

A HOT LAP AT HASTINGS MOTORSPORTS PARK

1 -Heading down the front straight, position your car to the right side of the track. Do all of your braking prior to the turn in point of Medium Apex Turn 1. Exit Turn 1 using as much track as needed and then quickly work your way to the far left side of the track in preparation for Late Apex Turn 2.

2 -Watch for cars entering the track on your left!!! Turn 2 is a decreasing radius sweeper that requires a Late Apex. Stay wide, but do not cross over the Track Entry Lane that merges with traffic. Look far ahead for the late apex and make your turn in. Let the car exit to the far left side of the track and follow the two kinks along the East straight as you approach the fast Medium Apex Turn 3.

3 -Stay to the far left side of the track as you approach Turn 3. Tap the breaks lightly if needed then turn into Medium Apex Turn 3. This is a high speed turn that makes this section of the track the fastest section.

4 -After exiting Turn 3, stay to the left side of the track and look ahead for the hard breaking zone, just before your turn into Medium Apex Turn 4. Exit Turn 4 on the left side of the track in preparation for right hand Medium Apex Turn 5.

5 -Turn 5 should be considered a combination turn along with Medium/Late Apex Turn 6, as you can almost set your steering and drive through both corners very smoothly.

6 -When you exit Turn 6, use all of the available track to carry as much speed as safely possible, as the next section of track (from Turn 6 to Turn 9) is the second fastest section of the course. As you exit Turn 6, stay left and look for Early apex Turn 7.

7 -Turn 7 can be considered a kink rather than a turn, but you must stay close to the left edge of the track and hit the apex early, then let the car out to the far right side of the track and get ready for the quickly approaching Medium Apex Turn 8.

8 -Prior to the turn in point of Medium Apex Turn 8, it is difficult to see the exit point, but it is very wide and you will need to use all of the track in order to carry your maximum speed safely through Turn 8.

9 -Stay right following your exit of Turn 8 and then start to move slowly towards the center of the track in preparation for NO Apex Turn 9. Follow left Turn 9 through the middle of the track and then look far ahead for the Exit point and the turn in point of Late Apex Turn 10.

10 -After a few laps through Turns 9 & 10, you will consider them as a combination turn. If Turn 9 is done correctly, you will end up in the perfect position on the left side of the track when entering Turn 10.

11 -Stay far left after exiting Turn 10 and look for your braking zone as you approach Late Apex Turn 11. You should have done all of your necessary braking prior to the turn in point, so that you can be smoothly back on the gas before the apex. Exit Turn 11 keeping the car close to the right side of the track as you approach Medium Apex Turn 12.

12 -Medium Apex Turn 12 comes up immediately as you exit Turn 11. Smoothly turn in and let the car exit out of the turn towards the right side of the track, just enough to keep the car from drifting, as Late Apex Turn 13 approaches very quickly and you will need to get your car over to the far left side of the track prior to the braking zone.

13 -Late Apex Turn 13 is a mini decreasing radius sweeper. Stay wide as you enter the turn and look far enough ahead for the Apex and its relationship to the track width at the exit point. This is an awkward, yet important turn, that leads to the front straight and one of the Passing Zones. As you exit Turn 13, move over to the right side of the track and let faster cars pass you.

GENERAL NOTE OF CAUTION:

When driving an unfamiliar track for the first few times, always enter each turn on the SLOW side of fast and on the LATE side of early. In other words, learn the correct driving line for your car and your experience by erring on the Safe side of disaster. This is the safer approach, that is much more fun and a lot less embarrassing. [A1]