

Anglesey Circuit, Ty Croes, LL63 5TF
Tel: 01407 811 400
Web: angleseycircuit.com

TRACK LENGTH: 2.1 MILES (INTERNATIONAL)
LAP RECORD: N/A
TARGET TIME: 1m40.0s

The Hairpin
The most straightforward of all the turns, treat it as half a roundabout

The Banking
Positive camber means that you can take leaning liberties here

Turn 1
To get good drive on the exit, be brave and turn in as late as you can

Peel
The camber isn't consistent here, so be careful feeding the power in

Back straight
It's not a straight at all, but needs to be treated as such. Keep it pinned!

NEAREST FUEL:
Gwalia Service Station, Holyhead, 6 miles from circuit

GARAGE X **CAFE X** **FUEL X** **LIMIT: FROM 105 dB** **POWER X**

ANGLESEY CIRCUIT NORTH WALES

The UK's newest track is one of the best, too. But it's a long way for many of us, and facilities are basic

It doesn't require too much imagination to see why Anglesey has been tagged the Phillip Island of the UK. It's too easy to marvel at the beautiful scenery and seaside views.

The start/finish straight is short – you won't get out of third on most road bikes. Stick to the right for as long as possible and turn in for 'Turn 1' as late as possible, carrying heaps of corner speed. Brake late for The Banking, taken in second, which has a massive clue in the name. You can bury the front in the mass of positive camber and get on the gas early as the incline works with you. Watch for the nasty bump on the far left as you accelerate from the hairpin; no damper will soak up this one.

Up to fourth for Church. You shouldn't need to brake, just roll off the throttle and get back on it to steady the bike. Gradually feed in the gasser and the gears for the back straight. Use the second slip road as an apex and ideal line-guide as you prepare to climb the hill for Rocket – an absolutely blind entry until you reach turn-in. Brake just as the ascent really becomes noticeable and get it into second. Avoid the lure of turning in too early for the right. Use the permanent stack of three tyres as an apex.

Pick the bike up for good drive and hook another gear, as you peel in for, er, Peel. Again, turn-in late for the best line and get the bike upright before the camber drops and the track descends.

Don't run too wide as you need to get the bike over to the right of the track for Seamans – a tricky, bumpy, downhill, adverse camber left.

Drift to the right and feed another few gears until the service road on the left – use this as a rough braking marker. Down to second for the Hairpin. Nothing too tricky here. The run down to the Bus Stop has plenty of bumps as you start braking, and be mindful of the Tarmac on the first half of the corner, as it's the junction for the various circuit layouts.

Oh, and if you can, try and experience the Corkscrew. It's not as steep or as American as Laguna Seca's edition, but it's still one of the best sections of track in the UK.