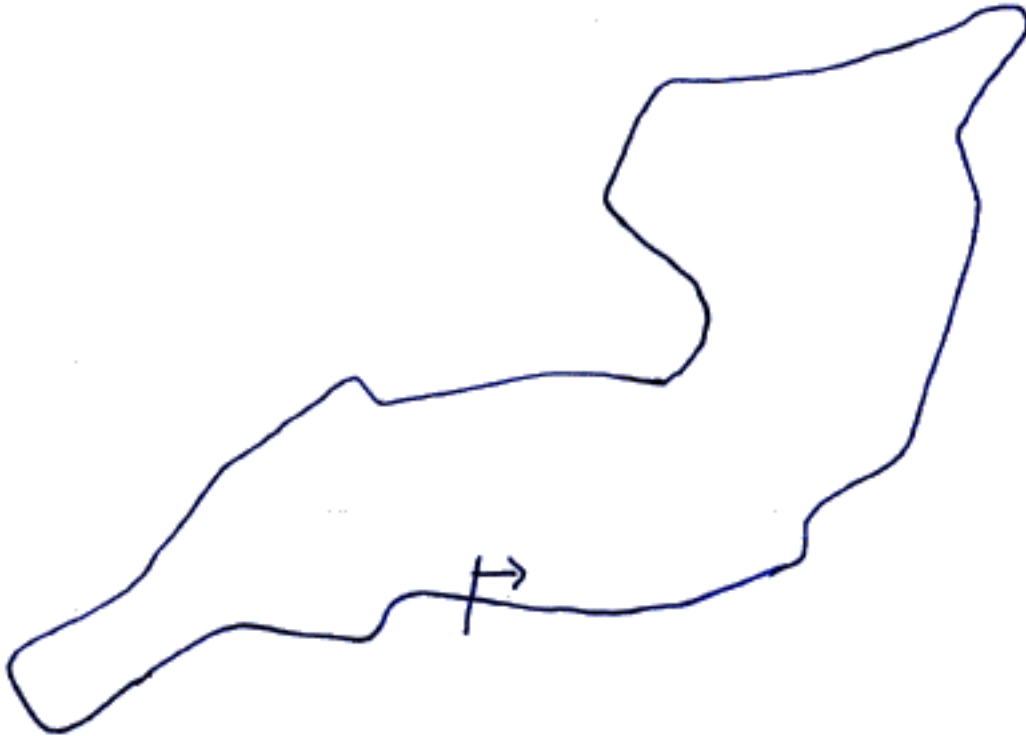
Turn 11 (Mergulho): This left-hand corner almost immediately follows Bica do Pato and can be taken almost flat-out to provide good speed along the next (very short) straightaway. Good acceleration out of Bica do Pato makes this a good passing zone if you have a decent racing line, otherwise you may find yourself off the course on the outside of the corner.

Turn 12 (Juncao): This is a tight left-hand corner requiring moderate to heavy braking. The final, steep uphill slope begins here, and the exit of the corner is hidden (even in chase view). It is extremely easy to run off the outside of the corner here, but a small patch of grass and another paved lane provide some run-off relief here. This corner leads to the incredibly long Pit Straight.

Pit Entry: As you climb the long 'Pit Straight,' the Pit Lane begins on the left.

Pit Exit: The Pit Lane once emptied onto the exit of Turn 2; it now rejoins the main course just after the exit of Curva du Sol. This makes Pit Lane extremely long, which makes it extremely important to select your pit strategy carefully in long races.

GRAND PRIX OF SAN MARINO: IMOLA



The Imola circuit is challenging but rather fun. Again, this is a 'counterclockwise' circuit, but, oddly, the Pits and Paddock are located on the outside of the circuit and not on the inside. There is extremely little tolerance for shortcutting the chicanes. Due to the slope of the grass on the inside of the corner, Turn 6 (Tosa) is essentially a blind corner unless traffic is present to mark the course for you.

Pit Straight: This is a long straightaway, which enables high speeds as the cars cross the Start/Finish Line. Good exit speed out of the final chicane makes for prime passing and a good show for the spectators. The Pit Straight fades to the left at the exit of Pit Lane (which is aligned with the Start/Finish Line). Once past the Pits, there is a barrier directly against the right side of the track.

Turns 1 and 2 (Tamburello): This is a left-right chicane. Turn 1 requires moderate braking, but if you slow enough in Turn 1, you should be able to drive at full throttle through Turn 2 and beyond. If you try to take the entire

chicane at full speed, you can make it through Turn 1 fairly well, but you will quickly find yourself in the grass on the outside of Turn 2 and banging against the nearby barrier. If you completely miss the braking zone for Turn 1, there is a huge sand trap to help you recover.

Turn 3 (Tamburello): Immediately following Turn 2, Turn 3 is a soft left-hand corner which can be taken at full speed. Strong acceleration out of Turn 1 makes this a good passing zone. Following this corner is a significant straightaway.

Turns 4 and 5 (Villeneuve): This is another left-right chicane, but not as lengthy as the first. Care must be taken not to slide off the course at the exit of Turn 5. It is possible for experts to fly through this chicane at top speed (if not encumbered by traffic) by rolling up on the rumble strips, but doing so produces a significant chance of losing control of the car. The course slopes upward at the exit of this chicane.

Turn 6 (Tosa): This is a semi-blind left-hand corner which continues the upward slope of the course. Moderate or even severe braking is required here, or else your car will be in the kitty litter and headed toward the spectators. Traffic is actually a benefit in approaching this corner, as the course is largely hidden from view given the slope of the grass on the inside of the corner, but other cars are easy to see.

Straightaway: The course continues up the hill here. Just beyond the overhead billboard, the track fades to the right as it begins its gentle downward slope, but then leads directly into Piratella.

Turn 7 (Piratella): The course continues downward here, with the slope increasing. This is a left-hand semi-blind corner. It is rather easy to slip off the pavement here and into the kitty litter on the outside of the corner. Any passing here is best made tight to the apex of the corner, perhaps with only the right-side wheels on the pavement or rumble strip.

Turn 8: Barely a corner at all but more than a fade, the course gently turns to the left here. This is a full-speed 'corner,' but the racing line is still very important here.

Turns 9 and 10 (Mineralli): This is a pair of right-hand corners which effectively function as a decreasing-radius 'U' formation and are best taken in this manner. Turn 9 can be taken at full speed, but upon exit to the outside of Turn 9, severe braking is needed and extra steering to the right is required to safely navigate around the decreasing-radius Turn 10. The track begins another (steep) uphill slope in Turn 10. Tightly hugging the apex allows for prime passing through Turn 10. Care must be taken not to enter Turn 10 too fast, or else you will be off the course on the left.

Turn 11 (Mineralli): Immediately following Turn 10, the left-hand Turn 11 continues the upward slope of the course. Care must be taken not to slip off to the right of the track on exit.

Turns 12-13 (Alta Chicane): This is a tight right-left chicane. Other cars generally slow significantly for this chicane, so a full-speed maneuver here in traffic is not advised. In fact, attempting to take this chicane at top speed will require rolling up on the rumble strips, and you will likely lose control and either spin or collide with the all-too-close barrier to the right side of the course. The barrier to the outside of Turn 13 is very close to the track, so be careful not to slip off the course.

Straightaway: The course begins its final downhill slope here, fading gently first to the left, then to the right.

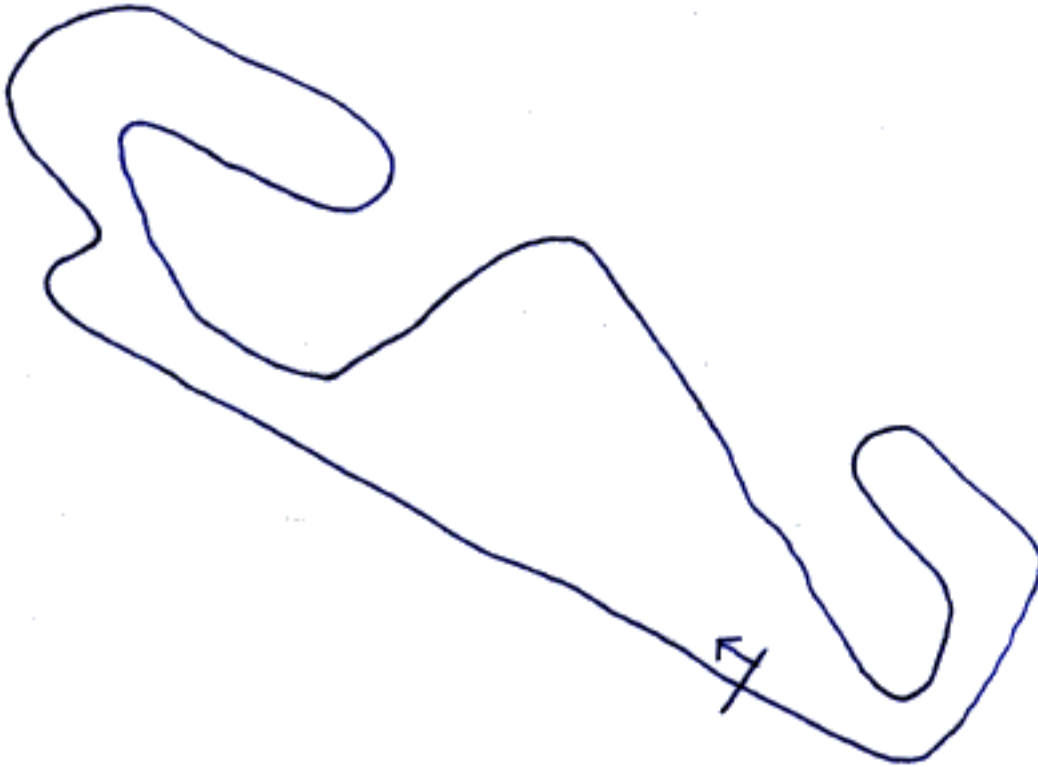
Turns 14 and 15 (Rivazza): This is a left-hand 'U' formation. Moderate braking is required entering Turn 14, but then Turn 15 can be taken at full speed (IF you slowed enough in Turn 14), although some may feel more comfortable lightly tapping the brakes here. Caution must be taken to use enough braking entering the 'U' formation, or else you will end up in the sand on the right side of the track.

Straightaway: This is the final long straightaway before reaching the Pit Straight. However, the official course fades to the right just after passing underneath the Helix banner; driving straight ahead (the pavement of the old course) and thus missing the entire final chicane results in a Stop-Go Penalty. The end of this straightaway provides two options: 1.) Keep driving straight ahead onto Pit Lane; 2.) Turn left for the final chicane.

Turns 16 and 17 (Bassa Chicane): This is the final chicane (left-right) of the course. To the outside of Turn 16 is the Pit Lane entry, so be mindful of slower cars entering Pit Lane as you approach the chicane. Moderate braking is required entering Turn 16, but then Turn 17 requires light braking.

Pit Entry: Instead of turning left for Turn 16, keep driving directly ahead. However, there is no room for slowing once you leave the main course, so stay tight to the right side of the pavement as you slow to enter Pit Lane.

GRAND PRIX OF SPAIN: CATALUNYA



The Catalunya circuit is challenging, especially the two hairpins and the final corners of the race. For observers and drivers alike, plenty of action can be found at the Spanish Grand Prix.

Intertextal Note: The Catalunya circuit is also used in the recent PS2 game Le Mans 24 Hours.

Pit Straight: As usual, incredible speeds can be attained here. Watch for cars rejoining the race from the right side of the straightaway about two-thirds of the way along its length.

Turn 1 (Elf): This is a right-hand corner which requires moderate braking. Be careful not to hug the inside of the corner too tightly, or you will damage your right-side tires on the barrier. Strong acceleration out of Turn 1 creates great passing opportunities all the way to Repsol. Attempting to take Turn 1 at top speed will either cause you to lose control as you run up on the rumble strips, or send you too far off course to survive Turn 2 intact.

Turn 2 (Elf): Immediately following Turn 1, the left-hand Turn 2 can usually be taken at top acceleration. With strong acceleration out of Turn 1, this is a prime passing zone.

Turn 3 (Seat): A sweeping right-hand increasing-radius corner which can be taken at full speed with a flawless racing line. This is also a good place to pass slower cars, especially if you have the inside line.

Turn 4 (Repsol): This is a semi-blind right-hand hairpin corner which requires moderate or heavy braking. The barrier on the inside of the corner rests almost directly against the track, and blocks your view around the corner. This can actually be a good place to pass on braking, but only with extreme caution (and usually only if the car you wish to pass takes the wide line around the corner). Don't come too hot into this corner or else you will find yourself in the sand. After clearing the first 90 degrees, you should be able to accelerate fairly well if not encumbered by traffic.

Turn 5: After a very short straightaway, this is a semi-blind left-hand hairpin, a bit tighter than Turn 4. Moderate or heavy braking will be needed here, or you will definitely find yourself in the kitty litter.

Straightaway: This straightaway fades to the left. Strong acceleration out of Turn 5 can create passing opportunities, especially in the braking zone for Wuth.

Turn 6 (Wuth): With a good racing line, you should be able to brake lightly to clear this semi-blind, slightly-downhill, left-hand corner. Beware the barrier on the inside of Wuth. The exit of Wuth has an immediate fade to the right, so do not commit too much to turning left here, or the front-left of the car will be shaking hands with the barrier.

Turn 7 (Campsá): This right-hand corner can be taken at full speed with a flawless racing line. Note that the

official circuit is to the right; do not drive directly ahead onto another patch of pavement, or you will be assigned a Stop-Go Penalty.

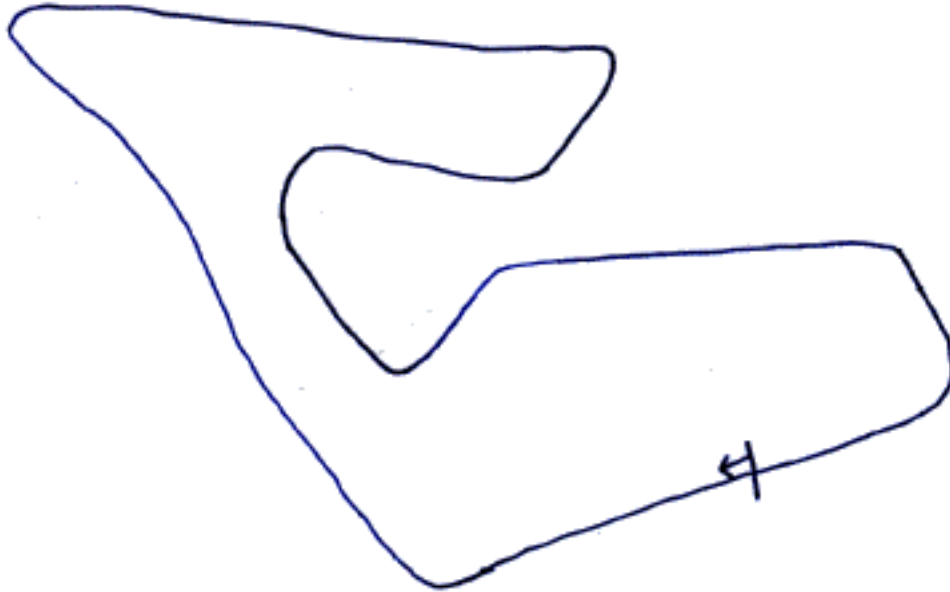
Turn 8 (La Cacsá): Severe braking is required for this left-hand corner. While not suggested, you may be able to pass other cars on braking here. As with Wuth, stay off the rumble strips and grass on the inside of the turn, or you will risk losing control of the car. This is a 'J' turn, and the corner seems to go on forever before you reach the exit.

Turn 9 (Banc Sabadeau): Shortly following Turn 8, moderate or heavy braking will be needed here for the right-hand, upward-sloping corner. This is also a 'J' turn which is nearly a double-apex corner. If you need a recovery area anywhere on the course, it will most likely be here. It is possible to pass slower cars here by tightly hugging the inside of the turn, even running the right-side tires on the rumble strips or just slightly in the grass.

Turn 10: Light braking may be needed for this right-hand corner. The key here is to truly hug the inside of the turn and accelerate strongly through the exit. Watch for slow cars here preparing to go to Pit Lane for servicing.

Turn 11: Entering this right-hand corner, the Pit Lane begins on the right, so be on the lookout for very slow cars here. If you take this final corner too tightly, or make a VERY late decision to go to the pits, you will certainly damage the front of the car on a barrier.

GRAND PRIX OF AUSTRIA: A1-RING



This course may only have seven corners, the fewest of the circuits used in the 2001 racing season, but it is still a highly-challenging technical course for the drivers. The circuit itself is built on a steep hillside, with the Paddock area and the Pit Straight located at the lowest elevation of the course. The significant elevation changes and poorly-placed barriers make this a particularly challenging circuit to safely navigate for 90+ minutes.

Pit Straight: Long and straight; main grandstands to the left, Pit Lane to the right. Rather mundane, except that the entire Pit Straight has a slow uphill climb into the Castrol Curve. The beginning of the Pit Straight (coming off Mobilkom Curve) is also a bit bumpy.

Turn 1 (Castrol Curve): After a rather mundane Pit Straight, the Castrol Curve is anything but mundane. This is a right-hand uphill corner which requires moderate braking. The Pit Lane rejoins the main course on the right at the exit of the corner. Because of the steep slope of the hill, it is all too easy to drive off the outside of the corner and into the massive sand trap. If you lose your concentration and forget even to slow down, you will likely find yourself airborne once you hit the rumble

strip; similarly, if you try to take this corner at top speed, you may find yourself looking up at the ground.

Straightaway: There are a few fades in the straightaway as the course continues its uphill climb. The end of the straightaway (approaching Remus Curve) has a suddenly steeper grade and demands total concentration.

Turn 2 (Remus Curve): This is a TIGHT right-hand 'J' turn requiring heavy or even severe braking, and complete concentration to navigate safely (even when not dealing with traffic). The uphill climb of the circuit continues through most of the turn, making high or even moderate speeds impossible here. Rolling the right-side tires up on the thin patch of grass on the inside of the Remus Curve will almost definitely result in loss of control of your vehicle. Even worse, this is a blind corner due to the barrier. Aggressive drivers will certainly end up overrunning the Remus Curve on exit and find themselves beached in the kitty litter. If you use the accelerator too soon on exit, you WILL find yourself off-course.

Straightaway: Located at the highest elevation of the course, this straightaway has a fade to the right, then another to the left. After the second fade, prepare for braking before arriving at the Gosser Curve. Make use of the distance-to-corner markers, or else you risk overrunning Gosser Curve.

Turn 3 (Gosser Curve): Another tight right-hand corner, heavy braking will be required here to avoid sliding off the course and into yet another sand trap. This is also a blind corner, due to the barrier on the inside of Gosser. The circuit begins to slowly descend in elevation here.

Straightaway: This is actually NOT a straightaway at all; the course map does not list the right-hand turn, but it is definitely more than just a fade. If you overrun this, you will end up in the same sand trap as before - it is simply extended along the left side of the course from the outside of Gosser until well beyond this unofficial corner.

Turn 4 (Niki Lauda Curve): This is a wide left-hand corner which will require moderate or heavy braking, especially since this is a blind corner due to the slope of the hill on the inside of the turn; even if you slow greatly before entering the corner, you will likely be tapping the brakes as you progress through Niki Lauda. There is another wide patch of sand on the outside of the corner, stretching almost all the way to the entrance of the Gerhard Berger Curve. A short straightaway separates Turns 4 and 5. Note that the circuit turns to the left here; the patch of pavement which continues straight forward will lead you into a barrier.

Turn 5 (Gerhard Berger Curve): This is almost identical to the Niki Lauda Curve, but with an additional sand trap which begins on the inside of the corner.

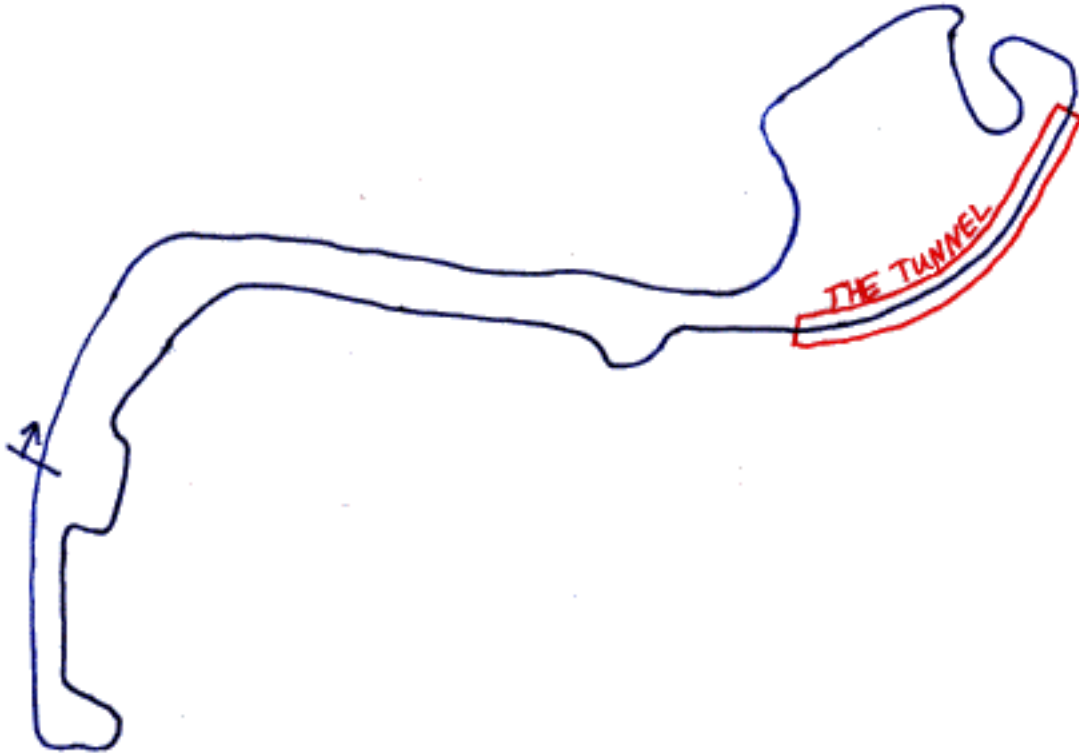
Straightaway: Again more than a fade but not listed as an official corner, there is a 'turn' to the right shortly after exiting the Gerhard Berger Curve. About two-thirds of the way along, the course enters a scenic forested area; this 'transition' section is also rather bumpy.

Turn 6 (Jochen Rindt Curve): This is a blind right-hand corner which can be taken with light braking, or just a small lift of the accelerator; the best way to judge this corner is by using the right-side barrier as a guide. Another sand trap awaits those who run off the outside of the corner. A short straightaway follows Jochen Rindt.

Turn 7 (Mobilkom Curve): This is a right-hand corner which will require light or moderate braking. The Pit Lane begins on the right just before the entry to Mobilkom, so be careful not to bump cars slowing before going to the pits.

Pit Entry: Located just before the entrance to the Mobilkom Curve, the Pit Lane is to the right. This is a very long pit lane, so plan to stay out of here as much as possible!!!

GRAND PRIX OF MONACO: MONTE CARLO (TEMPORARY STREET CIRCUIT)



'To finish first, first you must finish.' The Monaco circuit is a highly daunting temporary street course, especially from the Driver View, as the barriers are FAR too close for comfort, and passing is virtually impossible for even expert drivers. If there is a problem with a car, there are extremely few places to safely pull aside, so all drivers must be constantly wary of damaged vehicles, especially slow or stationary cars around the many blind corners. The most significant key to simply finishing a race at Monaco is SURVIVAL, which means a slow, methodical, patient race. Aggressive drivers (like myself) would almost certainly end up dead - or at least driving an extremely beat-up vehicle - driving the Monaco circuit for real!!! For a comparison, the Surfer's Paradise circuit in Newman-Haas Racing is a sweet dream compared to the Monaco circuit!!!! The circuit is extremely narrow, to the point that if a car bangs a barrier, it will almost certainly ricochet into the opposite barrier (if not into a nearby vehicle). While driving this circuit, players may want to have "I Will Survive" playing on auto-repeat!!!

Pit Straight: Not straight at all, the 'Pit Straight' fades to the right along its entire length. Near the end, the Pit Lane rejoins the main course from the right.

Turn 1 (Sainte Devote): This is a tight right-hand semi-blind corner; heavy braking is required long before reaching Sainte Devote. To the left on entering this corner is one of the few areas to pull off the course if there is a problem. Overshooting the corner results in smashing the front wing against the unmoving barrier. The uphill portion of the course begins here.

Straightaway (Beau Rivage): Not really straight with its multi-direction fades, the circuit climbs steeply uphill here. Because of the fades, this is actually NOT a passing zone; you may think you have enough room to pass a slower car and actually pull up alongside it, but then you and the slower vehicle will end up bumping each other and/or a barrier because of a fade. Three-wide racing is definitely NOT an option here!!!!

Turn 2 (Massanet): This is a sweeping decreasing-radius left-hand blind corner requiring moderate or heavy braking on entry and light braking (or coasting) as you continue through the turn. If you come in too fast, the corner workers will be scraping the right side of your car off the barrier at the end of the race; if you take the corner too tightly, the same will happen for the left side of the car. The exit of Massanet is the highest elevation of the circuit... which has only just begun, even if it IS 'all downhill' from here!!!

Turn 3 (Casino): Moderate braking will be needed for the right-hand Casino. This corner almost immediately follows Massanet, and begins the long downward trajectory of the course. This corner is actually wider than most, to the extent that a car in trouble may be parked along the barrier on the outside of the corner. Be careful not to scrape the left-side barrier while exiting Turn 3; similarly, do not overcompensate and scrape the right-side barrier at the apex of Casino.

Turn 4 (Mirabeau): Following a medium-length downhill straightaway, heavy braking is needed for this right-hand blind 'J' turn. If you miss the braking zone, your front end will be crushed up against yet another barrier. This corner continues the course's downhill slope, which adds to the difficulty of the turn.

Turn 5 (Great Curve): Following an extremely short straightaway, this left-hand hairpin is one of the slowest in all of F1 racing (even 40MPH is a dangerous speed here). If you have excellent braking ability, you can actually PASS (a rarity!!!) by taking the tight inside line; otherwise, it would be best to drive through the Great Curve single-file. If there is traffic ahead, it may simply be best to fall in line, as two-wide cornering here is extremely difficult to do without damaging the car.

Turns 6 and 7 (Portier): This pair of right-hand corners form a 'U' shape, but neither can be taken at any respectable speed. Between these two corners is a pull-off area on the left, with another to the left on exiting the 'U' formation. Turn 7 is the slowest of the two corners, and is the most difficult in terms of the almost-nonexistent view of the track. Accelerating too soon out of Turn 7 means banging the left side of the car against yet another immovable barrier. Do not let the beautiful view of the water distract you from the race. The circuit is a little bumpy exiting Portier, especially if you stay tight to the inside of the corner on exit.

Straightaway (The Tunnel): This 'straightaway' is actually a very long right-hand fade in a semi-tunnel (the left side provides a view of the water). However, even on a sunny day, visibility here is poor due to the sun being at a 'wrong' angle compared to the circuit, and this is made even worse should you be following a car with a malfunctioning or expired engine. Start braking shortly after entering back into the sunlight (assuming Dry Weather is active) for the chicane.

Chicane (Nouveau Chicane): The course narrows as you come around the chicane, but then 'widens' back to 'normal' at the exit. Fortunately, F1 2001 has removed the barrier on the inside of the chicane which made this a treacherous configuration in F1 2000.

Turn 8 (Tobacco): This left-hand corner is best taken with moderate braking.

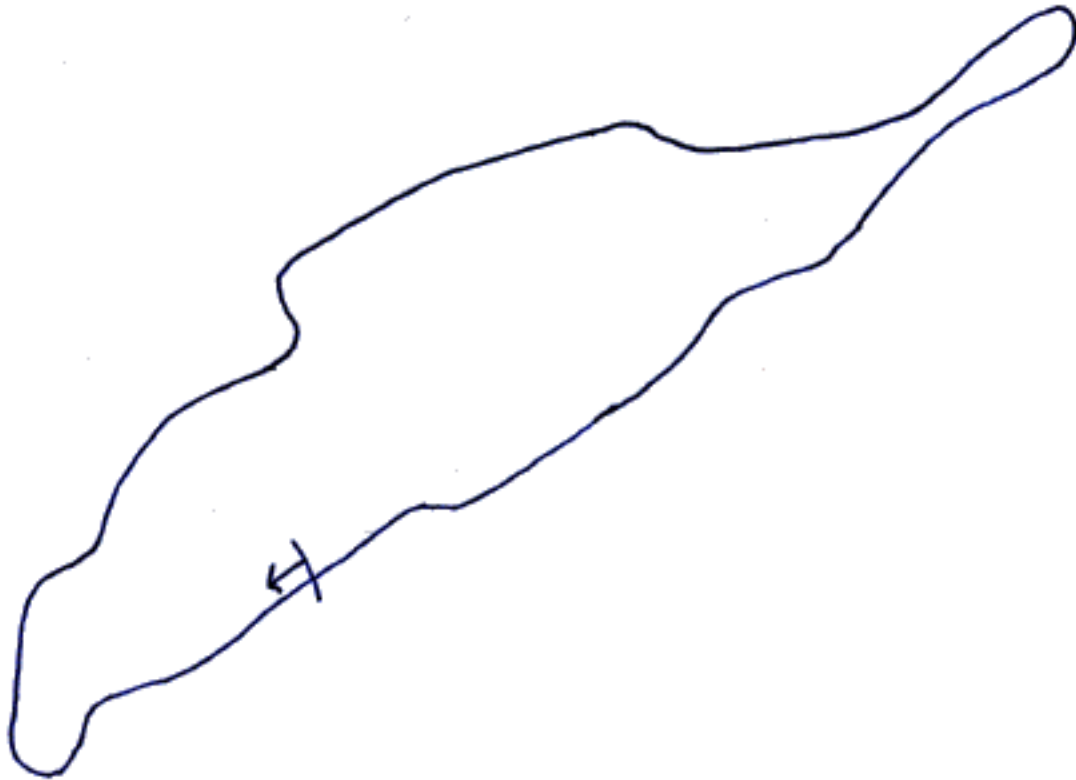
Turns 9-12 (Swimming Pool): This is essentially a double chicane around the swimming pool in the classic 'bus stop' configuration. Turns 9 and 10 form a tight left-right combination, for which moderate braking is required, although little or no braking can be used if you roll straight over the rumble strips with a solid racing line and no encumbering traffic. After an extremely brief straightaway, Turns 11 and 12 form the opposite configuration (right-left), but are even tighter and require moderate braking at best. This opens out onto a short straightaway where you MIGHT be able to pass ONE car.

Turns 13 and 14 (La Rascasse): This is a tight left-right chicane requiring moderate braking for Turn 13 and heavy braking for Turn 14. Even worse, Turn 14 is a 'J' turn, so the racing line is also very important here. The Pit Lane is to the right at the exit of this chicane.

Turns 15 and 16 (Anthony Hoges): A tight right-left chicane, these are the final corners of the Monaco circuit. The course narrows here through the chicane, then 'widens' to 'normal' for the Pit Straight.

Pit Entry: The entrance to the Pit Lane is to the right immediately after clearing La Rascasse. Given that La Rascasse is a blind corner, on every lap, expect a slower car here headed for the pits.

GRAND PRIX OF CANADA: CIRCUIT GILLES VILLENEUVE



This incredible circuit is built on an island, accessible to spectators only via subway. Much of the course runs along the southern and northern shores of the island. This course is also unusual in that the paddock area is to the outside of the course (as at Imola), along the northern shore of the island. The long, sweeping straightaways provide for excellent top-end speed - a much-welcome change from the slow, tight corners and the many unforgiving barriers of the streets of Monaco (the previous race circuit in Championship Mode) - but there are several tight corners here to challenge both drivers and cars. Mind the Casino Hairpin (Turn 10), the westernmost corner of the course. Also tricky is the Senna Curve, as it immediately follows the first corner of the race.

Pit Straight: This follows the final chicane of the circuit. As the Pit Lane rejoins the main course from the left, the Pit Straight fades to the right, setting up Turn 1. If you were successful in flying through the final

chicane at top speed without needing to navigate traffic, you will likely be pushing 200MPH at the Start/Finish Line.

Turn 1: This left-hand corner will require moderate braking, and immediately flows into the Senna Curve. There is a patch of extra pavement on the right before entering Turn 1, but it is set too far back to be useful in attempting to gain a better racing line.

Turn 2 (Senna Curve): This is a right-hand hairpin corner requiring heavy or severe braking. It is very easy to run too wide here, slipping off into the grass. Likewise, it is rather easy to overcompensate and cut the corner, which can cause the car to spin if taken too fast. Extreme caution is required here if racing in wet conditions, as the severity of the hairpin can itself cause the car to slide. Perhaps the best tactic is to enter Turn 1 from the extreme right of the pavement, and brake smoothly all the way through to just beyond the apex of Senna Curve before accelerating again. Beware the barrier to the left on exit. A moderate straightaway follows the Senna Curve, so acceleration from the exit is important.

Turns 3 and 4: This right-left chicane can provide a good passing zone. Turn 3 is tight and semi-blind, but passing on braking is an option for those who know the chicane well. Turn 4 is an easier corner, allowing good acceleration on exit, but it is still easy to overshoot the exit of the chicane and bang the right side of the car against the nearby barrier. Expert drivers MIGHT be able to blast through this chicane at full acceleration by making judicious use of the rumble strips. This chicane begins the segment of the circuit closely bounded by barriers.

Turn 5: This sweeping right-hand corner can be taken at full speed, unless you are coping with traffic. Be careful not to hug the apex too tightly, or your right-side tires will be on the grass here.

Turn 6: Finally coming out of the section of Monacoesquely-close barriers, this left-hand corner will require moderate

braking, or you will be flying through the grass toward the spectators in Grandstand 33. This leads out to a very brief straightaway.

Turn 7: Following a very short straightaway, Turn 7 is a light-braking right-hand corner. On the outside of Turn 7 is a short, steep hillside with a barrier, so DO NOT run wide entering the corner, as it is possible to send the vehicle airborne!!! It is easy to run wide on exit and slip off the course and into the barrier on the left, so be careful.

Straightaway: The course runs along the southern shore of the island here. Unfortunately, the extremely tall barrier prevents much of a view, which actually forces your eyes to be transfixed on the road and any other cars ahead. Once you pass underneath the pedestrian bridge, begin braking for the upcoming chicane.

Turns 8 and 9: This right-left chicane is similar to Turns 6 and 7 in that overrunning the chicane leaves you driving through the sand directly toward another grandstand full of spectators. Moderate braking will be needed to safely enter the chicane's tight right-hand corner. The second corner of the chicane is a gentler left-hand turn, but you might still run off the pavement on exit and grind the right side of the car against the barrier, or roll up on the rumble strips on the inside of the corner and lose control of the car. Accelerate strongly out of the chicane to set up passing possibilities along the following straightaway and into Casino Hairpin.

Straightaway: About two-thirds of the way along, the course fades to the left. Begin braking early for Casino Hairpin unless you really want to beach the car in the kitty litter; to begin braking after passing underneath the second pedestrian bridge is almost certainly too late for this braking zone.

Turn 10 (Casino Hairpin): This is a tight right-hand hairpin requiring heavy or even severe braking, depending on when you begin braking for the corner. Somehow, this

corner seems to be longer than it really is, so be judicious with the accelerator until you see clear, straight track ahead.

Straightaway: On exiting Turn 10, the course fades to the right, then back to the left. However, no braking is required here.

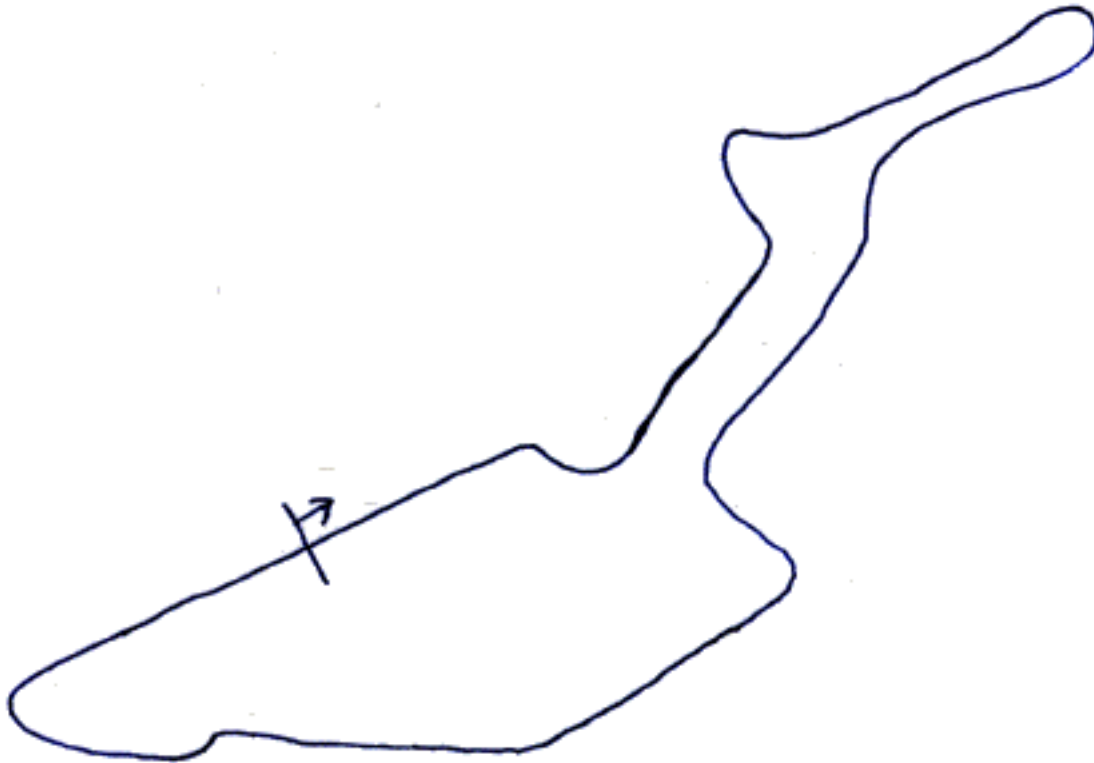
Turn 11: Officially marked on course maps as a corner, the course actually only fades to the right here, thus no braking is required. You should be fairly high up in the gearbox by the time you reach Turn 11.

Straightaway (Casino Straight): The Casino Straight (named for the casino in the middle of the island) runs parallel to the northern shore of the island on which the course is built; there is not much of a view to the left, but it is not very interesting anyhow (especially when compared to Albert Park Lake in Melbourne). This is by far the longest straightaway of the entire course, so much of the time spent here will be in your car's top gear, quite likely achieving speeds over 200MPH. The Casino Straight leads to the final (right-left) chicane of the course, as well as the entry for Pit Lane. If you can spot it through the trees, the Casino de Montreal is the grayish complex off the course to the right as you drive between the final two pedestrian bridges.

Turns 12 and 13: This is a right-left chicane which can be cleared (without traffic) with light or moderate braking. For experts, this chicane can be taken at full speed and no braking, but only with a flawless racing line and a perfect knowledge of the corners. The exit of Turn 13 has a wide odd-colored lane of concrete to allow for some swing-out; nonetheless, be careful not to bump the barrier. The exit of the chicane flows onto the Pit Straight. The Pit Lane entry runs straight ahead in line with the Casino Straight, so cars slowing on the left are likely heading in for servicing, and may block your optimal racing line if you are continuing on-course.

Pit Entry: As you enter the final (right-left) chicane, the Pit Entry runs straight ahead. Once clear of the main course, there is very little room for deceleration before the Pit Lane's own tight right-left chicane, so it is very important to slow down on Casino Straight before reaching the Pit Entry. Keep as far to the left as possible when slowing on Casino Straight, allowing other cars to keep to the right as they prepare for the final chicane.

GRAND PRIX OF EUROPE: NURBURGRING



From a driving standpoint, the hilly Nurburgring circuit is very much characterized by its tight corners, some of which are semi-blind turns. Tire wear is a definite issue in long races here, especially in wet conditions. Even more important, however, is braking early for almost every corner; perhaps only the narrow streets of Monaco require more braking than does the Nurburgring circuit.

Pit Straight: This straightaway is fairly long, but the Start/Finish Line is near the exit of the final corner. The Pit Lane rejoins the course near the end of the Pit Straight, just before the Castrol S.

Turns 1 and 2 (Castrol S): Moderate braking is required before entering this right-left 'S' curve. It is quite easy to miss seeing the entry to the Castrol S unless traffic is present to mark the corner for you. Until you know the course really well, expect to find yourself driving straight ahead into the recovery area. Turn 2 is actually somewhat of a double-apex left-hand corner, so do

not go too wide initially on exit. Also, be careful not to drive too wide exiting the Castrol S. Caution must be taken here on the first lap of a race, as the traffic truly bunches up here.

Turn 3: Light braking or a quick lift of the accelerator will be necessary for this left-hand corner. However, hard braking will be required for the Ford Curve ahead. Beginning at the top of Turn 3, the course moves downhill.

Turn 4 (Ford Curve): This is a hard right-hand corner, practically a 'J' curve. The course continues its downhill slope here, which significantly adds to the difficulty of the turn, especially in wet conditions. Braking too late here means a trip through the kitty litter, while riding up on the inside rumble strips usually means losing control of the car. This is definitely NOT a place to pass unless absolutely necessary.

Straightaway: The course fades to the left here. If you can accelerate well out of the Ford Curve, you should be able to pass several cars here as you continue downhill.

Turn 5 (Dunlop Curve): Severe braking for this hairpin is a must, unless you really want to drive through the sand. Again, rolling up on the rumble strips on the inside of the curve may cause you to lose control of the car; however, I have several times induced slight wheelspin of the right-side tires on the rumble strip, which helped to swing the car around the corner just a little faster. The course continues gently uphill here toward the Audi S.

Turns 6 and 7 (Audi S): Entering the left-right Audi S, the uphill slope of the course increases, making it very difficult to see the course more than a few feet ahead. The exit of Turn 6 is the crest of this hill. Unless traffic blocks your racing line, the entire Audi S section can be taken at top speed if you have a good racing line, so good acceleration out of the Dunlop Curve will be very beneficial for passing entering Turn 6 and/or exiting Turn 7.

Turn 8 (RTL Curve): With the rise in the course entering the left-hand RTL Curve, this appears to be identical to Turn 6 on approach. However, you MUST use moderate braking entering the RTL Curve, or you will definitely be off in the grass on the outside of the curve. After a short straightaway, this corner is followed by the gentler BIT Curve.

Turn 9 (BIT Curve): This right-hand curve will require light or moderate braking, depending on how much acceleration was used in the brief straightaway following the RTL Curve.

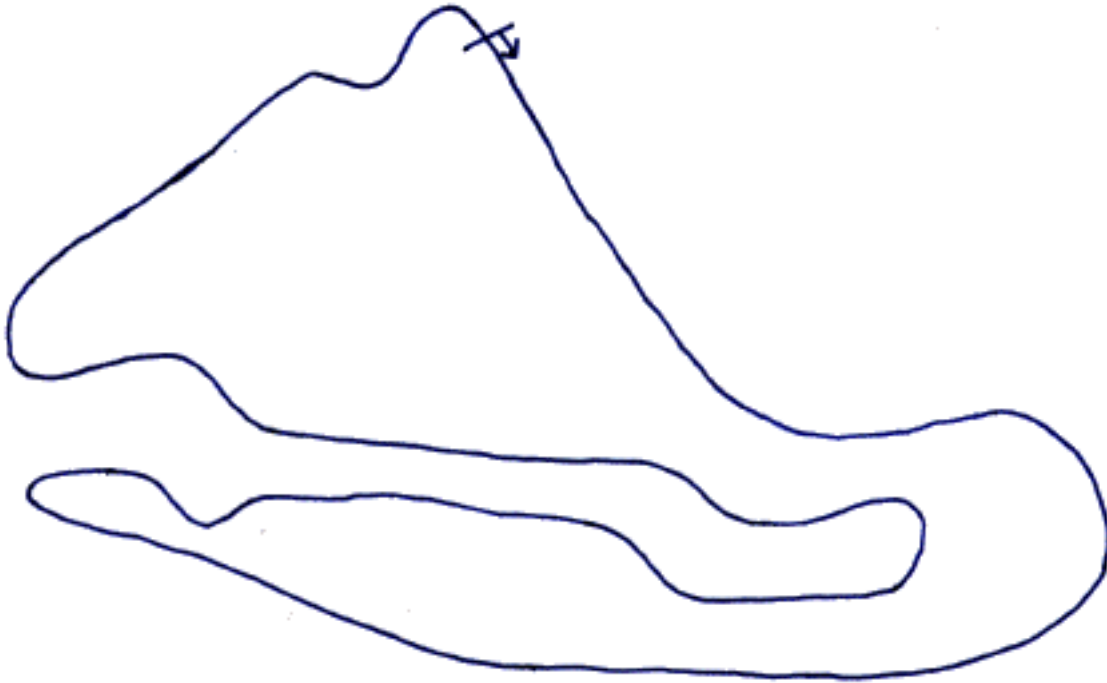
Turn 10 (Bilstein-Bogen): This is a gentle right-hand semi-corner which can be taken at full throttle. From here to the Veedal S, the course makes its final and steepest upward slope.

Turns 11 and 12 (Veedal S): This is an extremely tight left-right made even worse for the drivers by its placement at the very crest of the hill. For those who overshoot the chicane, there is a newly-added barrier to collect you and your car.

Turn 13 (Coca-Cola Curve): A 'J' turn to the right, moderate braking is required here to keep from sliding off the course. The entry of the Coca-Cola Curve is also where the Pit Lane begins, so cars may be slowing on approach to go to Pit Lane for servicing. This is the final corner of the circuit.

Pit Entry: The Pit Lane begins at the entry of the final corner. It is extremely important to slow down before entering Pit Lane; if you come in too fast, you will certainly damage the front of the car on the barrier. Keep tight to the right for Pit Entry, to allow those continuing the race to have the prime racing line to the left of the pavement.

GRAND PRIX OF FRANCE: NEVERS MAGNY-COURS



The Magny-Cours circuit is characterized by long, sweeping straightaways, and fairly quick corners. The Adelaide hairpin will almost definitely cause trouble, especially for aggressive drivers, and is one of the slowest corners in modern F1 racing. This is a very fun course to drive (admittedly a very subjective statement), but its layout can produce problems from the standpoint of hearing other cars: Three of its main straightaways are almost exactly parallel to each other with little distance and no large obstacles between them, sometimes making it difficult to determine where other cars are truly located around you as you try to anticipate where the next group of traffic that you will need to navigate is located; listen attentively to the team radio for useful traffic information. The circuit also has extremely wide areas along most of the main course for a car to pull aside should a major malfunction arise.

Pit Straight: Following the tight High School chicane, strong acceleration through the Pit Straight creates good passing chances through Great Curve and into Estoril. However, the tightness of the High School chicane and the incredibly close proximity of the Pit Lane barrier requires immense caution and headache-causing concentration as you

come onto the Pit Straight. The Start/Finish Line is about halfway down the Pit Straight; the Pit Lane rejoins the course from the left at this point.

Turn 1 (Great Curve): In accordance with its name, this is a sweeping left-hand corner which can be taken flat-out unless encumbered by a lot of traffic.

Turn 2 (Estoril): Either light or moderate braking will be needed for entering the VERY long right-hand 180-degree Estoril; in either case, you will almost certainly be tapping the brakes repeatedly through Estoril. It is quite easy to roll the right-side tires off onto the grass, and it is just as easy to slip off onto the grass on the outside of Estoril - both can easily occur, whether navigating traffic or driving alone.

Straightaway (Golf): The Golf Straight is by far the longest of the course and includes several fades to the right.

Turn 3 (Adelaide): The right-hand Adelaide hairpin is EXTREMELY tight. The key here is to brake EARLY, as you will be downshifting from your top gear to your lowest gear rapidly; if you begin braking too late, you will be off in the grass. If you accelerate too soon out of Adelaide, you will be rolling through the kitty litter and losing valuable track position. Even 30MPH is likely to be too fast here.

Straightaway: Acceleration out of Adelaide is important for passing other cars here. There are a few fades in the course here.

Turns 4 and 5 (Nurburgring): This is a right-left chicane which will require light braking. It is possible to fly through Nurburgring without braking by making use of the bright-green extension on the inside of Turn 5; however, this extension is significantly shorter than it was in F1 Championship Season 2000.

Turn 6 (180 Degrees): This is quite true - the official name of this corner is '180 Degrees' according to the official Web site of Magny-Cours. This is a wide left-hand hairpin nestled well within the Estoril hairpin. Running too wide here will put you out in the sand; running too close to the apex could put you up on the rumble strips and force you to lose control. While this corner is not as slow as the Adelaide hairpin, you really do not want to try pushing very much faster here.

Straightaway: The third of the three parallel-running straightaways, this 'straightaway' has several fades before the Imola chicane.

Turns 7 and 8 (Imola): This right-left chicane should require light braking, except for cars with a flawless racing line. The bright-green extension on the inside of Turn 8 is longer than in F1 Championship Season 2000, which could well be used for top-speed navigation of the chicane. A short straightaway out of Imola sets up the Water Castle curve.

Turn 9 (Water Castle): Somewhere between a standard 'J' turn and a hairpin, this is an increasing-radius right-hand corner leading into the final straightaway of the circuit.

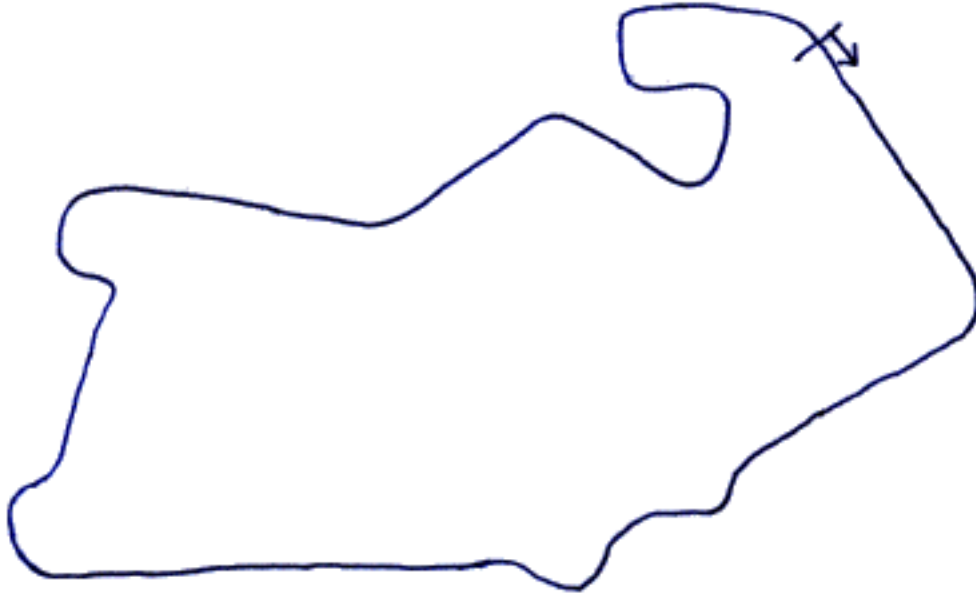
Turns 10 and 11 (High School): There is a false line of pavement to the right as you near the official chicane; this false pavement runs directly up to an immovable barrier (I believe this is the Pit Entry for other forms of racing at the circuit). The official chicane requires moderate braking on entering, and allows for a VERY short burst of acceleration on exit. If you completely miss this chicane, you will blast through the sand trap and break the front end on a perpendicular barrier blocking any direct access to Pit Lane.

Turn 12 (High School): On entry, the Pit Lane begins to the left. The official corner is a TIGHT right-hand turn which requires moderate or even heavy braking; wheel lock is very much a possibility here, especially in wet conditions. If you miss the corner, you will blast through the all-too-

brief sand trap and ram directly against a barrier and bounce backward into any cars behind you. Speed is an extreme concern here; it is virtually impossible to go too slow, but going too fast will definitely result in a crash (with great possibility of bouncing into follow-up crashes with other cars, or with another nearby barrier).

Pit Entry: The Pit Lane begins to the left at the entry of Turn 12. The Pit Lane has its own sharp right-hand turn almost immediately, so it is best to begin slowing (or rather, barely accelerating) as you leave the High School chicane.

GRAND PRIX OF GREAT BRITAIN: SILVERSTONE



For the 2000 F1 season, the British Grand Prix was moved up in the racing calendar, and resulted in a very wet weekend (although the race itself was semi-sunny); fortunately, FIA learned its lesson and moved the British Grand Prix further back in the calendar. Built on an airport site which will host the race until at least 2010, this historic course features wide run-off areas in most places.

Pit Straight: The Start/Finish Line is directly at the beginning of the Pit Straight. There is no room for error on the right side of the track, as the Pit Lane barrier is directly against the pavement.

Turn 1 (Copse): This is a moderate right-hand corner which can be taken at full speed, but be careful to not run off the course at the exit of the turn. The best racing line is to tightly hug the apex, but the Pit Lane barrier is right there against the pavement, so it is imperative to keep the right-side tires from rubbing the barrier. Turn 1 exits onto a long straightaway.

Straightaway: The Pit Lane rejoins the main course from the right about 1/3 of the way along the straight.

Turns 2-5 (Bechetts): This is a set of left-right-left-right 'S' curves. Turns 2 through 4 can be taken at full speed or with very quick tapping of the brakes, but Turn 5 requires moderate braking to keep to the pavement.

Turn 6 (Chapel): This is a gentle left-hand corner which can be taken at full speed. This opens onto Hangar Straight.

Straightaway (Hangar Straight): At 738.28m, this is by far the longest straightaway of the course. Powerful acceleration out of Turn 5 (the final corner of Bechetts) can lead to good passing opportunities along Hangar Straight and/or entering the almost-nonexistent braking zone for Turn 7 (Stowe). Note: To your left is the Roger Clark Circuit, owned and operated by the same organization which owns and operates this Grand Prix Circuit.

Turn 7 (Stowe): Light braking or a quick lift off the accelerator will be required here (unless blocked by traffic) in order to remain on the pavement. This is a tricky, sweeping, right-hand corner followed immediately by a left-hand semi-corner. This is the southernmost point of the course.

Straightaway (Vale): If you can somehow successfully navigate Stowe without braking or lifting, then you should be able to continue passing others fairly easily along Vale, especially if they had to brake heavily in Stowe.

Turns 8 and 9 (Club): There is a stretch of pavement to the left, but that is NOT the official course; in fact, it has a tall barrier blocking a clear path for those who wish to accumulate a Stop-Go Penalty. The official corner is a tight left-hand turn followed by the increasing-radius right-hand Turn 9, leading out onto another long straightaway (Abbey Straight).

Turns 10 and 11 (Abbey): Like the previous set of corners, there is another stretch of pavement to the left which is not part of the official course; as before, this patch of pavement is blocked by a tall barrier, and taking this

route will accumulate a Stop-Go Penalty. The official Turn 10 is a tight left-hand corner, but not as tight as Turn 8. This is immediately followed by a Turn 11, a right-hand corner which can be cleared with little or no braking depending on how much you slowed entering Abbey. Be careful not to slip off the course and rub the nearby barrier on exiting Abbey.

Straightaway (Farm Straight): With good acceleration out of Abbey, good passing opportunities can be made here.

Turns 12-16: This final segment of the circuit is very similar to The Stadium at Hockenheim. However, these similar segments cannot be approached in the same manner.

Turn 12 (Bridge): Immediately after passing underneath the pedestrian bridge, you will enter a complex similar to The Stadium at Hockenheim. This is a right-hand corner which can likely be taken at full speed.

Turn 13 (Priory): This left-hand corner will require moderate braking.

Turn 14 (Brooklands): Another left-hand corner, this one requires heavy braking. There is a small sand trap for those who miss the braking zone.

Turn 15 (Luffield): This set of right-hand corners essentially forms a 'U' shape, and requires moderate or severe braking to avoid sliding off into the kitty litter.

The exit of Luffield can be taken flat-out all the way to

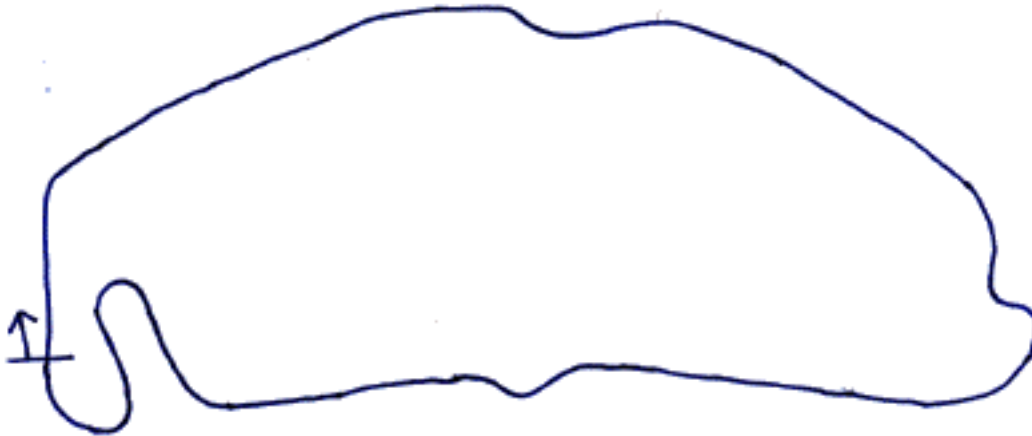
Turn 5. The entry to Pit Lane is on the right shortly leaving Luffield.

Turn 16 (Woodcote): Barely a corner but more than a fade, the course eases to the right here. The right-side

barrier begins abruptly here (be careful not to hit it).

Pit Entry: The Pit Lane begins to the right between Luffield and Woodcote. The new Pit Lane has a gentle right-hand swing, so you can come into Pit Lane at top speed and have plenty of room to slow.

GRAND PRIX OF GERMANY: HOCKENHEIM



Surrounded by multitudes of trees which make much of the circuit rather dark in wet races, this is the fastest course used for F1 racing in 2001. If not for the Jim Clark, Brems, and Ayrton Senna chicanes, cars would be flying around the course in top gear all the way from the North Curve (Turn 1) to the entry of the Stadium (Turn 10). Except for the right side of the Pit Straight, there is more than enough room to pull well off the pavement should a car have a serious problem on any part of the circuit. It is truly interesting that the German Grand Prix immediately follows the British Grand Prix, due to The Stadium here at Hockenheim and its unnamed similar segment at Silverstone.

Pit Straight: This is an extremely short straightaway compared to the rest of the course.

Turn 1 (North Curve): This right-hand corner will require moderate braking to keep out of the expansive kitty litter. The Pit Lane rejoins the course from the right at the exit of North Curve. Acceleration out of North Curve is of key importance due to the length of the ensuing straightaway.

Straightaway: Immensely lengthy and lined with trees, speed is of the utmost importance here. The entire straightaway is an extremely gentle fade to the right. Drift to the left when you reach the grandstands.

Turns 2 and 3 (Jim Clark Chicane): Former games in the series had a patch of pavement heading straight off Turn 2, allowing for shortcutting of the chicane; this is no longer possible, as a nasty barrier blocks any shortcutting attempts. Moderate or heavy braking will be required for Turn 2 (or light braking if not in traffic and using a FLAWLESS racing line which makes judicious use of the rumble strips), but full acceleration can be taken leading out of the chicane.

Straightaway: Yet another long, sweeping straightaway which fades calmly to the right, so powerful acceleration out of the Jim Clark Chicane is imperative to keep from getting passed. Drift to the left before entering the Brems Chicane, and begin braking much earlier than for the Jim Clark Chicane.

Turns 4 and 5 (Brems Chicane): The original course configuration (used in older F1 racing games) did not have a chicane here, and the original pavement remains. However, the official course suddenly cuts tightly to the right and then cuts tightly to the left to rejoin the old pavement. Moderate braking will be needed for Turn 4, and light braking for Turn 5. This right-left chicane has a continual downhill slope, adding to the difficulty of the chicane. Even with the Flags option disabled, the angle of the old pavement to the official chicane is such that it is impossible to blast through this segment at top speed without spinning the car through the kitty litter.

Turn 6 (East Curve): This is a very wide right-hand corner which can be taken at top speed. Strong acceleration out of Brems is key to assist in passing here.

Straightaway: This is yet another long straightaway, but without any fades. Drift to the right for the Ayrton Senna Chicane.

Turns 7-9 (Ayrton Senna Chicane): DO NOT follow the old course pavement directly ahead unless you really WANT to collide with the brand-new barrier. The official course turns to the left, cuts to the right, and eases left again.

It is actually possible to speed into Turn 7 at top speed, lift off the throttle through Turn 8, and accelerate quickly out of the chicane - but this is certainly NOT recommended.

Straightaway: The final long straightaway of the course has extra pavement on the left - this could potentially be a place to pass large numbers of cars. This extra pavement begins shortly after the exit of the Ayrton Senna Chicane, and ends at the entry of the Stadium; thus, if you are on this 'extra' pavement entering the Stadium, you will have a better racing line for Turn 10, allowing you to navigate the corner with less.

Turns 10-13 (The Stadium): This is similar to the final segment of the Silverstone circuit. However, do not expect to drive The Stadium the same way you would the final segment at Silverstone.

Turn 10 (Entrance to the Stadium: Agip Curve): Light braking may be required here, but you should be able to pass through the Agip Curve without any braking at all (especially if your racing line began with the 'extra' pavement on the left before the Stadium). A short straightaway follows.

Turn 11 (Continuing through the Stadium: Sachscurve):
This is a left-hand wide hairpin turn, requiring moderate braking. Be careful not to end up in the grass, either entering or exiting the corner.

Straightaway (Continuing through the Stadium): This short straightaway has a fade to the left, followed by a fade to the right.

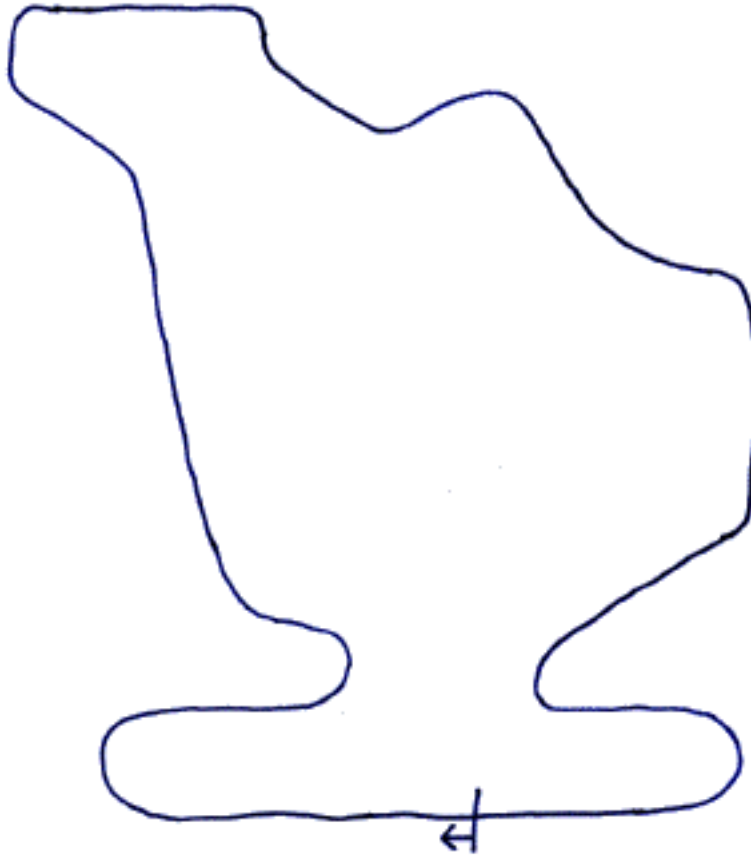
Turns 12 and 13 (Exiting the Stadium: Opel): The first right-hand corner is somewhat tight, and heavy braking will be required here; the old course rejoins the current

course from the left on exit, so if you run wide in this corner, you can likely recover here using the old pavement. The final corner of the circuit is a right-hand

turn which will require moderate braking. The Pit Lane entry is to the right just before the official Turn 13.

Pit Entry: The Pit Lane begins to the right at the entry of Turn 13 (the final corner of the Stadium).

GRAND PRIX OF HUNGARY: HUNGARORING



The Hungaroring circuit has wide run-off areas, which can be quite important, especially for Turn 1. It is imperative to qualify near the top of the grid and be (one of) the first through this corner, as traffic backs up tremendously here at the start of a race - moreso than at most other circuits due to the extremely nasty configuration of the first turn.

Pit Straight: Like Interlagos, Pit Straight is the highest elevation on the course and a very long straightaway. Actually, the highest elevation is at the very end of the Pit Straight, at the entrance of Turn 1, due to the continual uphill slope.

Turn 1: It's all downhill from here, almost literally. This tight right-hand hairpin corner is downhill all the way through, making early braking a necessity; plus, you will certainly be tapping the brakes all the way through this important first turn. If you do overrun the corner,

there is a huge sand trap for your inconvenience. However, if you roll up on the inside rumble strips, expect your car to spin violently and collide with anything nearby.

Turns 2 and 3: After a short straightaway, Turn 2 is a left-hand 'J' turn requiring moderate braking. Turn 2 is quickly followed by Turn 3, a light-braking right-hand corner which must be taken at full throttle on exit to set up passing opportunities through Turn 3 and along the ensuing straightaway.

Turn 4: This moderate left-hand corner may require light braking or may be taken flat-out. Plenty of kitty litter awaits those who overrun the corner.

Turn 5: Moderate braking is necessary for this right-hand 'J' turn. Plenty of sand is available on both sides of the pavement here, just in case.

Turns 6 and 7: The CPU is very touchy about this right-left chicane; virtually ANY short-cutting here results in a Stop-Go Penalty. There is plenty of sand here as well, just in case. Turn 6 is tight, requiring heavy braking. Turn 7 requires moderate braking, and beware the barrier on exit if you happen to swing out too wide.

Turn 8: This moderate left-hand corner may require light braking, but may also be taken as a full speed passing zone if using rapid reflexes and a flawless racing line.

Turn 9: Almost immediately following Turn 8, this right-hand corner definitely requires moderate braking to keep to the pavement. Accelerate strongly out of Turn 9 to set up good passing opportunities.

Turn 10: An easy left-hand corner which can be taken at top speed, but only with a good racing line. This is a prime place to pass if sufficient acceleration was made out of Turn 9.

Turn 11: Shortly following Turn 10, the right-hand Turn 11 requires moderate braking to stay out of the kitty litter on the outside of the corner.

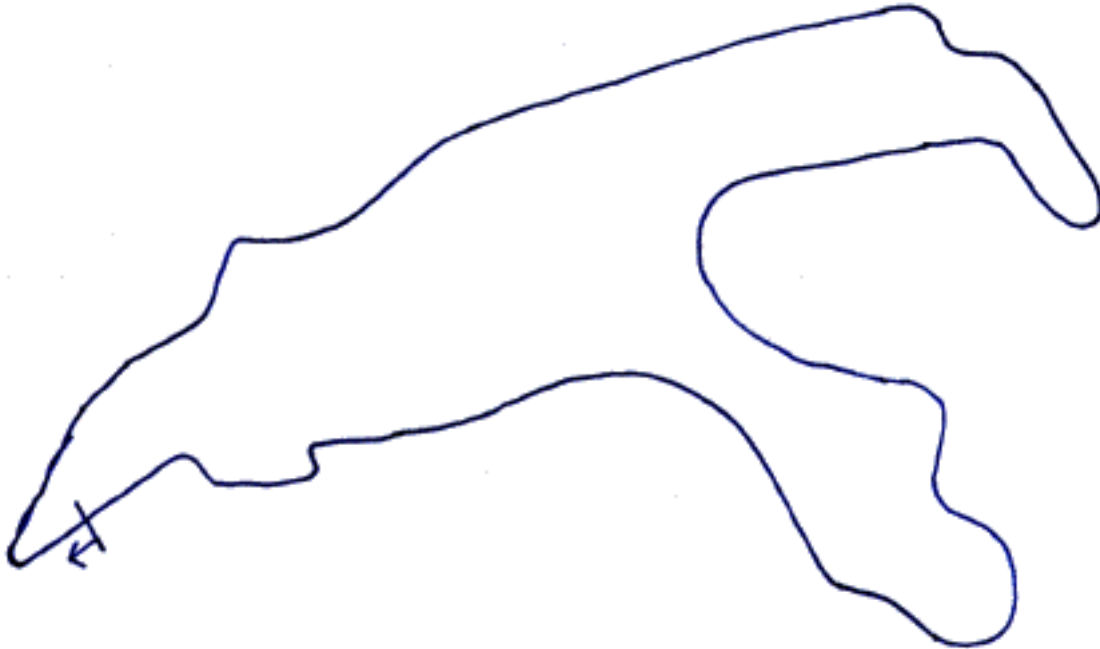
Turns 12 and 13: This is a right-left chicane for which the CPU is again very touchy concerning shortcutting.

Turn 14: This is a narrow 'J' turn to the left. At first, there is plenty of sand to the outside for those who overrun the corner, but then a metal barrier rubs up against the pavement beginning about halfway around the corner, so DO NOT overrun the corner if you like having the right side of the car intact. The course begins its steep uphill trajectory here. A very short straightaway follows.

Turn 15: At the entry of this final corner is the Pit Lane entry, so beware of slower cars on the right. The official corner itself is a tight, uphill, right-hand hairpin with little room for those who overrun the corner. Accelerate strongly (but not too early) out of this final corner to pass along the Pit Straight and put on a show for the spectators. Do not take this corner too tightly, or you will damage the right-side tires on the Pit Lane barrier.

Pit Entry: The Pit Lane begins at the entry of Turn 15 on the right; begin slowing (rather, do not accelerate much) at the end of Turn 14 (the left-hand 'J' turn).

GRAND PRIX OF BELGIUM: SPA-FRANCORCHAMPS



This is a well-storied course used for many forms of racing. The longest course used in the 2001 F1 season, the forest setting is rather scenic. This is also home to the famous Turn 1 - the La Source hairpin - which is deemed the slowest corner in all of F1 racing. As at Hungaroring, it is very important to be at the front of the grid on the first lap to safely navigate the first turn. Due to the forest setting, much of the circuit is perpetually shadowed, which is especially significant if racing in wet or overcast conditions.

Pit Straight: Strong acceleration out of the Bus Stop chicane allows SOME room for passing here. Fortunately, the Start/Finish Line has been moved back away from La Source. The course also slopes downward here, all the way through La Source.

Turn 1 (La Source): This is an incredibly tight right-hand hairpin. Fortunately, there is plenty of swing-out room and plenty of recovery space, both paved, which can provide a great passing opportunity by taking an extremely wide racing line. The downward slope of the course is not much here, but it does add to the difficulty of this hairpin turn. Brake lock-up and the resultant flat-spotting of the

tires is quite easy to inadvertently accomplish here, especially in wet racing conditions, so caution is extremely important. If a car in front of you takes the wrong racing line, passing here can be easy if you can suddenly dart either to the outside or the inside of the turn. Passing can also occur here if you brake REALLY late.

Straightaway (Eau Rouge): Immediately at the exit of La Source is where Pit Lane rejoins the main course, so try to keep away from the inside of the course here, especially since the barrier prevents cars exiting La Source to see cars exiting Pit Lane (and vice versa). To the right is the Pit Lane for the 24-hour races held at Spa-Francorchamps; take care not to smash into this concrete Pit Lane barrier, especially if you are too hard on the accelerator exiting La Source and force the car into a slide or a spin to the right.

Immediately after passing the 'other' Pit Lane and entering Eau Rouge (Red Water), the straightaway has several fades during a semi-blind steep uphill climb into Turn 2. It is all too easy to misjudge the racing line and wind up out in the sand and the grass on either side of the pavement here, so memorization of this segment of the circuit is just as important as perfect timing in order to keep the car on the pavement. Until this corner can be taken flawlessly, it is best to keep to single-file driving through the fades.

Turn 2 (Eau Rouge): This is an easy right-hand corner at the top of the steep uphill climb. The kitty litter on either side of the course fades away shortly after the corner.

Straightaway (Kemmel): The course truly enters the forested area here, with trees lining both sides of the course and casting lengthy shadows which make this area of the circuit rather dark when racing in wet conditions. Cars can easily achieve speeds over 200MPH by the end of this straightaway. The end of Kemmel is where Mika Hakkinen made 'The Pass' on Michael Schumacher in the 2000 Grand Prix of Belgium.

Turns 3-5 (Malmedy): This is a right-left-right combination of corners. Moderate or even heavy braking is necessary entering Malmedy (Turn 3), but little or no braking is needed for Turn 4. After an almost non-existent straightaway, light braking is needed for Turn 5 to keep from running into the nearby grandstand. The Malmedy complex has plenty of run-off room, comprised of both sand and grass, with minor short-cutting permitted by the CPU. Entering Malmedy, be sure not to keep going straight along another stretch of pavement (part of the old circuit), which leads to a barrier.

Straightaway: Between Malmedy and Bruxelles (the French spelling of 'Brussels,' the capital of Belgium), the course takes a steep downward trajectory. This can be a good passing zone for those who did not need to use the brakes (much) leaving the Malmedy complex.

Turn 6 (Bruxelles): The course continues downhill all the way through this right-hand hairpin, making heavy braking a necessity before the corner as well as light braking most of the way through Bruxelles, especially if the tires are rather worn. If any corner is to be overrun on a regular basis during the course of the race, this is it (due to the downhill slope), so the wide sandy recovery area may actually be a blessing in disguise. However, due to the slope of the hill, running up on the rumble strips on the inside of the turn may well result in a spin or other loss of control; if done 'correctly,' this may also result in launching the vehicle airborne.

Turn 7: Shortly following Bruxelles, this left-hand corner requires moderate braking.

Turn 8 and 9 (Pouhon): These two easy left-hand corners essentially form a wide 'U' shape, and require light or moderate braking. There is plenty of run-off room here, if needed, on both sides of the pavement.

Turns 10 and 11 (Fagnes): This right-left complex will require moderate braking on entry, and possibly tapping the brakes through Turn 11 as well. Accelerate well out of

Fagnes to pass one or two cars on the short straightaway which follows.

Turn 12 (Stavelot): This is another right-hand corner, requiring light or moderate braking. It is highly important to accelerate STRONG out of Stavelot, as you won't be using the brakes again until the Bus Stop Chicane.

Turn 13 (Blanchimont): This is a long, sweeping, left-hand corner which must be carried at top speed (from Stavelot) or else you WILL be passed by others. The trees here are pretty, but keep your eyes on the road, especially due to the shadows cast over the circuit.

Turns 14-17 (Bus Stop Chicane): This is a tight left-right followed by a super-short straightaway and a tight right-left. The beginning of the chicane is at the top of a small rise, so the first two turns are blocked from view on approach (especially from Driver View) unless other cars are there to mark the course for you. Moderate braking should be used for both parts of the Bus Stop, but true experts can semi-easily fly through the Bus Stop at top speed without incurring a Stop-Go Penalty for shortcutting the chicane (but be prepared to save the car should the rumble strips cause you to lose control).

Pit Entry: While the Bus Stop Chicane begins here with a tight left-hand corner, the Pit Lane continues straight ahead, with a quick right-left mini-chicane of its own. There is not much room in Pit Lane to slow down before reaching the Paddock, so slow on the main course, but keep to the right to allow cars remaining in the race to pass you on the left as they enter the Bus Stop Chicane.

GRAND PRIX OF ITALY: MONZA



This historic high-speed track hosts a highly partial pro-Ferrari crowd - affectionately known as the 'tifosi.' The 2000 Italian Grand Prix is the race in which a volunteer corner worker was killed at the Roggia Chicane, due to all the flying debris from the first-lap multi-car collision caused by Heinz-Herald Frentzen missing his braking zone. This is also the final race of the 'European' season; the final two races are both overseas, 'flyaway' races (at Indianapolis and Suzuka).

Pit Straight: Strong acceleration out of the Curva Parabolica can create prime passing opportunities along the Pit Straight, the longest straightaway at Monza. The Pit Lane begins on the right shortly after exiting the Parabolica.

Turns 1-3 (Rettifilio): The new chicane here is a tight right-left with a gentle right turn back into line with the original pavement. The chicane is blocked by a barrier, but the inside of Turn 1 has a paved 'extension' which may be of benefit. Even with Flags on, shortcutting the chicane TO THE RIGHT OF THE BARRIER can be done at top speed, thus lowering lap times; shortcutting to the left of the barrier results in a Stop-Go Penalty.

Turn 4 (Biassono): This sweeping right-hand corner among the thick trees can be taken flat-out. To the left is a

long, wide area of sand, but the corner is so extremely gentle that the sand should not be needed for any reason unless you blow an engine or severely puncture a tire.

Turns 5 and 6 (Roggia): Despite the flatness of the Monza circuit, this chicane is extremely difficult to see on approach unless traffic is present to mark the pavement for you, so it is very easy to overrun the chicane. This is a very tight left-right chicane, so moderate or heavy braking is required; shortcutting through here at full throttle is possible by making use of the new, narrow, bright-green extensions on the inside of each corner, as the CPU is rather tolerant of shortcutting here (compared to previous incarnations of the game). There is a large sand trap for those who miss the chicane altogether.

Turn 7 (First Lesmo): This right-hand corner requires moderate braking. There is a wide sand trap on the outside of the corner, just in case. Beware the barrier on the inside of the corner. About 150MPH is the maximum speed here, or you risk slipping off the course and into the kitty litter. If you shortcut the first two chicanes of the game, this will be the first time you absolutely need to use the brakes.

Turn 8 (Second Lesmo): This right-hand corner is a little tighter than First Lesmo, and also has a significant area of kitty litter on the outside of the corner. Moderate braking will be needed here. Again, beware the barrier on the inside of the corner. Generally, about 140MPH is the maximum speed here to keep from sliding off the pavement.

Straightaway/Turn 9 (Serraglio): This is really just a fade to the left, but the official course map lists this as a curve. Counting this as a fade, this marks about the halfway point on the longest straightaway of the Monza circuit. There is sufficient room to pull off the course here on either side if necessary, except when passing underneath the first bridge. The circuit is extremely bumpy between the two bridges.

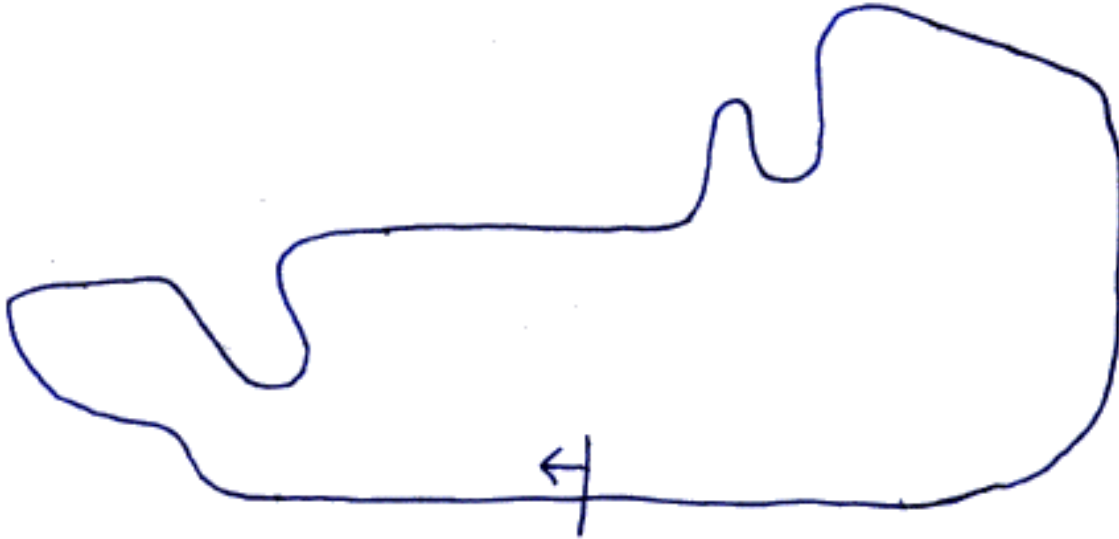
Turns 10-12 (Ascari): The Ascari chicane is more difficult than it seems. Turn 10 is a left-hand corner requiring at least light braking. This is followed immediately by a right-hand corner requiring moderate braking. Turn 12 can be taken at full acceleration if you slowed enough in Turn 11. Wide areas of grass and sand are available for those overrunning any part of the chicane. Still, unless encumbered by traffic, experts may be able to take Ascari at full throttle with a flawless racing line which makes use of the rumble strips as well as the bright-green 'extension' on the inside of Turn 10. Unfortunately, F1 2001 does not provide the real course's paved swing-out area at the exit of Ascari.

Straightaway (Rettilineo Parabolica): This is the second-longest straightaway at Monza and a prime passing zone, especially with powerful acceleration out of Ascari.

Turn 13 (Curva Parabolica): This final corner is a very-wide increasing-radius right-hand hairpin. Light or moderate braking is required on entry, but after about one-third of the way around the hairpin, stand on the accelerator all the way through to Rettifilino. The outside of the Curva Parabolica has an immense expanse of kitty litter, but this really should not be necessary unless you suddenly need to take evasive action to avoid someone else's accident. After the Lesmo corners, the Curva Parabolica is the third and final place where braking is a definite MUST.

Pit Entry: Shortly after exiting the Curva Parabolica, the Pit Lane begins on the right. This is perhaps the shortest Pit Lane in all of F1; there is virtually NO room for deceleration once leaving the main course, so cars going in for servicing will begin slowing at the exit of the Curva Parabolica.

GRAND PRIX OF THE UNITED STATES: INDIANAPOLIS



The inaugural U.S. Grand Prix was significant for two reasons. First, for the first time ever, cars were racing 'backward' (clockwise) at Indianapolis. Second, cars were racing in the rain, which is virtually unheard-of in American auto racing (CART is an exception, but only on road courses). Fortunately, FIA gave the live rights to ABC for the American audience, a very intelligent move to try to increase F1's exposure in the American market; this would not have been nearly as effective if SpeedVision had been permitted the live rights for the race, as SpeedVision is a cable-/satellite-only channel, and not all cable systems carry SpeedVision in their more affordable packages (in Tucson, I personally pay \$25 extra per month just to get the package which includes SpeedVision). Except the Pit Straight, the U.S. Grand Prix circuit features wide run-off areas, especially along Hulman Blvd. According to many of the drivers, part of the 'mystique' of the U.S. Grand Prix at Indianapolis is the closeness of the spectators; at no other F1 circuit are the fans literally 'just across the wall' from the cars (the main grandstands at Albert Park would come closest). The U.S. Grand Prix begins the final 'flyaway' (non-European) races of the 2001 season.

Pit Straight: This is the same as the Pit Straight used for the Indy and NASCAR races here, but the F1 cars drive in

the 'wrong' direction (clockwise). Expect top speeds close to or even exceeding 200MPH.

Turns 1 and 2: After more than 25 seconds at full throttle, this tight right-left combination can be deadly if you miss the braking zone. Brake early and hard to safely navigate Turn 1 in first or second gear, then accelerate violently through Turn 2.

Turn 3: This is a sweeping right-hand corner which can be taken at top speed.

Turn 4: This is a long right-hand 'J' turn requiring moderate braking to keep to the pavement.

Turn 5: Another right-hand corner, this corner requires light or moderate braking, and can be a good passing zone with good braking on entry.

Turn 6: This left-hand hairpin requires good braking throughout. Accelerating too soon will certainly put you out on the grass.

Turn 7: This is a right-hand 'J' turn onto the famous Hulman Blvd., which leads to the Indy Museum. Moderate braking is need here, but there is fortunately an immense paved swing-out area on exit which stretches much of the way toward Turn 8.

Straightaway (Hulman Blvd.): This is the longest straightaway of the infield section of the Indianapolis F1 circuit, so strong acceleration exiting Turn 7 is key here.

Turn 8: Turning to the left, this corner requires moderate or heavy braking, depending on your car's top speed on Hulman Blvd. However, the following straightaway is extremely short, so do not expect to accelerate much (if at all) before 'Mickey' and 'Mouse.'

Turn 9 ('Mickey'): This is a tight right-hand 'J' turn, nicknamed 'Mickey' by the sportscasters at the inaugural F1

race at Indianapolis. This is a second-gear corner at best, but first gear is probably a better choice here.

Turn 10 ('Mouse'): This tight left-hand hairpin corner was nicknamed 'Mouse' by sportscasters. Any dry-conditions speed above 40MPH will certainly force you off the course and into the grass. A strong, short burst of acceleration out of 'Mouse' can set up a good passing opportunity in Turn 11. Take care not to induce wheelspin on exit.

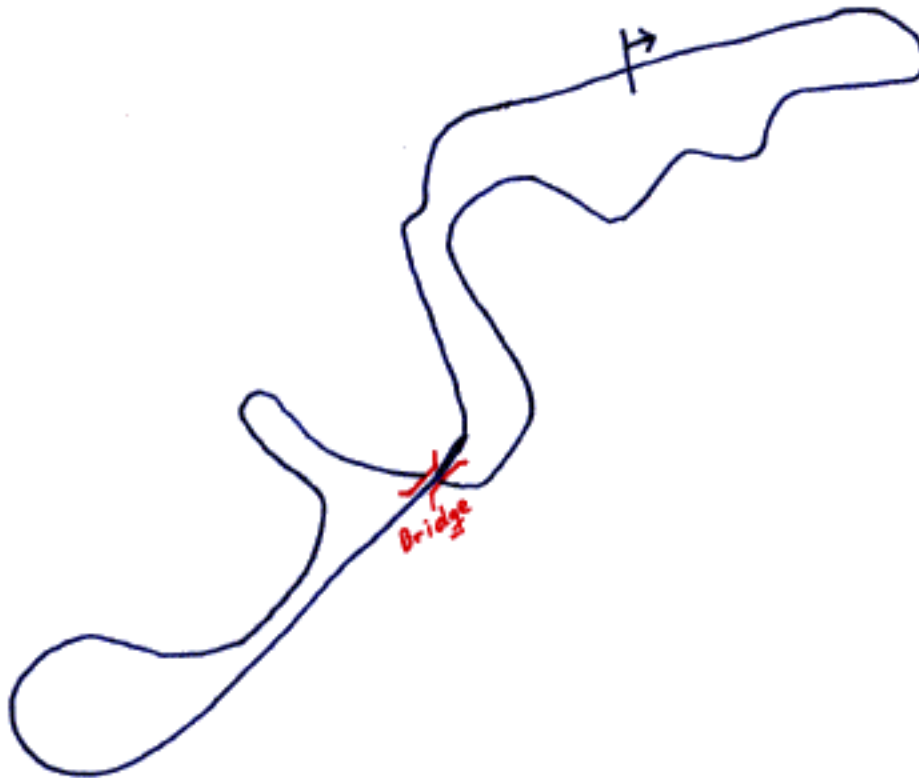
Turn 11: This long right-hand corner is the final corner of the course requiring braking. It is still fairly easy to slip off the course (especially in wet racing conditions), so be careful here. From here all the way to the end of the Pit Straight, you should be fully on the accelerator for approximately 28 seconds before braking for the first corner.

Turn 12: This right-hand corner brings the cars back out onto the oval used for Indy and NASCAR races, and coming back out onto the banking may be a little challenging at first. No braking is required here.

Turn 13: This is the banked 'Turn 1' of the Indy and NASCAR races here, but taken in reverse (clockwise) for the U.S. Grand Prix. It is important to hug the apex of the corner tightly, but keep off the infield grass.

Pit Entry: The Pit Lane begins just before Turn 13. There is plenty of room to enter Pit Lane and slow down, so keep up to speed while still on the main circuit.

GRAND PRIX OF JAPAN: SUZUKA



This world-famous circuit in figure-eight style is used for many forms of auto and motorcycle racing; as such, those who have played other racing games (such as Moto GP World Tour or Le Mans 24 Hours) may already have some familiarity with the Suzuka circuit. One of the most famous sights of the 'circuit' is the large Ferris Wheel on the left behind the grandstands as cars pass along the Pit Straight. This is the circuit where Michael Schumacher won the 2000 Driver's Championship. Suzuka was once the official test circuit for Honda, with the figure-eight configuration ensuring that there were a near-equal number of both left-hand and right-hand turns; similarly, the circuit was purposely designed to include as many types of corners and situations as possible, which makes the Suzuka circuit more technically difficult than it might at first appear to Suzuka novices.

Pit Straight: Good speeds can be achieved here with strong acceleration out of the chicane. The Pit Lane rejoins the course from the right near the end of the Pit Straight.

Turn 1: This right-hand (almost double-apex) hairpin requires moderate braking on approach, and you will likely be tapping the brakes through the hairpin itself. This begins an uphill climb, and it is difficult to see the left side of the pavement on exit, so be careful not to run too wide and end up out in the sand. There is really no reason to overrun the hairpin on entry, as the corner is quite easily identifiable.

Turns 2-5 (S Curves): This is by far the hardest section of the course - tight left-right-left-right corners. The first of the 'S' curves can likely be taken at full speed, with light or moderate braking for Turn 3. Turn 4 can be taken either flat-out (not suggested) or with light braking. No matter what, slam HARD on the brakes for Turn 5, the tightest corner of the 'S' section. This entire segment of the course continues the uphill climb, making Turn 5 particularly more difficult. There is ample recovery room on either side of the course through the uphill 'S' section. The 'S' section is a good place to pass slower cars, if you have enough confidence in your brakes to pass during corner entry. No matter what, you will NOT be surviving the 'S' curves unless you use the brakes generously - or use only second or third gear.

Turn 6 (Dunlop Curve): This sweeping left-hand corner is the crest of the initial uphill segment of the course. However, it is best to brake lightly or at least lift off the accelerator to keep from sliding out into the grass and sand on the right side of the long corner.

Turn 7 (Degner): Here, the course turns to the right in anticipation of the figure-eight pattern. Light braking will likely be required, but it is possible to speed through here without braking. To the outside of the course is a wide expanse of grass and sand in case you overrun the corner.

Turn 8 (Degner): The final right-hand corner before passing underneath the bridge, this turn is tighter than the previous corner, thus moderate or heavy braking and a steady racing line will be required here. This is also

another prime passing zone. Take care not to overrun Turn 8, or your front-left tire will be damaged.

Straightaway: Accelerate strongly out of Degner and you may be able to pass one or two cars as you race underneath the bridge. The course fades to the right here before reaching the tight Hairpin. The fade is a good place to begin braking for Hairpin.

Turn 9 (Hairpin): This is a tight left-hand hairpin which begins the next uphill segment of the Suzuka circuit. It is possible to shortcut a little here, but the grass combined with the angle of the hill here will really slow you down and perhaps cause you to spin and/or slide, especially in wet conditions. Be careful not to accelerate too soon, or you will be out in the grass. There is a sizeable patch of kitty litter for those who miss the hairpin completely or lock the wheels.

Turn 10: Continuing the uphill run, the course here makes a wide sweep to the right. Any braking here means losing track positions.

Turns 11 and 12 (Spoon): This is a tricky pair of left-hand corners, in a decreasing-radius 'U' formation. The first corner is fairly standard, requiring little braking. However, Turn 12 is both tighter AND slopes downhill, so judicious usage of brakes and a pristine racing line are both important here, especially if attempting to pass a slower vehicle. If you repeatedly misjudge any single corner at Suzuka, it will be Turn 12; fortunately, there is plenty of recovery room on both sides of the pavement here. However, do not roll up on the rumble strips or the grass on the inside of Turn 12, as that will almost certainly cause you to lose control and likely spin.

Straightaway: Power out of Spoon and rocket down the straightaway, passing multiple cars. After you cross the bridge, start thinking about the chicane. (If you feel a bit cocky, try speeding through the Pit Lane for the support races, located on the right as you start uphill

again - this Pit Lane will be familiar to those who have played Le mans 24 Hours.)

Turn 13 (130R): Shortly after crossing the bridge, the course turns gently to the left. Light braking or - even better - a quick lift off the accelerator - is almost certainly required at 130R to keep from sliding off-course, although experts can speed through here at full throttle with an excellent racing line and no encumbering traffic.

Turns 14-16 (Chicane): This is the trickiest part of the course (even moreso than Hairpin), and quite likely the one area which will determine whether or not you can execute a good lap time. The chicane begins with a moderate turn to the right, then a tight left-hand corner, then ends with a wider turn to the right and empties out onto the Pit Straight; all of this is on a downhill slope, adding to the inherent difficulty of Chicane. Fortunately, the inside of the chicane is filled with only sand, not barriers, but shortcutting the chicane will likely result in a loss of control (due to the rumble strips and the kitty litter), or at least cause you to slow tremendously. Be careful coming out of Turn 15 so that you don't go too wide and bump the right side of the vehicle on the Pit Lane barrier.

Pit Entry: Using the old entrance to Pit lane, the Pit Lane begins to the right just before Chicane. The current real-world course configuration has cars entering Pit Lane from the tiny stretch between Turns 15 and 16.

CONTACT INFORMATION

For questions, rants, raves, comments of appreciation, etc., or to be added to my e-mail list for updates to this driving guide, please contact me at:

FEATHER7@IX.NETCOM.COM; also, if you have enjoyed this guide and feel that it has been helpful to you, I would certainly appreciate a small donation via PayPal (<http://www.paypal.com/>) using the above e-mail address.

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