

Isle of Man Mountain Course

COURSE GUIDE

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PDF version built by John Bradley

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PURPOSE

This Guide has been prepared because I know how difficult and frustrating it can be to learn to drive really long tracks well enough to enjoy them properly, and I wanted to do more than just release a long and difficult track, then sit back and watch as some people struggled to come to terms with it.

I think I have something to offer, because I know every detail of how the track is constructed and have had the advantage of driving it through the many beta versions up to this refined stage. I am a moderately quick driver with a GPL Rank of -31, achieved without using ‘Alien’ setups, and have done some on line instruction, so I know a bit about getting the most out of a track and understand the mistakes I and other drivers tend to make..

So regardless of your skill level, if you:

- Like the idea of developing a picture in your mind of the route of, and relative speeds on, a long track;
- Like to read maps;
- Like to gain some insight into the subtleties of a long track;
- Like to understand how the track builder constructed, drives and feels about his replica and the real track;

read on, because you will get at least some benefit from this course guide

INTRODUCTION AND ACKNOWLEDGEMENTS

The real Isle of Man Mountain Course is 63 km, or 37.7 miles of narrow public country roads on a small self-governing British island in the middle of the Irish Sea. Cars, then bikes, have raced here continuously since 1904!

Many famous names have raced here in the Manx GP and Manx TT and won multiple events. From the 60's on these include John Surtees, the only man to win both the World Championship 500cc Motorcycle and Formula 1 Car titles, Giacomo Agostini, who has the highest number of World 500cc Championship wins, Mike Hailwood who also raced F1 in the 70's, Carl Fogarty, Joey Dunlop and the 2002 Senior TT champion, David Jeffries, whose current lap record on a 'worked up' Suzuki GSXR 1000 is a staggering 127 mph / 204 kph average speed.

David is featured on the Duke Video 'TT Circuit Guide', giving his laconic Yorkshire accented impressions from each part of the course. Because of its complexity, he said that when he tried to talk his way round a lap once in the pub with his mates, it took him several times longer than the 18 minutes it takes to ride a lap on the real Mountain Course!!

Sadly, David was killed at Crosby in practice during this year's TT.

In the 1960's though, just before the dominance of the Japanese factories like Honda in the 'Senior' TT, the fastest average times on famous machines like Norton, Gilera, Matchless, Aermacchi, Paton and the mighty MV Augusta were just short of 110 mph / 177 kph. This is still seriously quick, considering the hazards of this course and the fact that there is a sinuous and steep climb up [and then descent] of a 1400ft / 430 metre mountain, that lasts for the last third of the course! Those 1960's speeds of the bikes are achieved by the 1967 F1 cars in this GPL version of the course.

Even though your interest may have been restricted to four wheels up to now, I encourage you to explore the Isle of Man TT 'World' a little for yourself.

You may want to see some truly exciting 'on bike' Video/DVD footage, cover a lap through the descriptive notes of a great rider, or discover more about the great history and tradition of these races. The epic battles the riders have had with each other and the course, including dealing with varying road conditions like damp patches and drifting leaves under the trees, rain on some parts of the course and mist/wind/sleet on the Mountain.

If you do, then visit the LINKS page on my site. This will lead you to a whole world of fascinating sites dedicated to the longest and best road racing course in the world!

As for this GPL version of the Mountain Course, GPL track length restrictions limit it to a 40% length of 24.76 km or 15.4 miles. Length has been taken mainly from straighter repetitive sections.

All the main features, locations and significant corners are replicated and major elevation changes scaled appropriately. The road surface has been made with lots of small undulations and bumps, to simulate the real driving surface. The bikes do lots of big 'wheelies' over these and the GPL cars are fun at these spots too!

The track may be shorter than the real thing, but I have tried to faithfully capture the true driving feel, dangerous pace and spirit of this special place.

Track construction was entirely my own concept and work.

The majority of the textures are my own originals.

A.I., Cameras, Groove, Default Setups for F1 F2 and F3, etc are also my own work.

However several building 3do's and the base for their associated textures were sourced from ANDRE F1- EDITION'S 'masterpiece' track Sachsenring, which remains the benchmark IMO.

The Program set was kindly and very professionally made by JOHN BRADLEY [BAPOM]

John also offered his assistance to colour adjust my Shy/Horizon and the result of this collaboration is an overcast but bright standard sky, with a more dramatic 'Impending Rain' sky as an alternative download at release.

KEN MURRAY, GPL driver and real life TT and Manx GP bike racer... 8 years racing over the real Isle of Man Mountain Course. Assisted fine tuning of routing and bumps, improving feel and authenticity. We are all indebted to him. Thanks Ken.

Ken's record and action photographs of him at the Isle of Man are on a separate page of this site.




Thanks also to my group of final compatibility testers, Peter "Lizardman" Brain, Marty "Aussiemart" Ellul, Trevor "Toucher" Forster, Dave McRee, "Mad" Mat Menzies, "Evil" Andrew Smith and Peter "Muffinman" Sherwood.

My appreciation also to the many generous people who made the track building programs and have offered advice to those who build tracks for our own and your pleasure. Principle amongst these are Phil Flack, Peter Prochazka, Klas Horbrand, Joachim Blum, Nigel Pattison, Francois Dubuc, Jonas Matton, Martin

Granberg, Matt Knudsen, Martijn Keizer, Dave Noonan, Ed Solheim, Mark Beckman and Miek Thiemann. Hope I haven't left anyone out.

Finally, thanks to the many people in GPL forums for their encouragement and genuine enthusiasm for this project, which helped to keep me motivated.

KEY TO THIS GUIDE AND COURSE SIGNS

IN THIS GUIDE	
	Cautionary notes in GOLD Difficult sections where special care is required.
	Approximate gear change points shown on maps for a 5-speed F1 gearbox.
	Track maps [with crossroads] extracted from track file [gtk]

OUT ON THE COURSE	
	'SLOW' signs act as your braking markers
	Replica direction signs 11 different variations
	Major place names
	Crossroad signs

IN THE PITS

A busy pit lane with an unusual [but authentic] configuration where the cars/bikes park beside the pit wall and exit further away from the track alongside the garages.

Pit crew and bystanders mingle about the cars, which are parked in their allotted pit stalls, but rest at varying distances from the pit wall, just as they would in real life.



On the wall of the second garage is a small plaque, with a dedication to the many brave riders who have raced this exciting but most dangerous road course.

STARTING LINE

Left of the starting line, three famous spectators, from left to right, **Joey "Yer Maun" Dunlop**, **Mike "The Bike" Hailwood** and **Giacomo "Ago" Agostini** look on with interest.

The cars are lined up facing south west, laterally slightly askew from their marks, just as they would be in real life as drivers try to gain some advantage on the field at the start....

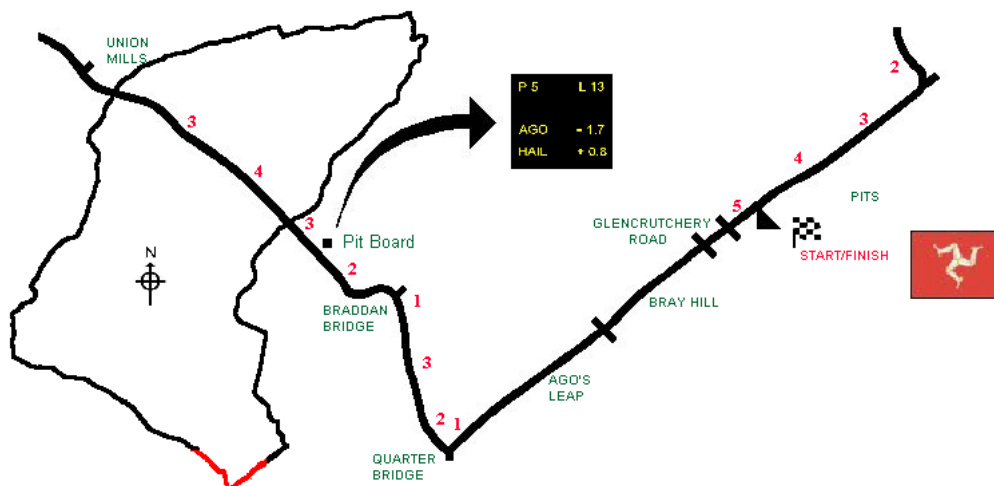


Grid boxes for cars and bikes and tyre marks from previous starts are visible.

High on the left above the stand, the Manx flag proudly flaps above an MV Agusta advertising hoarding. On the right, just past the Start/Finish line, the results of the previous days of racing in the Sidecars, 125cc, 250cc, and 350cc 'Junior' bike categories are displayed, along with the machines ridden and average lap speeds achieved by the riders. [These are actual 1967 Manx TT results]

Alongside these results are the qualifying times expressed as average speed for today's Senior TT [bikes] and the race for 1967 F1 Grand Prix Cars. [Senior TT a combination of real 1967 place getters and great riders of the past....GP Cars, my view of how qualifying might have gone.]

1 GLENCRUTCHERY ROAD, DOUGLAS TO UNION MILLS



From the start as you accelerate away south west down the **GLENCRUTCHERY ROAD**, be aware that at each of the many crossroads on the course, there is a slight bump. However the two crossroads before **BRAY HILL**, being on a fairly straight section, won't unsettle the car.



After passing under the Norton banner and if traffic allows, the ideal line over **BRAY HILL, WHICH IS BLIND AND SO MUST BE TAKEN ON TRUST**, is from the RHS [Right Hand Side] angling to apex the LHS [Left Hand Side] curb at the crest. As the car will lose some steering response after the crest, **YOU NEED TO HAVE 'PRESET' THE CORRECT LINE TO JUST AVOID THE JUTTING RHS CURB AT THE BASE OF THE HILL BUT NOT WANDER TOO FAR LEFT. DO THIS BY FLICKING THE CAR TO THE RIGHT SLIGHTLY JUST AS YOU GO OVER THE CREST**

On a flying lap, if you get this line right, you can safely go over the top flat out at 160 mph in 5th. Back off as the road falls away and the car becomes light to avoid overrevving the engine and land with your wheels straight.

As the car lands, ease the car back to straight, then apply some throttle before the swiftly approaching **AGO'S LEAP** where the car will briefly become airborne. As soon as you land it's time to start some smooth and heavy braking, as you are now fast approaching **QUARTER BRIDGE** on an increasingly steeper downhill gradient, so braking distances are longer than you might think.

SPECIAL CARE IS REQUIRED BRAKING HERE - ON THE FIRST LAP ON COLD TYRES YOU WOULD THINK YOU WOULD HAVE TO BRAKE EARLIER THAN ON SUBSEQUENT LAPS, WHEN TYRES HAVE GOOD GRIP, BUT IN FACT THE OPPOSITE IS TRUE, YOU NEED TO BRAKE EARLIER ON THE SECOND AND SUBSEQUENT LAPS BECAUSE YOUR TERMINAL SPEED IS GREATER APPROACHING AGO'S LEAP.

IT IS VITAL TO GO OVER AGO'S STRAIGHT. IF YOU DONT , YOU WONT BE ABLE TO BRAKE IN A SHORT ENOUGH DISTANCE.



QUARTER BRIDGE is a slow 1st gear right hander that turns you west to cross more than half the width of the island, until you reach **BALLACRAINE**. Caution on the first lap with cold tyres and make sure you don't skid on the painted roundabout!.

After **QUARTER BRIDGE**, accelerate hard up to 3rd before braking to the RHS. Go back to 1st for the entry to the slow left/right combination at **BRADDAN BRIDGE**. An 'inside' LHS pass against the AI is possible here if you are good.

Make sure you slow sufficiently to meet the uphill LHS apex next to the white railing, because you need to stay well to the left initially. To get a good change of direction over the crest and a good apex as you drop down through the following right hander, give the steering a little flick just before the RH curb is reached. This will rotate the car while the car drops into the exit and allow early acceleration towards the church.

Please note that after the start, the AI do not assume a strict racing line until just before **BRADDAN BRIDGE**, so be aware that they will change position a lot on the first lap until then.

Accelerate hard once again from **BRADDAN BRIDGE** up to 4th and on your second and subsequent laps, your pit board will be shown here, so have a quick glance at the details of the lap just completed, then brake and change down to 3rd for **UNION MILLS**, which consists of two closely following sets of third gear right/left combinations without much camber.

'Straight line' the first right, but back off sufficiently through the first left to stay on the LHS of the road after the apex. This will make your entry to the next right easier and set up early acceleration out of the last left.

2 UNION MILLS TO BALLACRAINE



Getting early acceleration out of the last left hander at **UNION MILLS** and keeping to the LHS allows a passing opportunity against the AI, who will tend to stick to the RHS after exit.

Be aware though as you accelerate away on the LHS that the gentle right hand sweeper and undulations you see ahead, turn into a slower tightening 3rd gear right hander, also without a lot of camber, at **GLEN VINE**. This is a very satisfying corner to get right. The key to it is to find a turn in point that is going to give you an apex just around the corner out of initial sight, from where you can drift nicely wide under hard acceleration with safety.



ITS NOT GOOD TO BE CAUGHT OUTSIDE ANOTHER CAR NEGOTIATING THIS.

After **GLEN VINE** you can get on full throttle and up to 5th, even through the **CROSBY** sweeper if you pick the correct line.

Flat out through **CROSBY**, you need to start to ease the car slightly to the right over the bumps at the pub for the correct approach to the Wagon and Horses jump, but you can stay on full throttle over this, even though the cars get delightfully airborne. Should you go over a bit crooked, the car will still land safely, even if it comes down on one side first, so “press on” regardless! **BUT STAY AWAY FROM THE LHS AT THE CREST!**

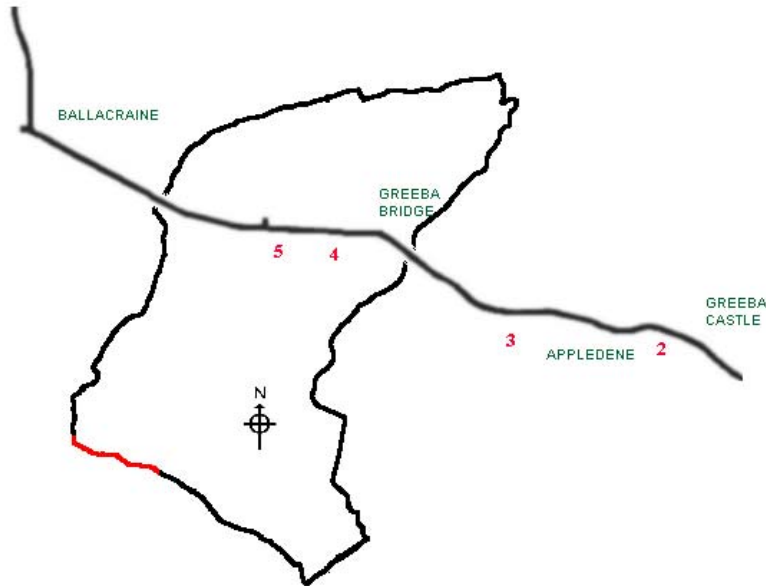


After **CROSBY**, stay on full throttle past **THE HIGHLANDER** sign still in 5th until you see the SLOW sign. **START BRAKING SMOOTHLY HERE**, then go back to 3rd, keeping to the centre of the road before taking a slower left hander that drops away slightly.



There are some unsettling undulations here, **SO BACK OFF EARLY AND BRAKE SMOOTHLY DOWN TO 2nd**, allowing the car to drift through the double left at **GREEBA CASTLE**. You then need to ease the car very quickly to the RHS after the second of the **GREEBA CASTLE** lefts, to ensure a good approach to the rest of this tricky combination, a slight right hand kink, then double left hander through a dip, followed immediately by a right hander at **APPLEDENE** at whose exit is the jutting bank of one last slight left hander

DON'T TRY TO FORCE THIS COMPLEX SECTION, DRIVE IT SMOOTHLY, LEARN YOUR CHANGE IN DIRECTION POINTS AND MEET YOUR APEXES



From there you can accelerate up to the straightforward left at **GREEBA BRIDGE**, one of the few corners here that are not influenced by the exit from or approach to, another corner. It's faster than you think at first and you can go much closer to the wall on the left than you might think, before accelerating hard from the apex.

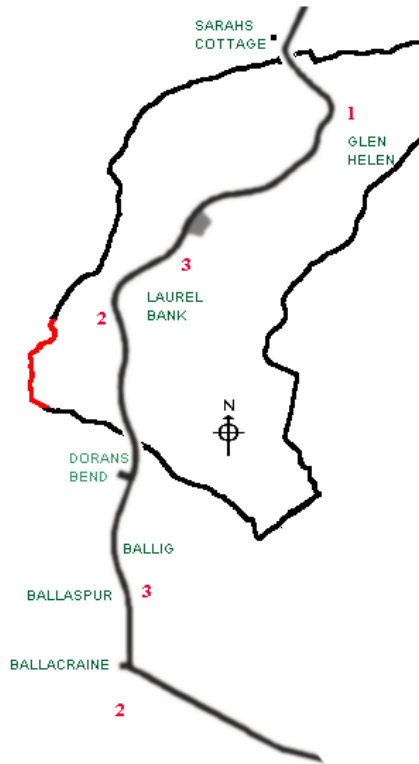


Full throttle and up to 5th for the all-out 'thrash' to **BALLACRAINE**, which consists of a straight, a double kinked right hander with several bumps, then a straight.

BALLACRAINE is a bit deceptive, as it looks right angled and tight. Although it does have a tight radius, it is nowhere near being right

angled, so finish your braking early and take an early apex into **BALLACRAINE** in 2nd. Do that and you can get some great exit speed, 'powering up' against the camber in the road.

3 BALLACRAINE TO SARAH'S COTTAGE



This is a tight section with few passing opportunities, however you can make up time with accurate driving so you can work towards creating a passing opportunity on the **CRONK-Y-VODDY** straight, just past **SARAH'S COTTAGE**



Heading north now, accelerate into 3rd out of **BALLACRAINE** up the slight rise through the left hander at **BALLASPUR**. Even if you have the inside RHS running, be aware of AI cutting across you to the next right at **BALLIG**.

This corner is awkward because the road elevation changes at the crest work to keep you left, so back off the throttle and take an early turn in to the right then tuck yourself well to the right around the corner.

This sets you up for the change of direction and entry through a dip to the left handed **DORANS BEND**. Stay in 3rd and use a nice stab of throttle at the apex.

After **DORANS**, the next right is taken in third and you can press on hard here if you use all the road width until you enter the last left before **LAUREL BANK**. Here its important to back off to stick hard against the bank on the left, allowing the widest possible arc and early turn in to the tight right at **LAUREL BANK**, taken in second.



Now pick up 3rd on exit for the next left/right/complex left **GLEN HELEN** section. Try to straight line both of last two right handers here by staying well to the right.

Start braking as soon as you see the two white buildings, change to 1st then tuck the nose tightly and very early into the apex of the last sharp left. Its easy to run out of road here, so slow down enough to properly 'hook' your front end into the apex and think about good exit speed, rather than fast entry speed.

Accelerate up the hill and brake before turning into the tight right hander at **SARAH'S COTTAGE**. Normally a slowish 2nd gear corner, you may need 1st if traffic prevents you from using all the road. Again, good exit speed rather than fast entry speed is the key to this corner, as you can then carry extra speed up **GREG WILLY'S HILL** and along **CRONK-Y-VODDY**

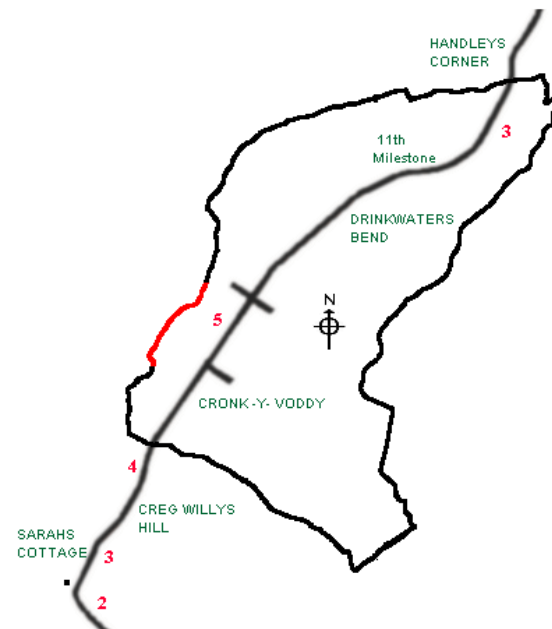


These last two corners look like good opportunities for an 'inside' pass, but the speed you lose by staying tight on the inside of another car on the uphill exits will make a clean pass difficult. So be patient, an easier passing spot is just ahead!

4 SARAH'S COTTAGE TO DOUGLAS ROAD CORNER, KIRK MICHAEL

After the last tighter **GLEN HELEN** section you are able to press on a lot faster for a while.

From **SARAH'S** accelerate up **CREG WILLY'S HILL** through a fast right/double left/right combination but be careful to keep to the RHS through the last right, as this is a blind crest. Almost impossible to pass cleanly up here, but a good line and acceleration up **CREGWILLY'S** will allow you to have a shot at a RHS pass of some AI down the following **CRONK-Y-VODDY** straight [Known locally and to the riders as "**THE CRONK**"]

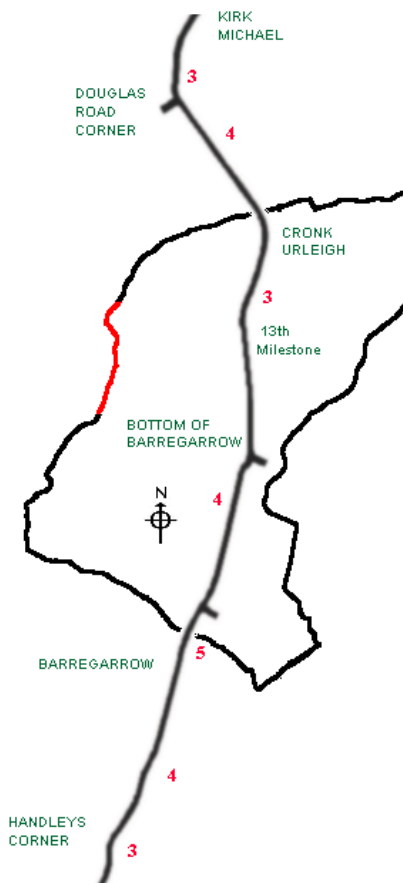




The open fields and hedgerows of **THE CRONK** flash by now as you accelerate down the gentle slope through to 5th. After the second set of crossroads there is a flat out right hand kink. Aim to meet the RHS apex post closely there and keep in tight to the right on exit and you should pass AI who are level with you or just ahead at that point.

The next right hand kink is **DRINKWATER'S BEND** and you need to be braking heavily before entering this. Allow the car to drift well to the left under brakes [yes, to the LEFT] and go down to 3rd, then tuck hard into the RHS through the next tighter downhill right hand kink, slowing gradually all the time. By this point the car will not take full braking, only light pedal pressure because the road is downhill and turns more sharply to the right.

Next follows a tricky downhill to flat double apex 3rd gear left [The double apex doesn't show up on a map of this scale] with camber bumps on the inside, so ease the car through there on half throttle through the first and full throttle through the second. Too hard too early and the front end wont grip and you will run wide.



On exit you will see the formidable 3 metre high stone wall to the right of **HANDLEYS CORNER** looming in front of you and with hedges and trees to the left, you won't see any road beyond.

However, **HANDLEYS** is a smooth surfaced left/right/opening left 3rd gear combination. So swallow your 'brave pills', use all the road you can see and this corner will spit you out unscathed and faster than you thought was possible when you first looked at it!

Hard on the throttle now through a first easy kink [don't try to overtake until after this first kink or you will get squeezed for room] and up to 5th for the flat out blast increasingly downhill between the walls, houses and banks of **BARREGARROW**.

The next fast right/left kink can be taken flat out, even though there is a crossroad and an elevation change which causes the car to jump a bit. The best passing opportunity in **BARREGARROW** now briefly presents, usually on the outside [RHS] before the next slower kink.

This next narrow left hand kink/crossroad at **BOTTOM OF BARREGARROW**, is quite tight 'thread the needle' stuff, but still amazingly quick if you go close to the left hand white wall. Similar in some ways to the chicane at Monte Carlo, including very little margin for error!

Brake strongly now for **CRONK URLEIGH**, a tightening right/opening left combination, beware that these corners are slower than they look and its hard to keep control and a good line, because its downhill still; there are camber transitions between the corners to deal with, and there is some fall away at the exit of the final left, which will see visits to the footpath for the unwary.

SO IT IS IMPORTANT TO BRAKE THE CAR ENOUGH to allow you to tuck into the difficult right hand apex at **CRONK URLEIGH** and that you **DON'T GET ON THE THROTTLE TOO EARLY OUT OF THE FOLLOWING LEFT**, even though it does open out somewhat.

While still descending, the road then flattens out on the run down to **DOUGLAS ROAD CORNER** and **KIRK MICHAEL**.

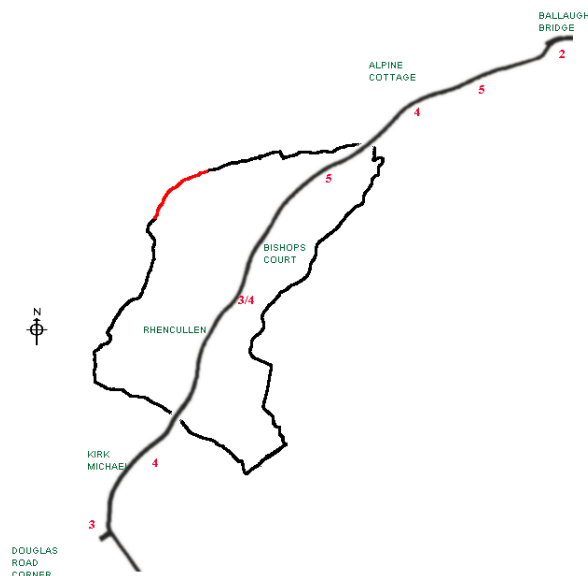
If you feel a strange floating sensation here, that's because there are several gentle undulations built into the track surface on this straight.

5 DOUGLAS ROAD CORNER, KIRK MICHAEL TO BALLAUGH BRIDGE

DOUGLAS ROAD CORNER is a 3rd gear right hander followed by a very short straight, then a sweeping right hand turn.

This is one ABSOLUTELY DELICIOUS CORNER TO 'CHUCK' A CAR AT AND THEN CATCH IN A NICE DRIFT

There is a nice little bit of 'hook' in the inside camber here, so I recommend going at it as fast as you dare but TURN IN VERY EARLY FROM A WIDE POSITION, wait for a bit of grip, then pour on the power and drift the car gradually left, effectively making this one long smooth curve.



Heading increasingly northeast now, first there is a fast charge through the houses of **KIRK MICHAEL** turning gradually left. Get over to the left early if you can, because the tricky **RHENCULLEN-BISHOP'S COURT** section follows.



RHENCULLEN is the first part of this, a double right over a jump and crest. Stay well right through both to set yourself up for the drop down through the following left and a fast approach to **BISHOPS COURT** where there is a slight jump under acceleration through a right hander that is easy to take flat out. The only trouble here is if you drift wide left

after the jump at **RHENCULLEN** Then you will be all 'crossed up' and have to slow too much to stay on the road, just when you should be letting it into **BISHOPS COURT**

From **BISHOP'S COURT** accelerate into 5th out of the last right and on towards **ALPINE COTTAGE**. This is one of the fastest parts of the course, ease your car from side to side under full throttle until backing off a bit and dripping back to 4th at the tightening right at **ALPINE**



Then a quick burst of acceleration again before progressive braking to a slow 2nd gear pace to prepare for the sharp turn and jump at **BALLAUGH BRIDGE**. **LEAVE YOURSELF PLENTY OF ROOM TO SLOW DOWN AS YOU HAVE TO WASH OFF A LOT OF SPEED EVEN THOUGH THE ROAD LOOKS STRAIGHT AHEAD THE BALLAUGH TURNS ARE TUCKED AWAY OUT OF SIGHT!**

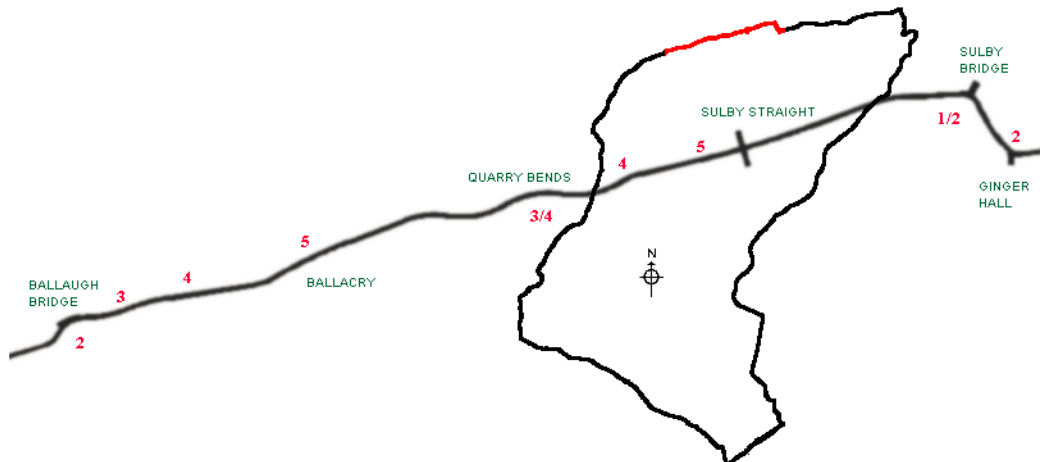


As the bike riders find, **THERE IS NO POINT IN SHOWING OFF OR BEING A HERO OVER THIS NOTORIOUS JUMP!** Serious 'air' here just makes you slow on exit even if you can keep control. This jump is negotiated through a tight left/right bend so its doubly difficult.

If you go in too fast and/or stay on the power too much, the rear will probably jump higher than the nose and you will spin on landing.

If traffic allows, the quickest way through is to try to straighten out the kink by entering from the left quite slowly and on a trailing throttle. Take the jump, wait for the car to settle, straighten it up by turning right and then use the throttle for a clean exit through the village

6 BALLAUGH BRIDGE TO GINGER HALL



From **BALLAUGH BRIDGE** the direction is now almost due east until **RAMSEY**. Accelerate hard up to 5th through a left hand kink , take the jump at **BALLACRY** then brake to the LHS and change back to 4th as you approach the corners the bike riders love for their 'short circuit' characteristics, the **QUARRY BENDS**

QUARRY BENDS are a right/left/right/left/right 3rd/4th gear sequence that tightens very slightly. Get these right and it feels great. Miss one of the apexes, especially the first one on the right, or enter one corner too hot and you will mess up the flow.



The way to enjoy these corners is to go smoothly into each apex on a trailing throttle, get REALLY close to each apex, then use your throttle very briefly as you pass each one, then immediately get back out of it. Be patient as you transition between these corners but try the 'Jet Boat' technique of 'flick rotating' the rear out of the way of the apex at the last instant in order to stay as close as possible to them..

A clean fast exit from the **QUARRY BENDS** will pay dividends on the following **SULBY STRAIGHT** where good passing opportunities exist right up to the next braking area. Accelerate hard up to 5th past the hotel and crossroads then get to the LHS of the road early before the last kink near the special **SULBY BRIDGE 200** braking marker, to position yourself for the tricky braking area into **SULBY BRIDGE**.

At **SULBY BRIDGE** you find a 1st/2nd gear right hand corner approached through a gentle right hand curve then a short straight. It looks simple, but the problem here is that you need to wash off a lot of speed from being flat out in 5th, which means you need to start braking before the curve and continue braking through it. **LEAVE YOUR BRAKING TOO**



LATE AND YOU WILL LOSE CONTROL OF THE CAR, SPINNING

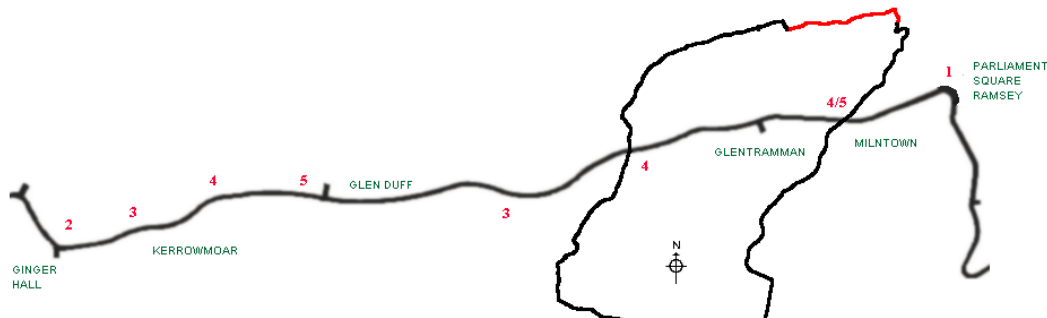
CLOCKWISE. Try to straighten out this curve as much as possible, but if you are beside another car, brake earlier to maintain control because you will have less road width to work with and will consequently have to turn the car more while braking and so use less pedal pressure.

If you brake early enough for **SULBY BRIDGE**, you will not overshoot the RHS apex and be able to take advantage of the unique large 'short circuit' inside curb here.



Exit by running to the LHS of the road but then move quickly to the RHS before the prominent pink/ochre coloured **GINGER HALL HOTEL**. Stay in 2nd then make an early entry to the next tight left with the iron railing, because this corner falls away and you will tend to drift wide of the apex.

7. GINGER HALL TO PARLIAMENT SQUARE, RAMSEY



You can now afford a short burst of acceleration and go to 3rd, but you may need a touch of brake as you shave the first apex on the right, because the next 3rd gear left at **KERROWMOAR** is slower than it looks.

Be patient through here and you will then be able to 'gun' it through the apex of the following right, which opens out nicely and allows some enjoyable power on oversteer as you start to ask it for all its got for the next fast section through **GLENDUFF**.



The **GLENDUFF** section starts with a very long gentle curve to the right to an intersection on a slight crest, followed by an equally long gentle curve to the left. This is a full acceleration 5th gear section and is easy, except you can't see the approach to the next downhill right/left combination very well. **TRUST THE SLOW SIGN AND COMMIT TO THE RIGHT HANDER BEFORE YOU SEE IT, OR YOU WILL BE STRUGGLING WITH LINE FOR AT LEAST TWO CORNERS.**

The next series of bends through **GLENTRAMMAN** and **MILNTOWN** are increasingly fast but a bit tricky. There are three sharpish but very fast right hand kinks set between one approach straight and two gently curving lefts in that order. **STAY AWAY FROM THE LHS OF THE ROAD BETWEEN THESE THREE RIGHT HAND KINKS MAKING CLOSE APEXES ON THE RIGHT**, to avoid the curbs that jut out from the left and you will find that you can keep up a very fast 4th or even 5th gear pace through there, just weaving the car from side to side with a very natural tempo. Quite an enjoyable section this really.

However as you exit the third and last right hand kink, you are fast approaching **RAMSEY**. **THE CAR WILL WANT TO DRIFT LEFT, BUT GET OVER TO THE RHS AS QUICKLY AS YOU CAN.** The road here comprises two straights connected by a fast 4th/5th gear left. You can go through that bend almost flat out,

again, a good 'Drift' corner, but ONLY if you set up your entry from the extreme RHS of the road and meet the LHS apex.

After drifting nicely through this final approach bend to **RAMSEY** and straightening up, you should start braking for the 1st gear right at **PARLIAMENT SQUARE**. If you are quick, there may be an opportunity for a good RHS 'inside' passing move at this corner.



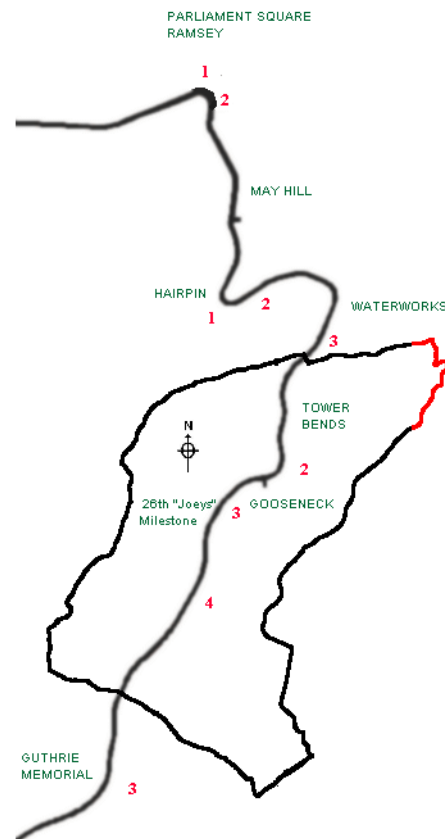
If not, take a big breath, because you are about to leave the trees and houses behind and tackle **THE MOUNTAIN!!**

8 PARLIAMENT SQUARE RAMSEY TO GUTHRIE MEMORIAL

Out of **PARLIAMENT SQUARE** you head back on the long drive south to the start at **DOUGLAS** through a series of 2nd gear kinks climbing slightly through the suburb of **MAY HILL** on your way to **THE HAIRPIN**

THE HAIRPIN is a 160 degree tight 1st gear left that starts the climb proper up the **MOUNTAIN**, a formidable barrier. You will be more than halfway back to **DOUGLAS** before you reach the top and you will be almost finished your lap by the time you get off the **MOUNTAIN**.

Back to the **HAIRPIN** then, it is best approached from the RHS of the road, so you need to back off through the last right hand approach curve and brake sufficiently so you can keep to the RHS before your turn in. However, watch for passing opportunities that might present from diving up the left [to the inside of this corner] if a competitor in front stays right.





Exiting **THE HAIRPIN**, the road climbs steeply around a big hill on the right. The radius is gentle at first but tightens through a double apex as it nears **THE WATERWORKS** and requires 1st/2nd gear. It's difficult to find a line here, because the hill blocks your view ahead and the second apex is very late. You can take an early apex to try an inside

passing move to the right here, however its hard to make a 'clear overlap' pass before the uphill exit straight, which closely follows the true apex.

From **THE WATERWORKS** there is a short steep uphill straight before the **TOWER BENDS**. You can accelerate strongly through these, for the steep hill takes the edge off your acceleration, but **BE VERY CAREFULL TO TURN THE CAR EARLY ENOUGH TO THE LEFT THROUGH THE FIRST LEFT HANDER**, or you will understeer into the stone wall on the right.



The road next rises steeply and to the right through **THE GOOSENECK**, a 90 degree, nicely cambered 1st/2nd gear bend, but the camber flattens a little on exit, so watch out you don't lose the rear end at the crossroad..

If you had time you could stop the car, get out and look behind you at the magnificent coastal seascape down below to the east and north of **RAMSEY**, but you will have to leave that for the TV replay.



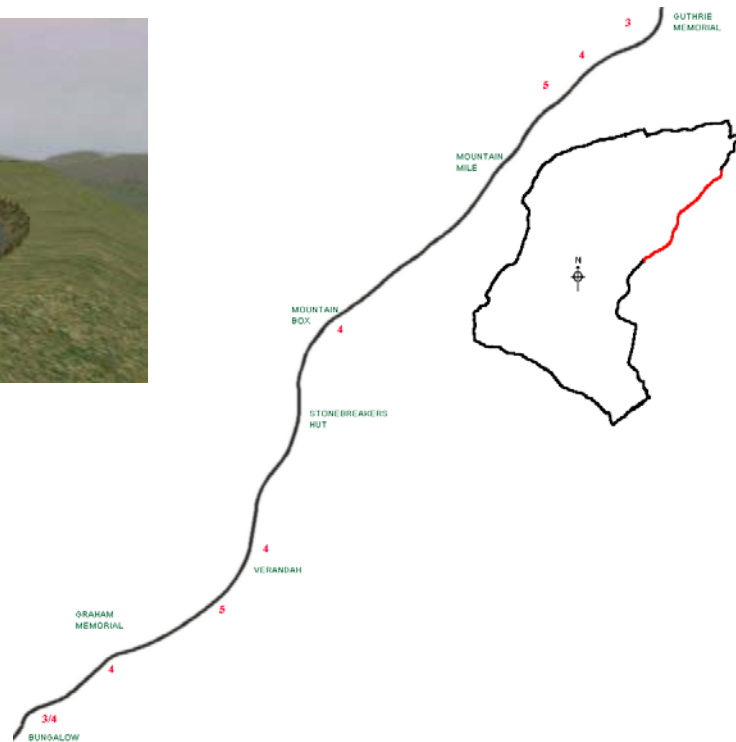
Climbing strongly, the road ahead to **GUTHRIE MEMORIAL** twists left then right after **THE 26TH, "JOEY'S"** without impeding full acceleration, however because it is constantly turning, passing is difficult. By the time you need to brake you will be well into 4th gear.

'GUTHRIES' is a 3rd gear uphill right hander approached via a fast left. Make sure you brake sufficiently in this left to then stay left for entry to the **GUTHRIES** kinks Get this done and you can really 'power up' your uphill exit and get some serious speed going early up the **MOUNTAIN MILE**.

9. GUTHRIE MEMORIAL TO BUNGALOW



After **GUTHRIES** you commence the **MOUNTAIN MILE**. Still climbing steeply, the road from here still twists and turns and bumps you about, but never enough to cause you to take your right foot from the floor, unless you are beside another car.



Stay in the centre of the road and you can really charge up here through 4th and 5th gear, dodging the fences, banks and occasional stone wall.

The fifth 'set' of walls after **GUTHRIES** signals the approach to **MOUNTAIN BOX**, a long triple apex uphill curve that turns you back south towards the coast.

Drop back to 4th here and take a LHS inside line. The car will take full throttle again as soon as you have found that inside line, however, you may have to wrestle with the understeer this combination corner produces by using a lot of wheel.

Next comes two right handers, only the second of which you need to make a close apex at, followed by a fast left at **STONEBREAKER'S**.

Towards **STONEBREAKER'S** you can be hard in the throttle, for the steep climb up the mountain has not quite relented yet. Beside you now, the hill to the left that has been with you all the way from the **GOOSENECK** falls away and is replaced by a steep fall to the sea. The Mountains now continue on the right. As you come through this pass the road twists first left then immediately right in a long sweeping opening curve on a Mountain shelf.





You are now entering the **VERANDAH**, a quadruple apex right hand sweeper. Get over to the right centre after the previous left hander then accelerate as hard as you can attempting to make the third kink your corner apex. There is no need to lift off, as the slope and the turning forces on your car will wash off sufficient speed. Admire

the seascape far below to the left, then change up to 5th as the **VERANDAH** starts to straighten out somewhat.

Press on now as hard as you can, but be aware that as you entered the **VERANDAH**, the gradient levelled off a lot and so your car's normal response to the throttle is now largely restored. You will see clearly in front, the left hand kink at **GRAHAM MEMORIAL**.

This is a fast corner. In fact it can be taken flat out in 5th, but **THE MARGIN FOR ERROR IS SMALL** as there is a curb on the left and an unforgiving bank on the right. Charge through without lifting and hope you thread the needle and can catch the drift before the bank, or lift off a bit, then gun it at the apex and make sure you survive, the choice is yours!

A moderately quick left/right follows before **BUNGALOW** and after the left you should brake quite heavily then change down to 3rd.

BUNGALOW is a tightish left followed by a more open right with a couple of bumps thrown in for good measure over the tracks of the **SNAEFELL MOUNTAIN**



RAILWAY. You can see one of the Railway cars on the left and the double set of tracks crossing the road as you go by. Again, there is not a lot of room here and **THE TENDENCY IS TO MISJUDGE THE ENTRY AND HIT THE JUTTING CURB ON THE LEFT, OR LOOSE CONTROL OVER THE BUMPS, SO TAKE IT EASY AND GO THROUGH THE FIRST LEFT ON A TRAILING THROTTLE**, steer precisely, then accelerate when you can see **HAILWOOD RISE** clearly ahead.

10 BUNGALOW TO CREG-NY-BAA

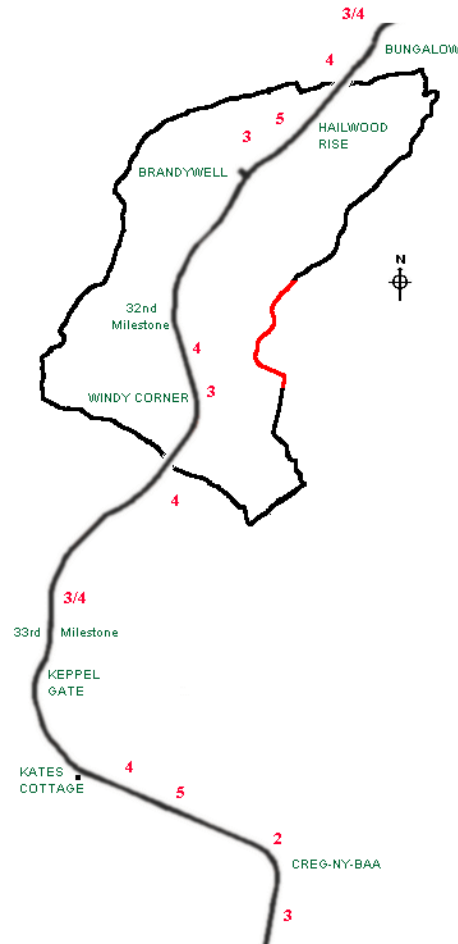
After **BUNGALOW**, one last straight climb under the pedestrian bridge at full throttle awaits up **HAILWOOD RISE** to the highest point on the MOUNTAIN COURSE, **BRANDYWELL**.

Give yourself plenty of room to brake and change down to 3rd at **BRANDYWELL** and get over to the right.

THE FIRST LEFT OF THE RIGHT/LEFT/RIGHT/LONG TRIPLE APEX LEFT COMBINATION HERE AT THE 32nd IS TIGHTER THAN ANY CORNER YOU HAVE SEEN SINCE THE GOOSENECK, PLUS IT HAS SOME NASTY ELEVATION TRANSITION.

SO REMEMBER THIS CORNER AND TAKE IT EASY THROUGH HERE, otherwise you will run out of room on the RHS, hit the fence and take out any closely following cars!

Take an early entry to the final long triple apex left of this sequence at **THE 32ND**, then power the car up fully in third at the last apex and allow it to drift wide. The camber here will hold you in.



Now you start your decent of the **MOUNTAIN** in earnest with the slope down to **WINDY CORNER**, so named because of the gap in the hills which are now to the left. From here there are glimpses of **DOUGLAS**, the coast and hills still far to the south and east.

You should be pressing hard in 4th before braking for **WINDY CORNER**, but you only need to drop back to a moderate 3rd gear pace. Wait till you have the apex on the right lined up in front before accelerating through because this is your first experience of a downhill corner for some time and you may not have adjusted to the extra sideways slip that generates..

Next follows a short straight followed by an easy right/left kink then another fast double left A triple apex left in effect. Go hard IN 4th through up to the second last left, then stay to the LHS. to prepare for the slower 2nd/3rd gear right/left combination through **THE 33RD / KEPPEL GATE** before **KATE'S COTTAGE**.



At **KATES** you'll find another partially-blind 'triple apexer', but this can be taken MUCH faster than you might think from just before the first apex, so as soon as you have that lined up in front, **FLOOR IT** and get into 4th, allowing the car to drift wide to the right even though you cant see all the road..

You are now on the straight that descends steeply and with one lovely little drop off to the **CREG-NY-BAA** Hotel. [Known locally and to the Riders as **"THE CREG"**]

Here there is a right angled, right hand corner similar in approach to **WINDY CORNER**, **BUT THIS ONE IS A LOT TIGHTER AND SLOWER**



So be careful, it will be easy for drivers new to this track to confuse the two! Remember, the 3rd gear one is the *first* one (**WINDY CORNER**) and the slow 2nd gear one is the *second* one at **THE CREG** Hotel, an unmistakable double gabled building situated on the outside of that corner.

While it is a 2nd gear corner, just like the real one, the right hander at **THE CREG** does have just a bit of helpful camber, so provided you make a close apex, you can power it up early on exit and make the most of the really quick downhill **GOBNAGEAY** straight.

11. CREG-NY-BAA TO THE FINISH AT GLENCRUTCHERY ROAD

Flat out down the straight now, there are passing opportunities against the AI. You should be in 5th at the slight kink, then brake halfway between this and the left handed **BRANDISH CORNER**.

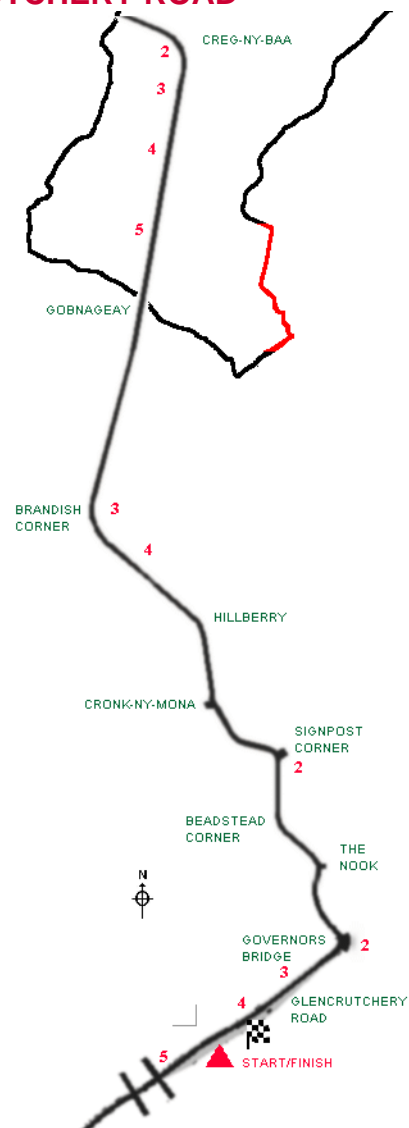


BRANDISH also has helpful camber, but it runs steeply downhill. Again, the effect of this is that **YOU NEED TO BRAKE TO A SLOW 3RD GEAR PACE** and 'hook' the front of the car into the left hand apex early, to try to maximise grip. Do this and you will be able to **EASE ON THE THROTTLE A LITTLE AFTER THE APEX**

Overdo your entry though, or miss your apex, or get back on the throttle too early here and you are straight into the bank on the right, with your right side wheels bouncing down the hill without you!! Patience in mid corner is rewarded here!

The next straight covers the last big downhill slope. At the bottom is the famous [infamous?]

HILLBERRY corner, which is a fast 4th gear right hander which arrests your descent at its apex then starts to rise after the apex.



Bike riders either love or hate **HILLBERRY**, depending on their riding style and whether they tend to run wide on exit, which is easy to do. The most effective way to tackle this corner fast is to actually **START ROTATING AND SLIDING THE CAR SIDWAYS ON THE DOWNHILL APPROACH STRAIGHT, WELL BEFORE YOU**

WOULD NORMALLY THINK ABOUT TURNING IN, allowing the downhill-sideways slip to ease you away from the inside RHS wall. That way you will

make a nice tight right side apex and emerge on the uphill exit under good control.

Get the line right and for some reason not just to do with the camber in the track, this corner can be taken faster than you would think quite safely. Perhaps it has something to do with the big compression the suspension suffers as the road transitions from downhill to uphill at the apex.

Nearly home, but one tricky bit to go yet!

Up the hill after **HILLBERRY** is a straight at the end of which you meet a double left separated by a short straight at **CRONK-NY-MONA**. You can go up to the first of these lefts fast and still in 4th, but **YOU NEED TO START SOME SERIOUSLY HARD BRAKING AND CONTROLLED DOWNSHIFTING THROUGH IT AND ON THE SECOND SHORT STRAIGHT**, because after the second left there is a camber transition for the right hand 2nd gear **SIGNPOST CORNER**. This destabilises any heavily braking car and will promote an anticlockwise spin. So get your car into second and under good control before this second left, so you can keep the car left after the apex. This ensures a safe change of direction back right through **SIGNPOST**.

One further note of interest here, I find it very difficult to use all the track width to the RHS on that second short straight at the top of the hill, probably because I know I have to keep turning left for the approach to **SIGNPOST** and because the double white centre lines there create a visual 'barrier'. But a wide line to the right early on will help your braking and give you space to keep control.

Finally, after **SIGNPOST CORNER** there is a short down hill straight to the left hand **BEADSTEAD CORNER**, another shorter straight to the right hander at **THE NOOK**, followed by a left hand gently curving drive down to the right handed, right angled, **GOVERNOR'S BRIDGE** corner.

This last 2nd gear section may look easy, but because the road is downhill and has several subtle camber and elevation changes, you still need to concentrate on good line and car control through here, or you will quickly get out of shape and possibly ruin a good lap. Passing here is only really possible for skilled and forceful drivers



So, at last you emerge on a rather slippery exit from the right hander at **GOVERNOR'S BRIDGE** and turn back south west again onto the **GLENCRUTCHERY ROAD**. You accelerate hard now, with the houses of

DOUGLAS on both sides and the pits and grandstand coming up on the left, on the way to a full speed blind charge over **BRAY HILL** and another 13 Grand Prix laps!!!.

IN CONCLUSION - SOME BROADER OBSERVATIONS ABOUT THIS ISLE OF MAN MOUNTAIN COURSE

COURSE DESIGN OBJECTIVE - REALISM FOR CHALLENGE AND ULTIMATE SATISFACTION

I hope you enjoy my version of THE ISLE OF MAN MOUNTAIN COURSE, home of the annual MANX TT and MANX GP bike races since 1911. I have certainly enjoyed the challenge of researching, constructing and driving it.

In my view, this MOUNTAIN COURSE is not really suited to those who wish to download a new track to try for just a few quick hard laps or for 10 minutes at a time. I think anyone who approaches it that way will be completely frustrated. I expect that some people will dislike the course for that reason, however I couldn't bring myself to weaken the course by producing artificial run off areas, just to make it easier for that type of driver.

I sought rather to provide for those who, like me, will enjoy the most REALISTIC DRIVING CHALLENGE I could make, given the GPL track length limitations I was forced to accommodate. So just like the real public roads on which the actual MOUNTAIN COURSE is laid out, there are no real run off areas in this GPL version to allow easy recovery from bad mistakes; just hedges, banks, sand bags, stone walls and houses.

The price the real bike riders have paid in the past and still do even today for a bad mistake, is a bent bike and the chance of serious injury or death. There are a number of reminders of this in the place names you see on the road and if you were to visit the Isle of Man, you would see a number of commemorative stones set about the real course.

I really admire the skills and courage of these road racers. They have to put in some quality steady paced practice time to go quickly with safety around here and so will you.

FAST, DANGEROUS DRIVING

Yet the interesting thing about the Mountain Course is that despite the danger, it flows nicely. It is longer and faster than the Nurburgring, which you can readily tell from the way this GPL track drives and from the historic results and lap records of the real course [Official TT Page - See LINKS on the main index page of this site.]

It is often a very fast, thrilling drive in 4th and 5th gear, however there are few stretches where you are not turning/twisting to some degree. Most of the 633 track sections that make up this course are curved!

There are no long periods where you sit at full speed in top gear. Rather you will find that you always need to be thinking about the correct speed and positioning of the car for what lies just ahead. On 8 - 10 occasions per lap you will only just get to full revs or near that in top gear, only to find yourself slowing for the next bend, but thankfully, only twice to a really slow corner.

There are also several spots where you will need to allow the car to transition through bumpy sections on a trailing throttle. Use too much power there and the car will say 'enough' and give up its grip on the road.

To drive the Mountain Course quickly, between 106 and 112 gear changes are required per lap, depending on your gearing [yes I counted them because I was curious about that].

CORNER VARIATIONS

This course has 198 corners, bends or kinks in the road and like other great road circuits, many of these bends have unique characteristics. This is not just because of differences in radius and amount of camber, which you will certainly find here, but the cambers are built in two different ways to add variety to the corner entry. Some cambers are made with the outside surface banked up from the general level of the track and others are made with the camber dipping away from the level of the track on the inside of the curve, which creates the slight 'drop down into' effect you get at many of the corners at Silverstone for example.

Adding further interest and complexity is the fact that most corners on the course are encountered in multiple combinations, or even genuine double triple or quadruple apexes. Few are stand alone corners. Some go down or up hill, through a dip or over a crest, have a bumpy approach, open out or tighten up on exit, have hidden exits or are confused by tree shadows or road repairs..

LIGHTER GROOVE

The Groove is possibly less distinct here, so it won't help you with line as much as at some other tracks, but it will help you at heavy braking points. This is unusual, so I want to explain why this is so.

There are three reasons.

Firstly, the main asphalt texture I have made comes directly from a digital photograph that included a good cross section of typical narrow Isle of Man road in Barregarrow. This has the usual characteristic of a smooth NARROW asphalt road that has been worn even smoother and shinier in strips by cars driving with

their right side wheels [Right Hand Drive vehicles in UK] on or about the centreline, unless there is oncoming traffic.

The result is a road surface with only three distinct worn and shinier/lighter strips of asphalt, one in the middle and two at each side of the road where the left wheels run. This is authentic, but it does tend to hide the groove a bit as it transitions over the darker strips of asphalt in each 'lane' and at the road edge, making driving a little more challenging [read 'fun'].

Secondly, the basic 'what if' concept for this course is that the GP Cars get equal 'billing' to the Senior TT [Big Bikes] and the support races are all the other bike/sidecar categories, not other cars. The real races are all bikes. The more a road racing course is raced by bikes rather than cars in any given race week/weekend, the less distinct the groove will be, for these road racing bike riders just don't put down as much rubber as cars, or as bikes would sliding on a shorter circuit.

Thirdly, the longer a course, the fewer practice and race laps are run, meaning far less rubber is laid down than on normal 'short' circuits like Brands Hatch, Oulton Park or Donnington for example..

So for all these reasons I maintain that a heavy groove just wouldn't get laid down on a course like this.

USE OF 4 BIT TEXTURES

BE A LITTLE CAUTIOUS OF 'ADD ON' 16 BIT GRAPHICS

I spent a lot of time CONVERTING the asphalt texture and the other dozen or so based on it, FROM 16 bit TO 4 bit to make it look as good and achieve significant frame rate gains for ALL video cards, not just the Voodoo's!

I feel it is important that you know that 99% of the textures I made for this complicated course, have been converted FROM 16 bit source material TO 4 bit, to ensure smooth running. That took a lot of time. The only major exceptions being the 16 bit sky/horizon.

Why would I do this? It's like this, the more complicated/intense the close to track scenery is, the more curves there are in the track within the 'Draw Distance' and the faster the cars drive past, the more work your processor and Video card have to do to deal with all that track file complexity and texture memory, for Voodoo or GeForce. 16 bit textures have 3 times the texture size of comparably sized 4 bit textures. Your frame rate counter might display 36 fps but you can still get distracting 'stutter' with 16 bit graphics. I defy anyone to pick the difference between well made 4 bit and 16 bit textures unless you have stopped your car on the track!

I have also used a good number of sub images, which in my view and in D3D at least, gives a smooth look. I find that using few subimages works well for tracks

with most graphics well away from the driving surface, but can give a speckled/contrasty and quite distracting look for tracks with lots of close textures. The Isle of Man is an extreme example of this second type of track.

So just be a little cautious; think about authenticity of any 'add ons' that may be made and check your before/after frame rates and for 16 bit 'stutter', ON YOUR SYSTEM/RASTERIZER CHOICE [Open GL/D3D/Glide] if you are tempted to try some new textures.

Please don't misunderstand me though. Any graphic can be improved and I have nothing against graphic 'add-ons' for my tracks, provided they are produced/released with sufficient care. That is, they enhance authenticity, are harmonious with the other textures and preserve frame rates hard won by me! If they don't do ALL these things, they are not worth making, IMHO

DEFAULT SETUPS

I have spent a lot of time making and testing the DEFAULT SETUPS for all the F1, F2 [Advanced Trainer]and F3 [Basic Trainer] cars, so that whichever chassis you choose, you will have a well geared, stable, controllable, yet potentially very fast car, tuned to the demands of this Mountain Course.

I have put enough fuel in to complete a 3 lap race.

ONE FINAL WORD OF CAUTION THOUGH! Tyre Pressures are set so they provide even temperature across the tyres and hence maximum grip, when driving reasonably quickly BUT ONLY AFTER 10 to 15 km INTO YOUR FIRST LAP. THERE WILL BE LESS GRIP UNTIL THEN.

If you want to do only 1 lap at a time, put all the tyre pressures up 1 'tick' i.e. 1 LB or the metric equivalent and save that as your "hot Lap" setup.

A.I. BEHAVIOUR

Good A.I. are not important to those who just hotlap or race exclusively on line, but can really make or break the 'immersive' experience for the many of you who like to race against them, provided they:

- Are challenging but not too fast.
- Try to overtake in appropriate positions and wont just race in single file
- Don't always block the middle of the road so that the Player has some chances to pass; and
- Are not accident prone.

I set out to achieve all these goals for us.

I drove all the LP laps individually and then manually corrected LP file imperfections that occur where the 'driven' lap is not perfectly smooth [These tend to make the cars hesitate, lose their way completely, or suffer spiked direction changes] and am now pleased with the results.

Here are the Test Race results for the final A.I. LP files.

3 LAP RACE				5 LAP RACE				FULL 14 LAP G.P.			
Official Standings				Official Standings				Official Standings			
1	27	G. Agostini	FER 108.0 mph	1	27	G. Agostini	FER 107.5 mph	1	2	D. Hulme	REP 107.6 mph
2	6	G. Hill	LOT 1.92	2	2	D. Hulme	REP 0.43	2	27	G. Agostini	FER 0.38
3	11	M. Hallwood	LOT 2.58	3	5	J. Clark	REP 0.79	3	5	J. Clark	LOT 7.39
4	11	D. Jefferies	MUR 2.96	4	11	M. Hallwood	LOT 1.46	4	11	M. Hallwood	LOT 17.51
5	3	C. Amon	FER 12.61	5	1	J. Brabham	REP 7.04	5	11	D. Jefferies	MUR 18.03
6	9	D. Gurney	EAG 18.32	6	11	D. Jefferies	MUR 8.84	6	1	J. Brabham	REP 28.71
7	7	J. Surtees	MUR 20.06	7	3	C. Amon	FER 20.99	7	3	C. Amon	FER 108.84
8	5	J. Clark	LOT 20.42	8	9	D. Gurney	EAG 33.44	8	8	J. Stewart	BRM 312.26
9	22	L. Bandini	FER 42.97	9	7	J. Surtees	MUR 36.15	9	22	L. Bandini	FER 319.95
10	8	J. Stewart	BRM 43.93	10	8	J. Stewart	BRM 104.77	10	14	J. Rindt	COV 355.84
11	20	J. Dunlop	MUR 44.23	11	14	J. Rindt	COV 124.24	11	19	B. McLaren	EAG 523.50
12	1	J. Brabham	REP 53.03	12	22	L. Bandini	FER 128.47	12	15	P. Rodriguez	COV 551.28
13	19	B. McLaren	EAG 1:13.74	13	19	B. McLaren	EAG 202.94	13	6	G. Hill	LOT Accident *
14	14	J. Rindt	COV 1:14.34	14	16	L. Scarfiotti	FER 4.44.45	14	7	J. Surtees	MUR Piston
15	15	P. Rodriguez	COV 1:18.01	15	10	M. Spence	BRM Susp	15	18	B. Anderson	REP Ignition
16	10	M. Spence	BRM 1:40.02	16	15	P. Rodriguez	COV Valve	16	20	J. Dunlop	MUR Header
17	16	L. Scarfiotti	FER 2:53.35	17	18	B. Anderson	REP Accident *	17	10	M. Spence	BRM Piston
18	18	B. Anderson	REP 3:13.73	18	20	J. Dunlop	MUR Accident *	18	16	L. Scarfiotti	FER Ignition
19	2	D. Hulme	REP Retired	19	6	G. Hill	LOT Accident *	19	9	D. Gurney	EAG Accident *
Fastest Lap				Fastest Lap				Fastest Lap			
20	J. Dunlop	MUR	8.26.97	11	D. Jefferies	MUR	8.28.27	11	D. Jefferies	MUR	8.27.91
Driver errors Nil				* Driver errors 3				* Driver errors 2			

NB: Remember these AI are “tuned” to my player speed. My PB when these were done was an 8.19. If you are not as fast as me at first, the A.I. will be slower, when they adjust to your speed.

So these A.I. ‘guys’ should give you a good, fair racing experience, right up to the full Grand Prix distance. They dice with each other, run side by side on some straights and try to outbrake each other into the slower corners. They pass then get re-passed when the passing manoeuvre takes them off the ideal line. The better AI drivers, when running at the back of the field, will drive through the field progressively, passing where it is safe and logical to do so.

There is a Zip file on my downloads page for those who wish to try a Various combinations of faster, slower and more aggressive A.I.

Alternately, you can use Peter O'Connor's GPLAIM program to adjust the speed of the A.I. or their aggression. See the LINKS PAGE on this site.

ACQUIRING COURSE KNOWLEDGE AND PRACTICE

Detailed course knowledge is vital for staying out of trouble here, so you can drive with confidence, enjoy yourself and be consistently quick.

It will take quite some time for you to become really familiar with this 24 km/15 mile course and develop quick and safe lines over it.

Please be prepared to accept that.

Even though it is faster and with cornering not generally as tight as the Nurburgring, in stark contrast, the “Ring” does have the nice ‘safety valve’ of a lot of run off for those learning it.

So I suggest there is really no substitute for a fair number of disciplined steady paced practice laps, with good observation of the subtleties of the various corners and their approaches as you go about it.

There are many places where it is unsafe to pass, but many others where you can ‘have a go’. These also need to be learned, but I have given you a few clues here.

My advice, for what it’s worth, is to set aside a reasonable block of time. Don’t try to race at first, because it will distract you from acquiring good course knowledge. Just drive alone in ‘Training’ mode and take the course steadily for the first half dozen laps or so. Enjoy your drive in the country and gradually develop some feel for the general “flow” of the place and start identifying some landmarks, before pressing too hard.

Have a look at the replay included with the track installer, in preference to watching the AI too much. The AI have a simpler physics model than your car in GPL and don’t drive the absolute best line here. I made them drive lines that produce interesting racing, rather than ideal but ‘blocking’ lines. They also have fixed gearing, so don’t take any notice of the gears they use or change points.

Also don’t forget this guide if you are having trouble with particular sections, to help you to run through your laps in your head.

Persevere with it and the driving pleasure will come!

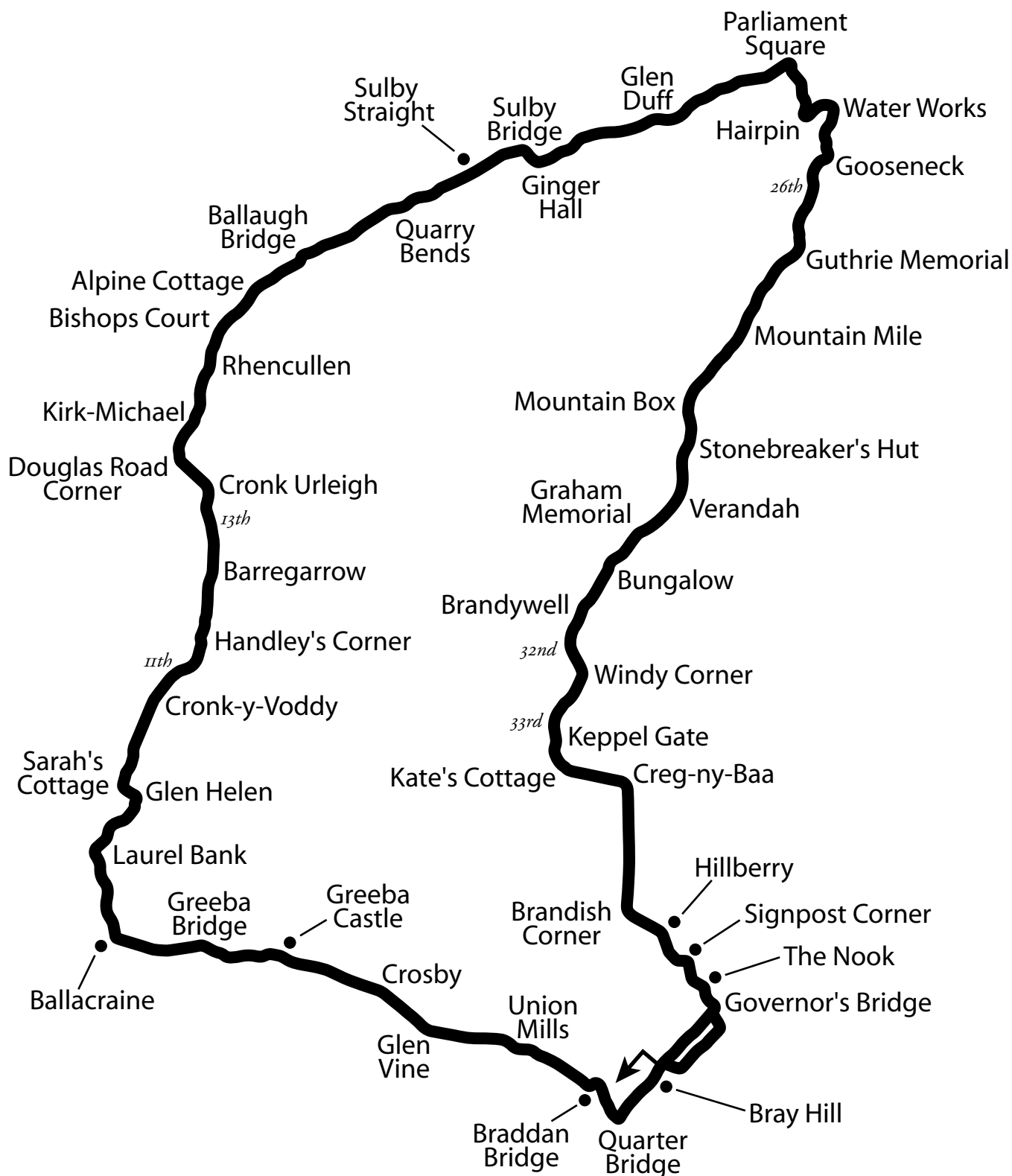
GOOD LUCK and HAVE FUN !

JIM PEARSON

July 2003

Isle of Man Mountain Course

15.39 miles
24.76 km
198 turns



IoFMan