Approach the slight left-hand bend in section [7] from the left side, and allow your momentum to carry you over the middle of the road for the next bend. Steer to the left when you draw level with the "Auditor" sign, brake heavily when you are level with the kerb on the left side, and then turn in to drive across the inside kerb of bend [8]. Move over to the left and on the short straight in section [9] and attack the next bend from there. Start braking shortly before the kerb, and negotiate both bends while maintaining a distance of approximately half a vehicle between your car and the roadside. Your momentum on exit should carry you to the left hand side of the following short straight. Move over and approach the sharp bend in section [10] from approximately the middle of the road. Brake when you are level with the darker section of tarmac and then turn in and hug the inside of the bend. Stay to the right until section [11] then approach the left hand bend from the left of the track. Brake shortly after the line of cones standing to the right of the track and try to hug the inside of the curve as closely as possible. Accelerate again early, but without getting carried too far to the outside. On the straight in section [12], keep to the left. Brake for the "U" bend at [7] when you reach the third roadblock. Try to get through this bend with the steering wheel in a fixed position and without, ideally, touching the kerb. Drive through the combination of bends in section [13] in a steady rhythm, brushing the kerbs to maintain the best racing line. Avoid forced adjustments of the steering wheel and brake as little as possible – you should be able to stabilise your car here by simply lifting off for a moment, which will improve your ability to steer. Approach the right-hand bend in section [14] from the left, brake when you are approximately level with the first "Design" sign, then turn in and cut across the kerb to reach the next straight. Approach the bend at [15] from the right side; brake shortly before the pit lane entrance and hug the inside of the tight 180° curve, as closely as possible. Accelerate early to gather enough speed for section [16]. Drive through section [17] in a steady arc, moving through the left-hand bend close to the wall on the inside – your speed will carry you to the right-hand side of the track. When you draw level with the finishing line, get ready for the immediate return to section [1].

**TIPS AND TRICKS**

**Approach the slight left-hand bend in section [7] from the left side, and allow your momentum to carry you to the middle of the road for the next bend. Steer to the left when you draw level with the “Auditor” sign, brake heavily when you are level with the kerb on the left side, and then turn in to drive across the inside kerb of bend [8]. Move over to the left and on the short straight in section [9] and attack the next bend from there.**

**Start braking shortly before the kerb, and negotiate both bends while maintaining a distance of approximately half a vehicle between your car and the roadside. Your momentum on exit should carry you to the left hand side of the following short straight. Move over and approach the sharp bend in section [10] from approximately the middle of the road.**

**Brake when you are level with the darker section of tarmac and then turn in and hug the inside of the bend. Stay to the right until section [11] then approach the left hand bend from the left of the track.**

**Brake shortly after the line of cones standing to the right of the track and try to hug the inside of the curve as closely as possible. Accelerate again early, but without getting carried too far to the outside.**

**On the straight in section [12], keep to the left. Brake for the “U” bend at [7] when you reach the third roadblock.**

**Try to get through this bend with the steering wheel in a fixed position and without, ideally, touching the kerb. Drive through the combination of bends in section [13] in a steady rhythm, brushing the kerbs to maintain the best racing line. Avoid forced adjustments of the steering wheel and brake as little as possible – you should be able to stabilise your car here by simply lifting off for a moment, which will improve your ability to steer. Approach the right-hand bend in section [14] from the left, brake when you are approximately level with the first “Design” sign, then turn in and cut across the kerb to reach the next straight. Approach the bend at [15] from the right side; brake shortly before the pit lane entrance and hug the inside of the tight 180° curve, as closely as possible. Accelerate early to gather enough speed for section [16]. Drive through section [17] in a steady arc, moving through the left-hand bend close to the wall on the inside – your speed will carry you to the right-hand side of the track. When you draw level with the finishing line, get ready for the immediate return to section [1].**