

INTERLAGOS

ANALISI DEL TRACCIATO e numero curve

— CURVA 1

Punto di frenata indicativo: Cartello dei 50 metri

Marcia consigliata a metà curva: 3a

Marcia consigliata in uscita dalla curva: 4a

Dettagli: Cercare di posizionare l'auto sul cordolo interno con entrambe le ruote posteriori e anteriori sinistre.

— CURVA 2

Punto di frenata indicativo: -

Marcia consigliata a metà curva: 4a

Marcia consigliata in uscita dalla curva: 4a

Dettagli: Prima del cordolo interno, sollevare la vettura di circa il 5% per stabilizzarla sul cordolo. Montare il più possibile.

— CURVA 4

Punto di frenata indicativo: Subito dopo il tabellone dei 100 metri

Marcia consigliata a metà curva: 4a

Marcia consigliata in uscita di curva: 5a

Dettagli: La traiettoria ottimale prevede di posizionare entrambi gli pneumatici sinistri sul cordolo interno. In uscita, posizionare entrambi gli pneumatici destri sul cordolo destro.

— CURVA 6

Punto di frenata indicativo: -

Marcia consigliata a metà curva: 6a

Marcia consigliata in uscita di curva: 6a

Dettagli: È possibile aumentare la velocità del 5%, ma l'approccio più rapido è affrontare la curva a tutta velocità in sesta marcia. Cercare di avvicinarsi il più possibile all'interno senza toccare l'erba.

— CURVA 8

Punto di frenata indicativo: Prima dell'inizio del prato

Marcia consigliata a metà curva: 3a

Marcia consigliata all'uscita della curva: 3a

Dettagli: Tagliare il cordolo interno a destra, facendo attenzione a non toccare l'erba.

— CURVA 9:

Punto di frenata indicativo:

Marcia consigliata a metà curva: 3a

Marcia consigliata all'uscita della curva: 3a

Dettagli: Percorrere la maggior parte possibile del cordolo piatto a sinistra in 3a marcia. Sollevare completamente la ruota e poi riprendere l'acceleratore.

— CURVA 10

Punto di frenata indicativo: Esattamente all'inizio del prato sul lato sinistro

Marcia consigliata a metà curva: 3a

Marcia consigliata in uscita dalla curva: 3a

Dettagli: Dovresti inserire la vettura senza toccare il cordolo interno a destra. Concentrati sulla massimizzazione dell'uscita.

— CURVA 12

Punto di frenata indicativo: Non c'è un punto di frenata definito in quest'area.

Marcia consigliata a metà curva: 4a

Marcia consigliata in uscita dalla curva: 4a

Dettagli: La traiettoria ottimale è posizionare la vettura sul cordolo interno e, in uscita, sfruttare il più possibile il cordolo a destra.

Guida ai circuiti

Australia

— CURVA 1

Punto di frenata indicativo: subito dopo il cartello dei 100 metri

Attrezzatura consigliata a metà curva: 5a

Attrezzatura consigliata all'uscita della curva: 5a

Dettagli: La linea migliore è quella che taglia all'interno della curva 1, mantenendo la massima velocità possibile.

— TURN 3

Indicative Braking Point: After the 100m board, just in front of the black box

Recommended Gear Mid-Corner: 3rd

Recommended Gear at the Exit of the Corner: 3rd

Details: Avoid both the inside and exit curbs.

— TURN 4

Indicative Braking Point: -

Recommended Gear Mid-Corner: 4th

Recommended Gear at the Exit of the Corner: 4th

Details: Before the electronic board on the top right, you should start turning in. Be careful on corner exit — the high curb can unsettle the car or get you stuck.

— TURN 6

Indicative Braking Point: Just before the 50m board

Recommended Gear Mid-Corner: 6th

Recommended Gear at the Exit of the Corner: 6th

Details: You want to brake around 50%, then quickly release the brake and get on the throttle hard.

— TURN 9

Indicative Braking Point: -

Recommended Gear Mid-Corner: 7th

Recommended Gear at the Exit of the Corner: 7th

Details: Just before the 50m board, start turning in with a full lift and cut the inside curb. The fast right is flat, but be careful not to overcut the curb.

— TURN 11

Indicative Braking Point: 100m board

Recommended Gear Mid-Corner: 3rd

Recommended Gear at the Exit of the Corner: 3rd

Details: Try cutting the inside curb, but avoid going over the large red sausage curb.

— TURN 13

Indicative Braking Point: Before the 50m board, around 70m

Recommended Gear Mid-Corner: 3rd

Recommended Gear at the Exit of the Corner: 3rd

Details: Avoid the inside sausage curb.

— TURN 14

Indicative Braking Point: -

Recommended Gear Mid-Corner: 4th / 5th

Recommended Gear at the Exit of the Corner: 5th

Details: Flat-out corner — a slight lift is possible, but not necessary

Cina

TRACK ANALYSIS

— TURN 1

Indicative Braking Point: Just before the inside curb

Recommended Gear Mid-Corner: 5th

Recommended Gear at the Exit of the Corner: 4th

Details: Make sure you stay close to the inside curb.

— TURN 2

Indicative Braking Point: No real braking point

Recommended Gear Mid-Corner: 3rd

Recommended Gear at the Exit of the Corner: 3rd

Details: Open the corner while staying close to the inside to rotate the car. Hold 5% brake for rotation.

— TURN 3

Indicative Braking Point: No real braking point, just tap the brakes

Recommended Gear Mid-Corner: 3rd

Recommended Gear at the Exit of the Corner: 3rd

Details: Stay as close as possible to the inside curb without touching it. Be careful with traction on exit.

— TURN 6

Indicative Braking Point: EXACTLY at the 100m board

Recommended Gear Mid-Corner: 3rd

Recommended Gear at the Exit of the Corner: 3rd

Details: Slightly touch the inside curb and focus on the exit.

— TURN 7

Indicative Braking Point: Easy flat corner

Recommended Gear Mid-Corner: 7th

Recommended Gear at the Exit of the Corner: 7th

Details: Keep close to the inside curbs without touching them.

— TURN 8

Indicative Braking Point: Just tap the brakes at the apex

Recommended Gear Mid-Corner: 5th

Recommended Gear at the Exit of the Corner: 5th

Details: Take a wide entry to open up the exit.

— TURN 9

Indicative Braking Point: Where the grass ends on the right

Recommended Gear Mid-Corner: 4th

Recommended Gear at the Exit of the Corner: 4th

Details: Take a wide entry, use all the inside curb, and maximize traction on exit.

— TURN 10

Indicative Braking Point:

Recommended Gear Mid-Corner: 4th

Recommended Gear at the Exit of the Corner: 5th

Details: Flat-out corner. Try cutting as much of the inside curb as possible without touching the grass.

— TURN 11

Indicative Braking Point: AFTER the 100m board

Recommended Gear Mid-Corner: 3rd

Recommended Gear at the Exit of the Corner: 3rd

Details: Slightly drift and aim to clip the inside curb.

— TURN 12

Indicative Braking Point: No braking needed, just a lift

Recommended Gear Mid-Corner: 3rd

Recommended Gear at the Exit of the Corner: 3rd

Details: Hit the inside curb and stay tight on the exit. Be cautious with traction.

— TURN 14

Indicative Braking Point: Before the 100m board

Recommended Gear Mid-Corner: 3rd

Recommended Gear at the Exit of the Corner: 3rd

Details: Slightly tap the red and white curb on entry. Use the left curb on exit.

— TURN 16

Indicative Braking Point: AFTER the 50m board

Recommended Gear Mid-Corner: 5th

Recommended Gear at the Exit of the Corner: 5th

Details: Take the inside curb to rotate. Use the outside curb mid-corner to get on power early.

Suzuka

TRACK ANALYSIS

— TURN 2

Indicative Braking Point: Just after where the left curb starts

Recommended Gear Mid-Corner: 5th

Recommended Gear at the Exit of the Corner: 5th

Details: Stay close to the inside curb and use the outside curb on corner exit.

— TURN 3

Indicative Braking Point: Easy flat corner

Recommended Gear Mid-Corner: 6th

Recommended Gear at the Exit of the Corner: 6th

Details: Use the curb on your left.

— TURN 4

Indicative Braking Point: No braking needed, only a tiny lift

Recommended Gear Mid-Corner: 6th

Recommended Gear at the Exit of the Corner: 6th

Details: Only lift 10–15%, do not brake.

— TURN 5

Indicative Braking Point: No braking needed, flat corner

Recommended Gear Mid-Corner: 6th

Recommended Gear at the Exit of the Corner: 6th

Details: Slightly tap the curb on the left, but not too much to avoid unsettling the car.

— TURN 6

Indicative Braking Point: No braking needed, only a big lift

Recommended Gear Mid-Corner: 5th

Recommended Gear at the Exit of the Corner: 5th

Details: Hug the curb on the right, but do not touch it.

— TURN 7

Indicative Braking Point: No braking needed, flat corner

Recommended Gear Mid-Corner: 6th

Recommended Gear at the Exit of the Corner: 6th

Details: Take the corner flat out and stay to the left without touching the curb.

— TURN 8

Indicative Braking Point: No braking needed, flat corner

Recommended Gear Mid-Corner: 7th

Recommended Gear at the Exit of the Corner: 7th

Details: Flat out, lift if needed, and cut as much of the inside curb as possible.

— TURN 9

Indicative Braking Point: No braking point, all about feel

Recommended Gear Mid-Corner: 4th

Recommended Gear at the Exit of the Corner: 4th

Details: Cut the red and white curb on the right; be cautious as you are going downhill.

— TURN 11

Indicative Braking Point: Just after where the red and white curb ends on the right

Recommended Gear Mid-Corner: 3rd

Recommended Gear at the Exit of the Corner: 3rd

Details: Slightly miss the apex to set up a better exit.

— TURN 13

Indicative Braking Point: After the light green grass ends on the right

Recommended Gear Mid-Corner: 6th

Recommended Gear at the Exit of the Corner: 5th

Details: Tap the brakes 5% and release quickly to rotate the car.

— TURN 14

Indicative Braking Point: No real braking point

Recommended Gear Mid-Corner: 4th

Recommended Gear at the Exit of the Corner: 5th

Details: Tap the brakes 5% mid-corner for rotation and take advantage of the exit curb.

— TURN 16

Indicative Braking Point: EXACTLY at the 100m board

Recommended Gear Mid-Corner: 3rd

Recommended Gear at the Exit of the Corner: 3rd

Details: Half-cut the inside curb.

— TURN 17

Indicative Braking Point: No braking needed

Recommended Gear Mid-Corner: 3rd

Recommended Gear at the Exit of the Corner: 3rd

Details: Cut as much of the black curb on the left as possible.

Bahrain

TRACK ANALYSIS

— TURN 1

Indicative Braking Point: Before the 100m board

Recommended Gear Mid-Corner: 3rd

Recommended Gear at the Exit of the Corner: 3rd

Details: The best way to improve time is by half-drifting through the corner. Make sure you don't hit the big inside curb.

— TURN 2

Indicative Braking Point: -

Recommended Gear Mid-Corner: 3rd

Recommended Gear at the Exit of the Corner: 4th

Details: Cut the inside curb on the left and take it flat out.

— TURN 4

Indicative Braking Point: Exactly at the 100m board

Recommended Gear Mid-Corner: 3rd

Recommended Gear at the Exit of the Corner: 3rd

Details: Use the outside curb before the corner, tap the inside curb slightly with the front-right wheel, and go full throttle through the exit.

— TURN 6

Indicative Braking Point: -

Recommended Gear Mid-Corner: 6th

Recommended Gear at the Exit of the Corner: 6th

Details: Cut both the inside curb and the second one — both can be taken flat out.

— TURN 8

Indicative Braking Point: After the Lenovo board on the left

Recommended Gear Mid-Corner: 3rd

Recommended Gear at the Exit of the Corner: 3rd

Details: Stay close to the inside curb. Avoid the outside curb — you can get stuck on it.

— TURN 10

Indicative Braking Point: No defined braking point — all about feel

Recommended Gear Mid-Corner: 3rd

Recommended Gear at the Exit of the Corner: 3rd

Details: Stay close to the inside curb. At the exit, take advantage of the full track width.

— TURN 11

Indicative Braking Point: Before the 50m board, around 60m

Recommended Gear Mid-Corner: 4th / 5th

Recommended Gear at the Exit of the Corner: 5th

Details: Stay close to the inside curb and carry as much speed as possible. You can also use the outside curb.

— TURN 13

Indicative Braking Point: No defined braking point — all about feel

Recommended Gear Mid-Corner: 4th

Recommended Gear at the Exit of the Corner: 4th

Details: Start accelerating just before the apex. On exit, use the full width of the track. Set up the exit by using all of the track before the corner.

— TURN 14

Indicative Braking Point: After the 100m board

Recommended Gear Mid-Corner: 4th

Recommended Gear at the Exit of the Corner: 4th

Details: Tap the inside curb, and on exit use the full exit curb — just stay within the white line.