

## Baskerville Lap

For those that have never driven this track, this is a driver's description of the corners that make up the tight 2.01 km circuit. I drive a modern four-wheel drive car that is not particularly powerful and pretty easy to drive – not quite the same as the cars that will be competing, but this should give you a starting reference. After each corner description I have added some speed data – the first number is a typical maximum speed before braking ahead of the corner, the second is a typical minimum speed around the corner. Hopefully this will give you a starting point for gearing. The Motorsports Tasmania web site has a track map and image of the track at <http://www.motorsportstas.com.au/Baskerville.php?sm=3>, unfortunately it does not mark the Start/Finish line but you should be able to work that out based on the image and this description.

After crossing the Start/Finish line need to get the car across to the left-hand side of the track ready for the first right hand corner.

As long as no-one is coming out of pit lane the turn-in for the first corner can be as close to the fence as possible. This corner is uphill and the banking is most significant around the apex. It is possible to crank on a bit more lock as the apex is approached to allow a little greater entry speed. On the exit, aim to get the car about a metre inside the kerbing. The corner is off-camber at the end of the kerbing so the car will tend to drift out to the kerb. Dropping a wheel off this kerb is not tragic, but it will be slow and the car needs to be closer to the centre of the track before the turn in to the esses. [150, 95]

The right/left combination of the esses means that one of these downhill corners has to be compromised and there are many different approaches. I like to take a late apex for the right hander, starting with the left-hand side of the car in about the centre of the track. Need to be aware that if you go in too deep the entry will be off camber. I am not particularly concerned with actually making this apex – my focus is on straightening out the left hander as much as possible so I can get back onto the power. There is a lot of room on the outside of this corner, so let the car swing out to the right-hand edge of the track (no kerbing but flat). [110, 60]

The left-hand corner at the bottom of the hill does not need threshold braking, but the braking is useful to get the front tyres to bite and get the car to the apex curbing. This is another corner with a lot of room on the exit. This is a serious hill so it is important to let the car flow to the outside of the track to get the front wheels straight as soon as possible. The exit is slightly off-camber but also up hill. [95, 75]

The left hand corner at the top of the hill is a challenge. You need to pick a turn-in point on the track and turn in before the apex is visible. The braking and turn in are complicated by the hump in the track so expect to be braking and turning an unweighted car. There is a very obvious mark in the track around this point but it does go diagonally across the track. After the apex the down hill slope increases a little. There is curbing on the corner exit so aim to clip the end of it with your right hand front wheel. [120, 85]

The slope down to the left hand corner at the start of the main straight is fairly consistent. The track flattens out after the apex but there is a rough section after the apex on the left-hand side of the track that could cause a car to move around. You are unlikely to take a late enough apex to get to that part of the track but traffic could force you there. There is a significant drop-off over the exit kerbing – not a good place to drop a wheel. [135, 95]

There is a small hump part way down the main straight – not a problem for most cars. The final corner onto pit straight is a banked double apex. The banking really starts around the first apex.

After the first apex, let the car drift out to the edge of the track (no kerbing) about the middle (and highest) part of the corner. Then gradually wind on a bit more lock to get to the second apex (no kerbing) and finally let the car drift out to the outside of the track around the entry road. Because the track is no longer banked and is slightly downhill the car can get loose at the exit. [180, 80]

Tony Horsham

As a further reference that may help with gearing, here is speed data for the same car for some corners at Bathurst:

Murrays Corner [175, 80]

Hell Corner [160, 80]

Griffins Bend [200, 100]