

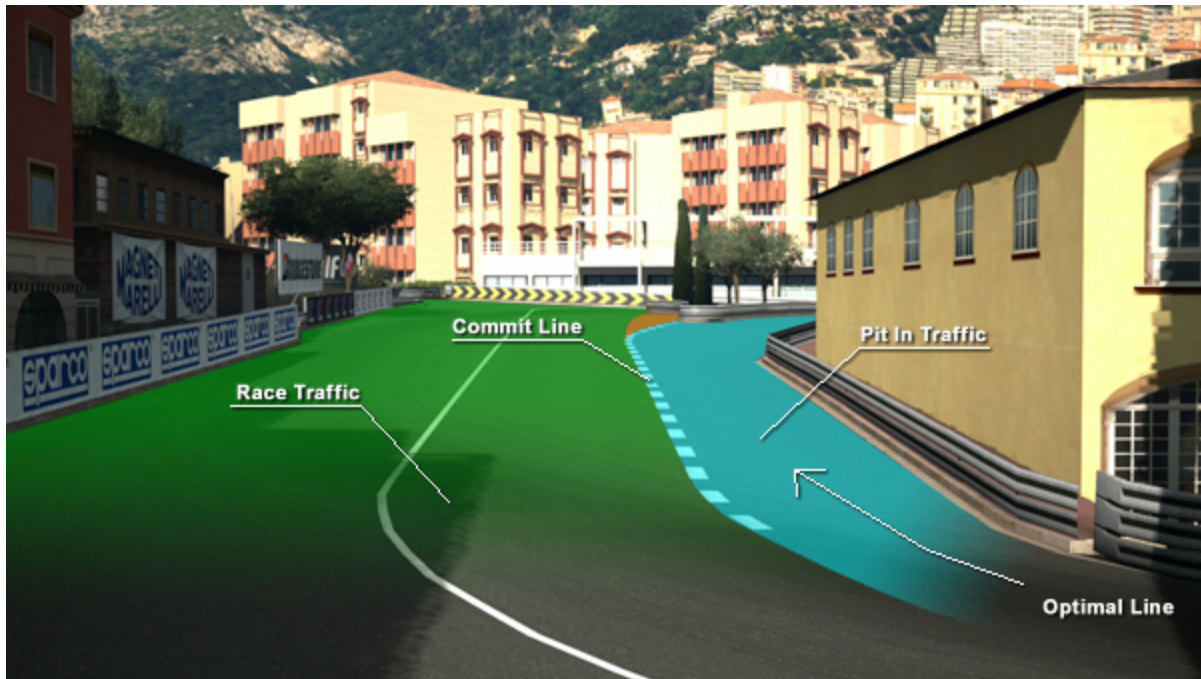
ROUND 4:

Côte d'Azur

Drivers Safety Meeting

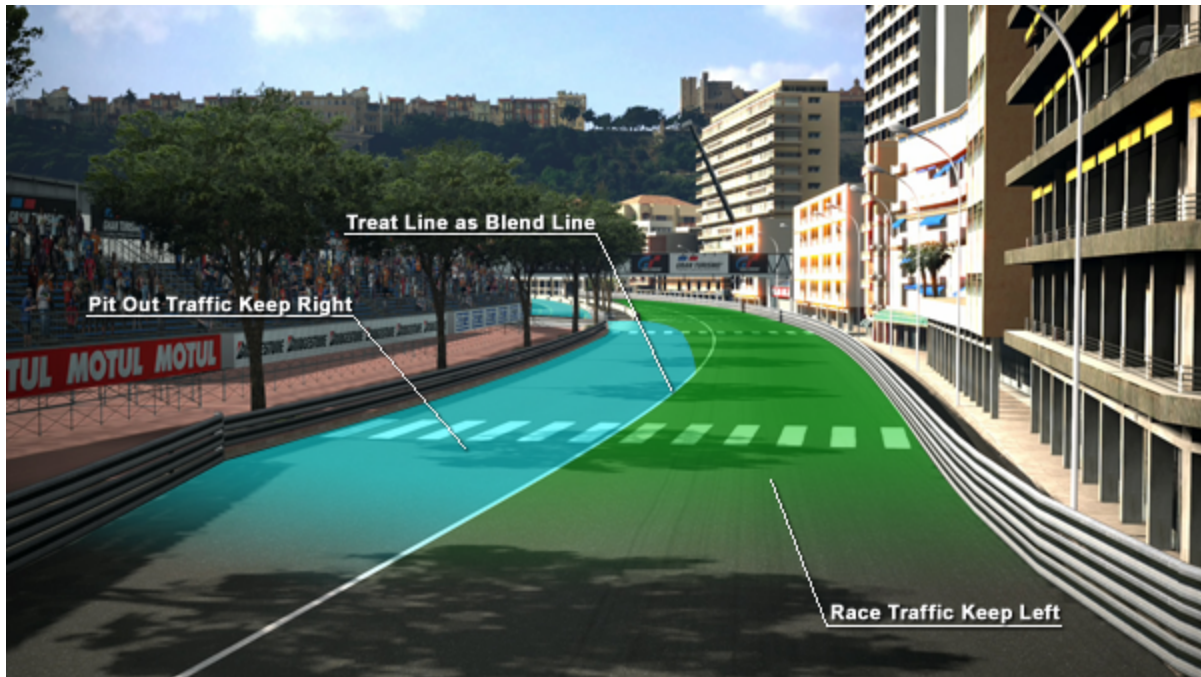
Côte d'Azur, also known as Circuit de Monaco or Monte Carlo, is a street circuit laid out in Monte Carlo and La Condamine around the harbor. The exotic location of this event is celebrated by an annual Formula 1 race that lasts for 78 laps. Because of the nature of street circuits, more care is to be taken when racing here, this course no exception. Monaco is actually a little more tighter than the average street circuit, and this is true in Gran Turismo 5, even though this model of the course is almost a decade old. While for the most part cutting corners is impossible here, we'll still go over some details.

As you all know, the pit in and pit out procedures are always outlined for each race. Pitting in is pretty much self explanatory, but we'll go over the procedure anyways. When pitting in, try to stay as close to the inside barrier of the hairpin turn before the pit entry (La Rascasse) as it is the optimum line to take to pit. You do not have to be on the right side of the commit line before entering the pits, just make sure you do not endanger anyone else's race or safety. See Photo_001.



Photo_001

Pitting out can be tricky here, especially since this model does not have the proper pit out lane that the course actually has. When exiting the pits, try to stay as far to the right of the center line. Treat the center line as the blend line until you have reached the first turn, giving way to race traffic. Race traffic should stay as far left as possible. See Photo_002.



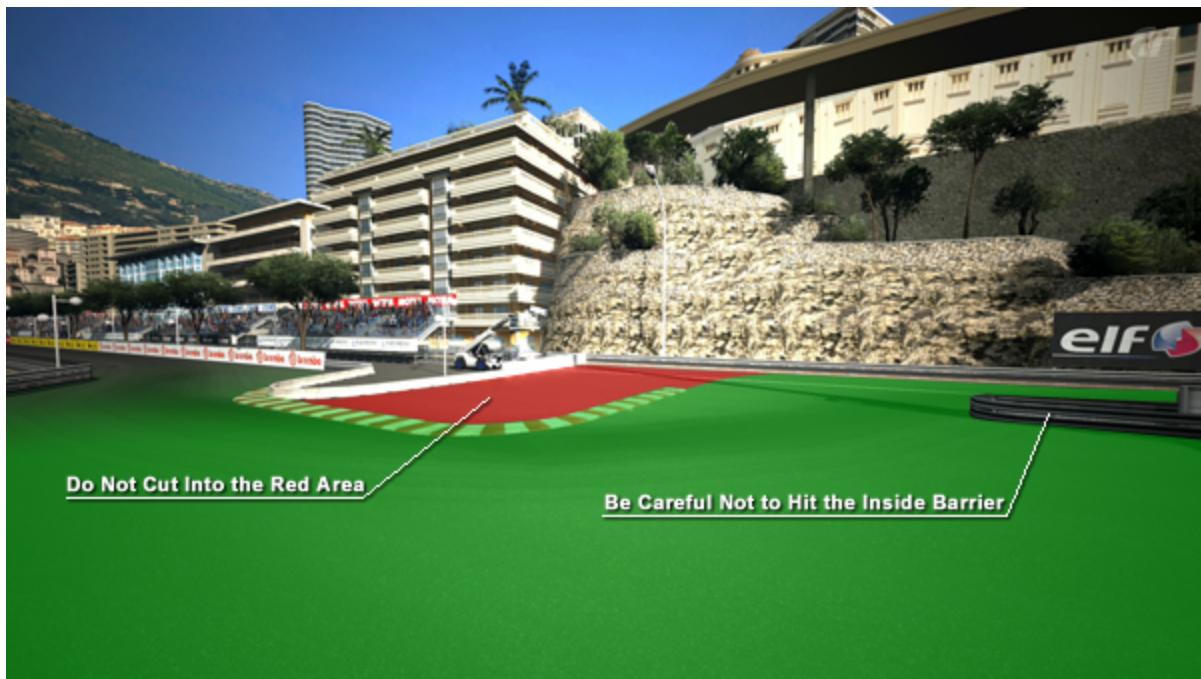
Photo_002

When approaching the Grand Hotel Hairpin (the tightest hairpin on the circuit), take care not to go over the inside curb, as it can destabilize your vehicle and can cause a spin. This is one of the worst, if not the worst, corners to spin out on and be facing any direction but the right direction. See Photo_003.



Photo_003

For the Nouvelle Chicane (the chicane after the long straight through the tunnel), Gran Turismo 5's model is tighter than it should be, primarily with the leading inside barrier. Take care not to turn too early. It is best not to attempt an overtake here due to the extremity of this particular corner. With the rumble strip area, you must keep at least two tires inside the course boundaries, not including the rumble strip. Only use the run off section for emergencies only. See Photo_004.



Photo_004