

## How to Lap Eastern Creek

Josh Brookes

### **TURN ONE:**

When screaming down the front straight in top gear (sixth), keep to the far right of the track. Flash past the braking marker (which one depends on the bike you are riding), shift down one gear (fifth) and peel in (careful not to square the corner, your knee is hitting the deck mid straight). Open the throttle slightly as soon as you can - this keeps the weight off the front wheel and the bike stable. Pull the bike into the apex (it's bumpy because of the water run-off there) and hold it on the apex for a long time - more than most other corners. When you can see your exit, accelerate hard to the outside of the track to be ready for...

### **TURN TWO:**

It's a double apex corner, so brake hard, shift down three gears (second) and take the first apex early, right on the ripple strip (dipping by the third blue strip). Let the bike run wide mid-corner (but still ripple side of the crack in the tarmac), then pull it back to clip the second apex on the exit. Hold it tight (on the paint) to avoid the off camber section. The wrong set up here can cost you a second. As you exit, driving hard, short shift to third and the same time as you change direction and body weight (watch the wheelie! fine line here between perfect set up and the high side) to enter...

### **TURN THREE:**

It's a late apex here, after the ripple strip, so watch you don't catch your knee in the grass. Drive the bike to the outside of the track again, then upshift to fourth. Pull the front wheel up over the bump on the crest heading to Turn Four to keep the bike stable. As soon as the front wheel chirps back to earth, nail the brakes and downshift one (third) for entry into....

### **TURN FOUR:**

Tip in, then crack the throttle open before you get to the exit. Again this keeps the weight off the front wheel, which can cause the front end to fold. Hold it tight (keeping it on the ripple strip), then drive hard to the outside of the track, then turn hard to the apex of...

### **TURN FIVE:**

It's crucial to keep the speed up here as the exit is uphill. Maintain as much corner speed as possible. I use all the track to drive up and over the hill, being careful not to induce too much wheelspin. Snick fourth gear and shift to the right side of the bike, on the way to....

### **TURN SIX/SEVEN:**

If it's dry, brake hard using the concrete strip on the right. If it's wet, don't go near it - it's too slippery! Downshift one gear (second), then shift your weight to the left-hand side as you crank the bike on to your knee. Apex the ripple strip late. Again, keep your momentum high for the uphill exit. For me, it's often wheel spinning and wheeling as I snatch another gear, ready for....

### **TURN EIGHT:**

The crest on Turn Eight's entry is bumpy and the track drops away fiercely, so the bike can be shaking all over the shop. Wait until the bike settles down, only for an instant, then lay it on its ear. I like to apex early so I can drive out hard to the far side of the track (watch the bump on the exit!) and set up for....

### **TURN NINE:**

Pull the bike back to the middle of the track, instead of far left, to enter Turn Nine - I think it's faster than using all the track. Shift down a cog (second). Hold it tight all the way around the ripple strip, then drive out to the concrete ripple strip on the exit. If I'm really trying, I often hit the dirt. Try to avoid that.

### **URNS 10/11:**

I shift up twice on the run to Turn 10 (fourth), then tip in late downshifting once (third), before I do so. Once I'm cranked over on the ripple strip, I downshift again (second - I hardly brake here, as I'm right on my side, but do this wrong, and you low side), then flick it over the ripple strip of Turn 11. Try to make one turn out of Turn 11 and...

### **TURN 12:**

Let it drift out to the edge of the track from Turn 11, driving hard, then pull it back in for as late an apex as you can. Every kilometer an hour you can make here means a few extra down the end of the straight, so it's a crucial corner. The bumps on the exit can set up a weave, depending on your bike. Tuck in everything for the run down the straight - toes in, elbows in, head down - on your way to top gear, and Turn One, to do it all again!

*first published by AMCN March 12 04, with edits included from personal conversations and Circuit Breakers Race schools....*