

Silverstone



SPECIAL REVS RACING PROGRAMME





Silverstone



**SPECIAL REVS
RACING PROGRAMME
ACORNSOFT OPEN DAY**

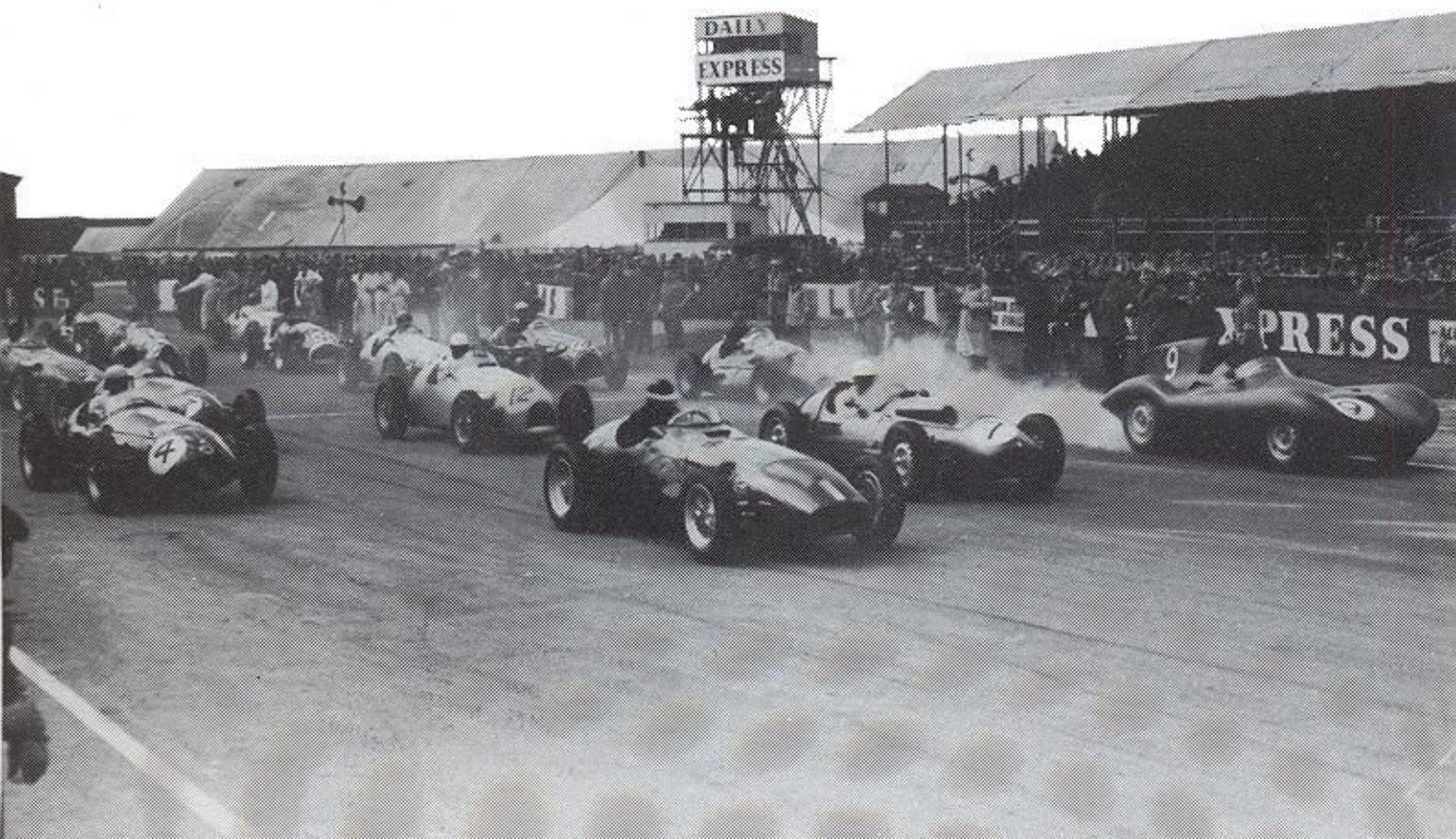


Introducing the Circuit

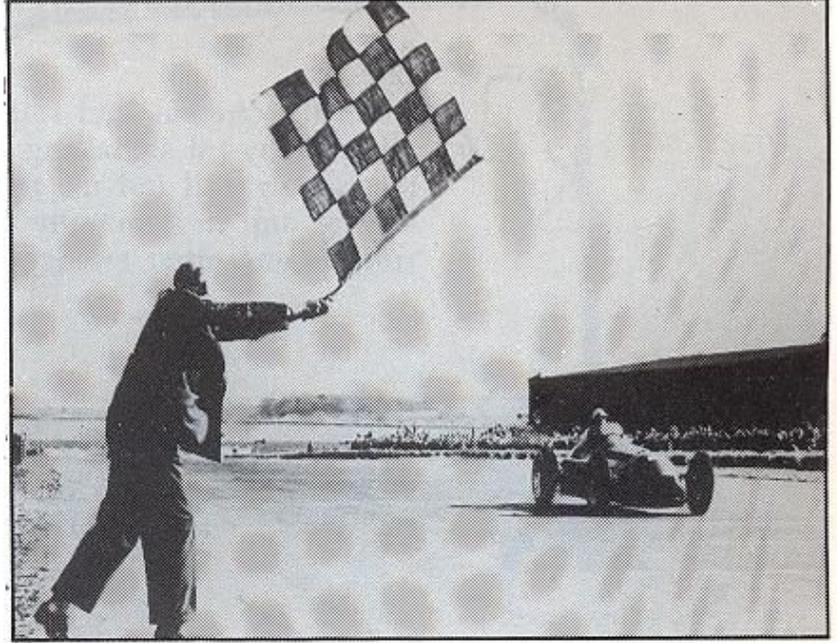
Silverstone Circuit, nestling near Towcester in the Northamptonshire countryside, is considered by most to be the home of British motor racing, having hosted everything from British Grand Prix to the smallest of club events, ever since the Second World War. The world's top drivers attacking the fastest Grand Prix circuit in the world at average lap speeds of 150 mph is a breathtaking spectacle! All the great international drivers are attracted not only by the unique atmosphere of racing in England, but also the challenge of mastering the dauntingly fast corners that make up the 2.93 miles of track.

For the modern Grand Prix driver, this means keeping a projectile weighing considerably less than a Ford Fiesta, but with perhaps fifteen times the engine power available, on the limit of adhesion through bends which he is approaching at up to 200 mph, and negotiating at anything from 90-150 mph. He also has to cope with an accelerator pedal that will take him from a standstill to 100 mph in about 3.2 seconds – compare that with a 0-60 mph time for your family road car!

**International Trophy at
Silverstone, 1954, won by
Peter Collins in a Maserati.**



Farina wins Grand Prix D'Europa, March 13th, 1950.



Formula 3 cars are considerably tamer animals, of course, but, due to the assistance of ground-effect aerodynamics, F3 drivers are actually cornering at about the same speed as Grand Prix cars. To give you some idea of the experience of driving an F3 car, accompany David Hunt around a lap of the Silverstone Grand Prix Circuit.

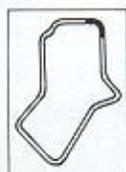
July 16th, 1977, World Champion James Hunt wins the British Grand Prix at Silverstone.





A Lap of Silverstone with David Hunt

I must do three or four laps to warm up the engine and slick tyres before we start my first 'hot' lap in anger.

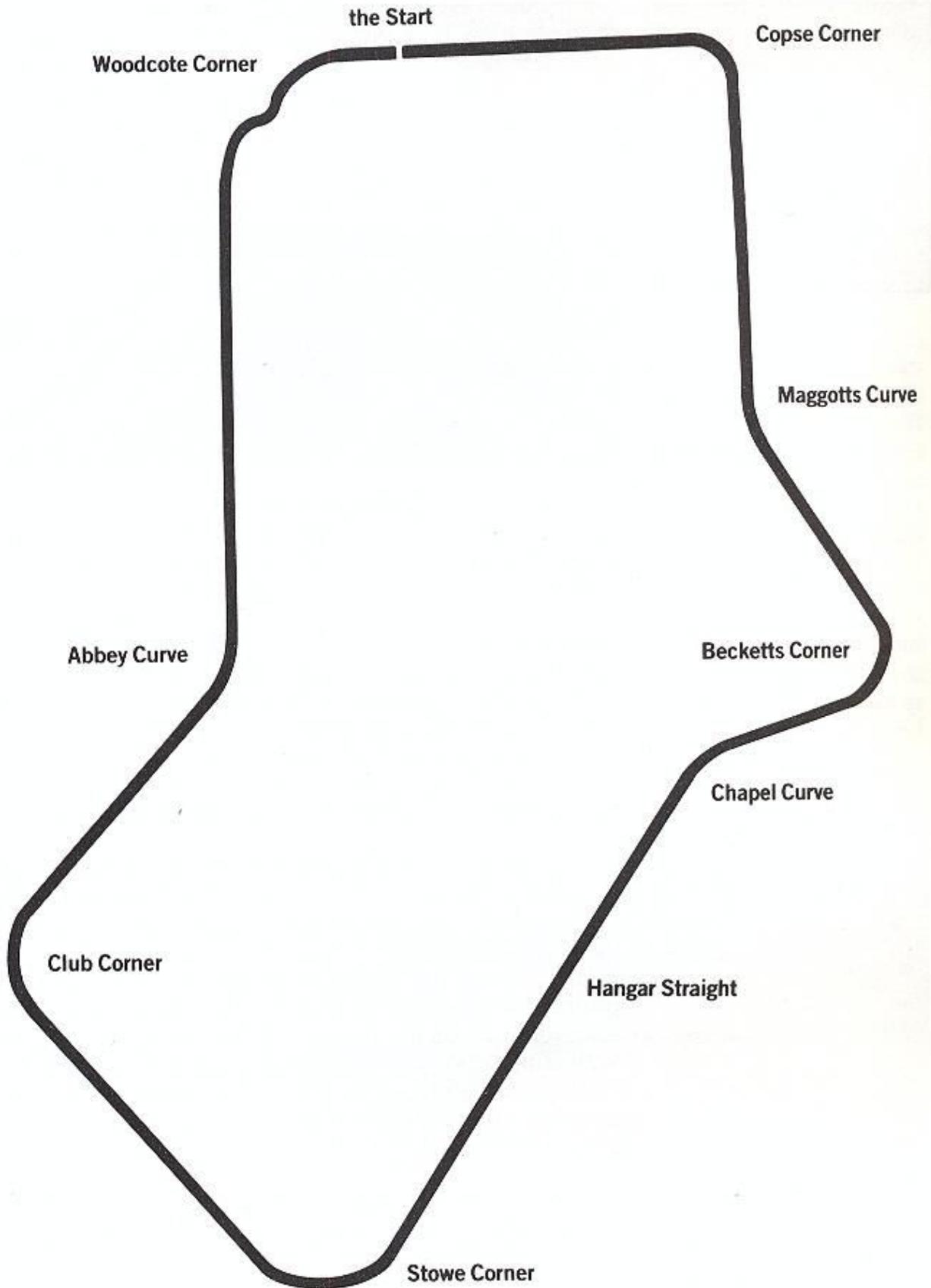


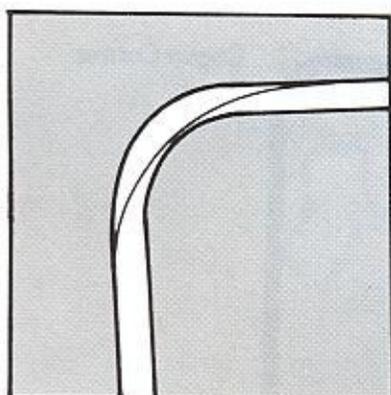
Copse

I exit the chicane and select 5th gear looking right to glimpse my pit signalling board. Via the pit board my mechanics will tell me my previous lap time during testing, and in a race my position and the laps left to run, among other sundry bits of information. I reach

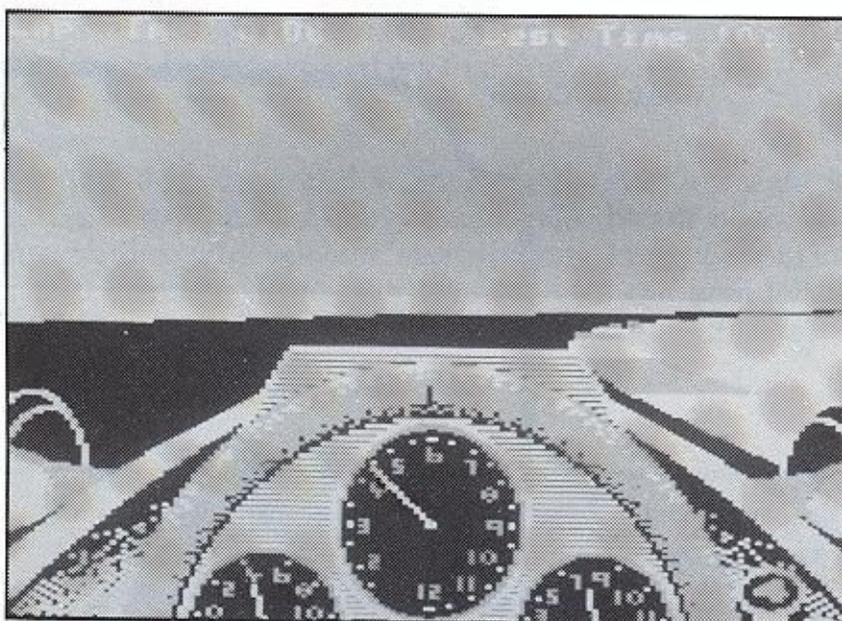


A LAP OF SILVERSTONE WITH DAVID HUNT





Copse Corner

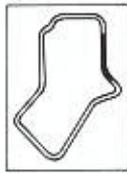


about 5600 rpm in 5th gear (134 mph) on the approach to the first bend – Copse Corner – which will be taken in 4th gear. I go past the 100 metre board on the left-hand side of the track, and a split second later brake and change down to 4th as quickly as possible. Then I turn in and get back onto the accelerator as hard as I can, as soon as the car has changed direction. From beginning to brake to accelerating again I am very busy, all the above having to be done in a very short space of time, and the entry speed to the corner being quite high (about 122 mph). My turn-in must be confident and aggressive, a certain amount of courage being required to keep the entry speed high.

This point is very much the key to the corner. Having got the power on correctly, the car will slide past the apex and continue to slide out to the corner exit. I will make the corner as 'straight' as possible by allowing the car to ride out over the high exit kerb, which presents no problem if one ensures that one hits the kerb squarely and not at an angle. In wet weather this kerb becomes very slippery due to its painted surface, and it must be treated with the greatest respect because of the difference in grip available from the painted kerb and the normal track surface.

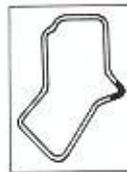
As I ride over this kerb I have about 5400 rpm showing on the rev counter, in 4th gear (116 mph). The power in a F3

car is at its most prolific between 5000 and 5600 rpm, although it is still useable up to 6000 rpm, and it is therefore pointless running the engine at revs other than those in this narrow range. Additionally, because we must use 4-star petrol in a race-tuned engine (the rules say we must), if I put my foot down hard at any revs below 5000 rpm (and therefore put too much load on the engine), it will detonate (called pinking) and blow up. So it is essential always for both these reasons to keep the revs between 5-6000, hence the importance of correct gear ratios.



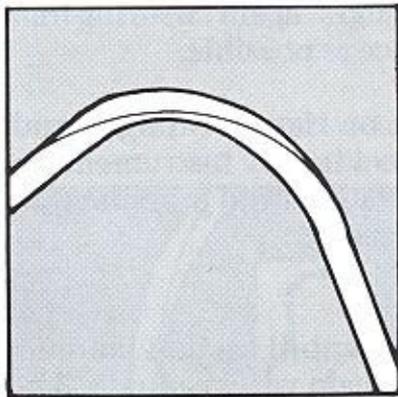
Maggotts

I accelerate up to 5800 rpm in 4th and change to 5th gear. The next bend, Maggotts, is a left-hand kink which is easily taken flat out in any conditions. However, I still use some semblance of racing line so that I do not make the car corner too hard and scrub off speed. At the same time, I do not use the entire width of the circuit at this point, because I would be driving a longer distance than necessary, and spoiling my all-important lap time.

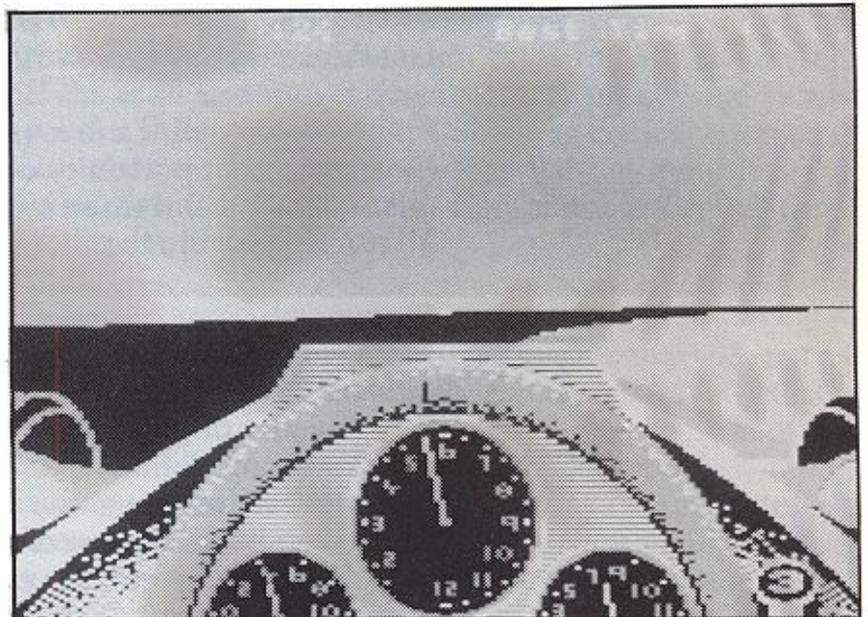


Becketts

It is now a short run down to Becketts, the slowest but perhaps the most important bend on the circuit. I have to keep reminding myself of this because it is, in fact, not as difficult as the other bends; it is a 3rd gear, 105 mph bend with no particular hazards to negotiate.

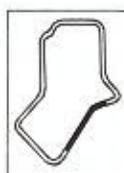


Becketts Corner



I approach Becketts at about 5700 rpm in 5th gear (137 mph), keeping to the left of the circuit, braking hard at about 60 yards away from the turn-in point, and shifting down from 5th to 4th to 3rd rapidly. The reason why Becketts is important, is that it is followed by the longest straight on the Silverstone track, a 'straight' which could go on to the last corner on the circuit – the chicane. Therefore, any time I can gain here will be with me for the rest of the lap; equally any time lost will never be regained.

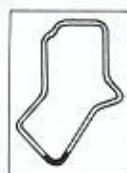
It is extremely important to turn in here very accurately, and not make the car slide and scrub off too much speed. Then it's back onto the loud pedal as hard as possible, as early as possible, keeping the car as tidy and neat as possible, and using every inch of road and kerb (often a bit of grass as well), feeling and searching throughout for revs.



Chapel

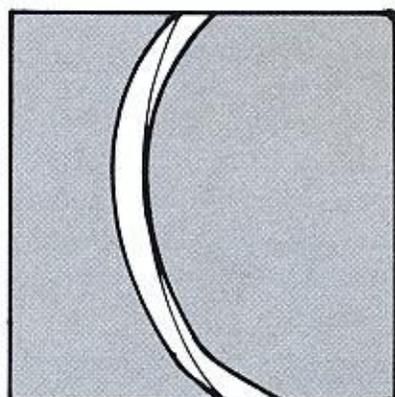
I am now on the very left (outside) of the circuit pulling about 5700 rpm in third gear (108 mph), and I steer back to the centre of the track, taking 4th gear and then swinging left through Chapel flat out (the same principles that applied at Maggotts apply here), and arriving at Hangar Straight on the right-hand side of the circuit. I now point the car down the hill towards the spot where I can pick out my turn-in point for Stowe Corner in the distance on the left of the circuit. Thus I am driving diagonally down the straight, again ensuring that I make each lap as short a distance as possible.

I take 5th gear after a few yards on Hangar Straight, and then take the opportunity of checking my instruments to ensure that oil and water temperatures and pressures are all running within their tolerances.

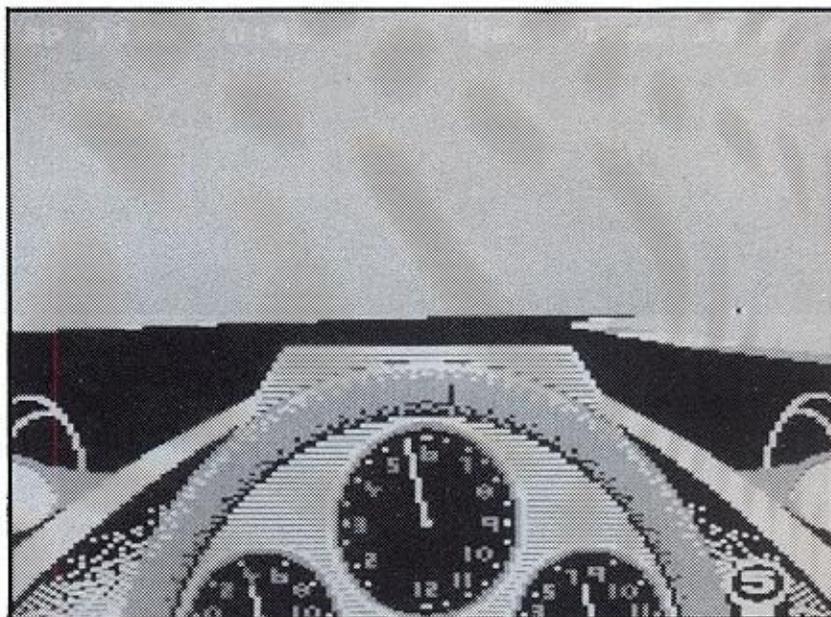


Stowe

Just before Stowe Corner, the downhill section bottoms out and the road starts to climb again very gradually, but this reversal of gradient is not sufficiently close to the entry point of the bend to upset the balance of the car. However, at this stage my mind is on other things, for Stowe can be a real test of courage, being a corner that can – if car and conditions are right – just be taken flat out in 5th gear, but only just. More often the bend is taken

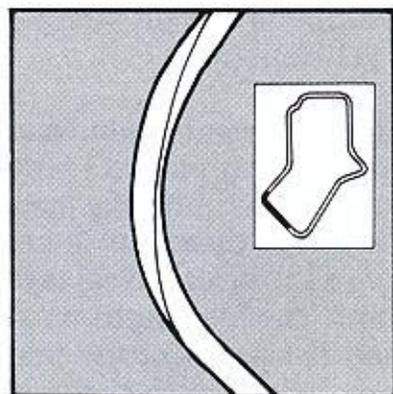


Stowe Corner



with a slight lift from the 'go' pedal.

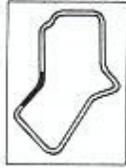
I have about 5800 rpm in 5th gear (139 mph) when I reach the entry point for Stowe, and I have to concentrate hard to convince myself to keep my foot absolutely flat down for as long as possible into the corner. I may find I have to ease back off the throttle a small amount about a third of the way through the turn, and then squeeze back on as soon as the sliding and attitude of the car allows. Furthermore, it is important here to get across to the inside kerb quite early in the bend and hug it for a while, rather than take the ideal racing line. There is a 'groove' around this corner, and if I don't stay in it I'll find myself off the road and into the hedge very quickly, and at this speed it'll be quite a bump! Stowe is critical because it joins the two longest sections of flat-out motoring. I'm doing myself a big favour if I can scramble through here, flat out.



Club

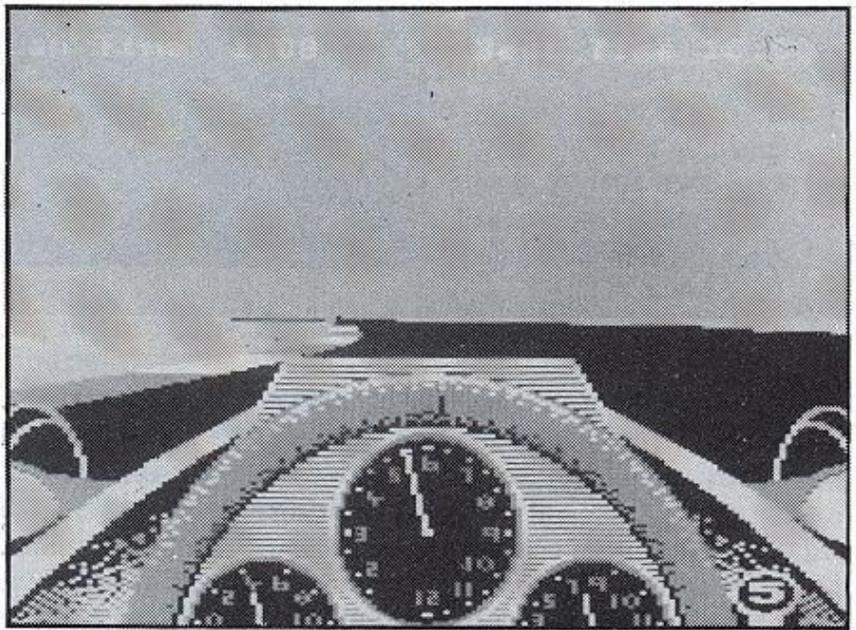
I obviously use the entire exit kerb on the way out of Stowe, scrabbling back onto the circuit with 5200 rpm on the clock (125 mph). I stay on the left-hand side of the track to Club Corner and arrive with 5700 rpm (137 mph), staying relaxed as I work up the courage to turn into and through this 5th-gear bend, staying absolutely on full noise throughout. The exit kerb is wide, and although not

always necessary, it is very relieving to have it there in reserve when a slide takes you slightly wide.

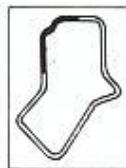


Abbey

Out of Club I set off towards Abbey Curve on a slight uphill gradient with 5500 rpm (132 mph). Abbey is easily taken flat out in 5th gear and, as with Maggotts and Chapel, it is not necessary to use absolutely all the width of the circuit.



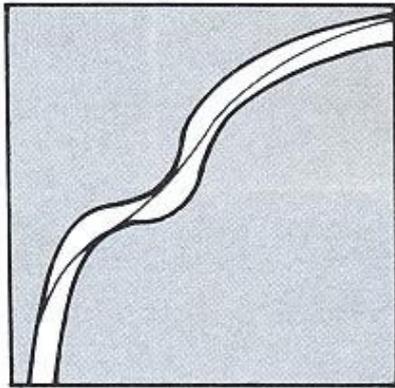
Abbey Curve



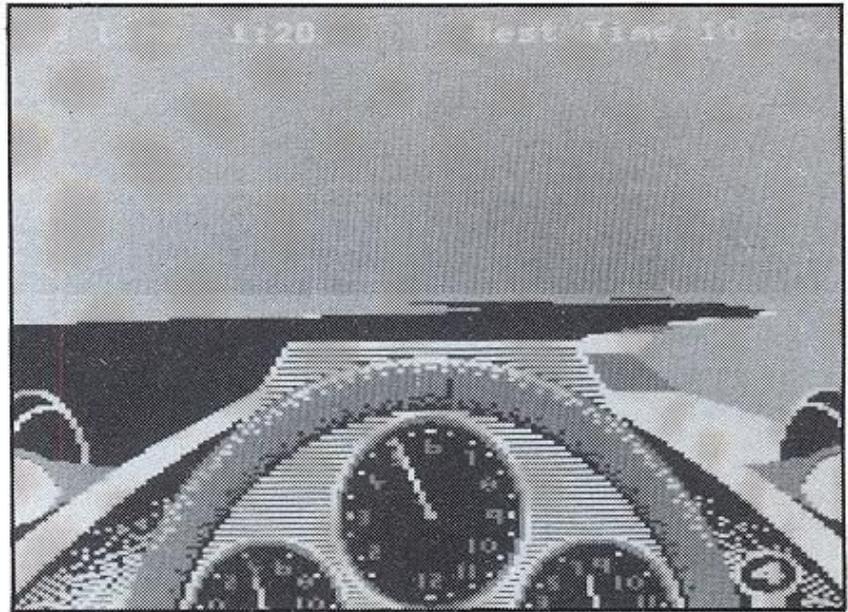
Woodcote

I take another chance to inspect the gauges and with the engine pulling 5800 rpm (139 mph) I line up the car on the left of the track ready for the chicane. I throw out the anchors as late as I dare, change down to 4th, throw the car right, and press go again as quickly as I can; I then flick left and right before appearing on the pit straight again with 5500 rpm in 4th gear (117 mph).

The chicane may sound quite straightforward, but it can only be so if my initial turn-in angle was correct – any mistake here and the severity of that mistake gets magnified each time I have to change direction thereafter. A good lap can be ruined by a lot of rushed salvage work and corrections at this point. The high kerbs must also be treated with respect, but if I have got the first section of the chicane right I can flick through the next



Woodcote Corner



left and right sections with just the merest kiss on each kerb – a super feeling when you get it absolutely right.

Passing my pit my mechanics will click their stopwatches to record my lap time, hoping that I have driven an error-free and quick lap. If I have encountered any difficulties with the handling of the car then I will confirm my findings on the next lap, try and make a diagnosis, and stop at my pit at the end of that lap to discuss the problem with my engineer. We'll rectify them if possible, and then run another few laps to prove that the changes made to the car have improved my lap times – and that is the only proof, a racing team's entire life and work always being ruled by the stopwatch, with major improvements being quantified in 10ths of seconds.

I hope you have enjoyed hearing from the 'nut behind the wheel' some of what goes on in a racing car during a lap of the Silverstone Circuit. However, please bear in mind that I can never describe exactly what it feels like to be on the track – to experience this you will either have to go motor racing yourself, or play the new Acornsoft racing game; it's exactly like the real thing, only you have the option of a softer armchair to sit in!



Lap Time Table

Read the following lap table, and work out how much your average lap speeds improve.

TIME m.s.	SPEED m.p.h.	TIME m.s.	SPEED m.p.h.	TIME m.s.	SPEED m.p.h.	TIME m.s.	SPEED m.p.h.
1.24.0	125.65	1.29.0	118.59	1.34.0	112.28	1.39.0	106.61
1.24.1	125.50	1.29.1	118.46	1.34.1	112.17	1.39.1	106.51
1.24.2	125.35	1.29.2	118.33	1.34.2	112.05	1.39.2	106.40
1.24.3	125.20	1.29.3	118.19	1.34.3	111.93	1.39.3	106.29
1.24.4	125.06	1.29.4	118.06	1.34.4	111.81	1.39.4	106.18
1.24.5	124.91	1.29.5	117.93	1.34.5	111.69	1.39.5	106.08
1.24.6	124.76	1.29.6	117.80	1.34.6	111.57	1.39.6	105.97
1.24.7	124.61	1.29.7	117.67	1.34.7	111.45	1.39.7	105.86
1.24.8	124.47	1.29.8	117.54	1.34.8	111.34	1.39.8	105.76
1.24.9	124.32	1.29.9	117.41	1.34.9	111.22	1.39.9	105.65
1.25.0	124.17	1.30.0	117.28	1.35.0	111.10	1.40.0	105.55
1.25.1	124.03	1.30.1	117.14	1.25.1	110.99	1.40.1	105.44
1.25.2	123.88	1.30.2	117.01	1.35.2	110.87	1.40.2	105.34
1.25.3	123.74	1.30.3	116.89	1.35.3	110.75	1.40.3	105.23
1.25.4	123.59	1.30.4	116.76	1.35.4	110.64	1.40.4	105.13
1.25.5	123.45	1.30.5	116.63	1.35.5	110.52	1.40.5	105.02
1.25.6	123.30	1.30.6	116.50	1.35.6	110.41	1.40.6	104.92
1.25.7	123.16	1.30.7	116.37	1.35.7	110.29	1.40.7	104.81
1.25.8	123.02	1.30.8	116.24	1.35.8	110.17	1.40.8	104.71
1.25.9	122.87	1.30.9	116.11	1.35.9	110.06	1.40.9	104.61
1.26.0	122.73	1.31.0	115.99	1.36.0	109.95	1.41.0	104.50
1.26.1	122.59	1.31.1	115.86	1.36.1	109.83	1.41.1	104.40
1.26.2	122.45	1.31.2	115.73	1.36.2	109.72	1.41.2	104.30
1.26.3	122.30	1.31.3	115.61	1.36.3	109.60	1.41.3	104.19
1.26.4	122.16	1.31.4	115.48	1.36.4	109.49	1.41.4	104.09
1.26.5	122.02	1.31.5	115.35	1.36.5	109.38	1.41.5	103.99
1.26.6	121.88	1.31.6	115.23	1.36.6	109.26	1.41.6	103.88
1.26.7	121.74	1.31.7	115.10	1.36.7	109.15	1.41.7	103.78
1.26.8	121.60	1.31.8	114.98	1.36.8	109.04	1.41.8	103.68
1.26.9	121.46	1.31.9	114.85	1.36.9	108.92	1.41.9	103.58
1.27.0	121.32	1.32.0	114.73	1.37.0	108.81	1.42.0	103.48
1.27.1	121.18	1.32.1	114.60	1.37.1	108.70	1.42.1	103.38
1.27.2	121.04	1.32.2	114.48	1.37.2	108.59	1.42.2	103.27
1.27.3	120.90	1.32.3	114.35	1.37.3	108.48	1.42.3	103.17
1.27.4	120.76	1.32.4	114.23	1.37.4	108.36	1.42.4	103.07
1.27.5	120.63	1.32.5	114.11	1.37.5	108.25	1.42.5	102.97
1.27.6	120.49	1.32.6	113.98	1.37.6	108.14	1.42.6	102.87
1.27.7	120.35	1.32.7	113.86	1.37.7	108.03	1.42.7	102.77
1.27.8	120.21	1.32.8	113.74	1.37.8	107.92	1.42.8	102.67
1.27.9	120.08	1.32.9	113.61	1.37.9	107.81	1.42.9	102.57
1.28.0	119.94	1.33.0	113.49	1.38.0	107.70	1.43.0	102.47
1.28.1	119.80	1.33.1	113.37	1.38.1	107.59	1.43.1	102.37
1.28.2	119.67	1.33.2	113.25	1.38.2	107.48	1.43.2	102.27
1.28.3	119.53	1.33.3	113.13	1.38.3	107.37	1.43.3	102.18
1.28.4	119.40	1.33.4	113.01	1.38.4	107.26	1.43.4	102.08
1.28.5	119.26	1.33.5	112.88	1.38.5	107.15	1.43.5	101.98
1.28.6	119.13	1.33.6	112.76	1.38.6	107.05	1.43.6	101.88
1.28.7	118.99	1.33.7	112.64	1.38.7	106.94	1.43.7	101.78
1.28.8	118.86	1.33.8	112.52	1.38.8	106.83	1.43.8	101.68
1.28.9	118.73	1.33.9	112.40	1.38.9	106.72	1.43.9	101.58

Times better than 1.44.0 mean that you are good enough to enter a race. Top drivers can achieve times between 1.24.0 and 1.25.0.



The Field

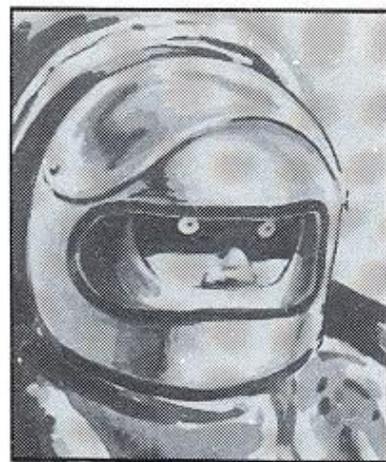
Drivers in order of skill based on last season's performances:



Johnny Turbo



Gloria Slap



Max Throttle

MAX THROTTLE
JOHNNY TURBO
DAVEY ROCKET
GLORIA SLAP
HUGH JENGINE
DESMOND DASH
PERCY VEER
GARY CLIPPER
WILLY SWERVE
SID SPOILER
BILLY BUMPER
SLIM CHANCE
HARRY FUME
DAN DIPSTICK
WILMA CARGO
MILES BEHIND
ROLAND SLIDE
RICK SHAW
PETER OUT

Never before have there been so many drivers of promise at Silverstone. In no small way can this be credited to imaginative thinking on the part of the organisers in allowing racing by proxy. Suddenly you and your friends can get together and race each other at all levels of skill. This has occasioned a gigantic increase in audience figures; we hope not due to the high incidence of spills in the Novice Class.

Driving today for the sponsors, Acornsoft, is likeable leading contender, JOHNNY 'Boy' TURBO and glamorous GLORIA SLAP, snidely rumoured to be sporting different rubber next season, but ever ready to strike fear into the heart of anyone who threatens to beat her into pole position. Both drive the Ralt RT3 Geoffrey Crammomotor, and if things go well, Slap and Turbo could prove to be an unbeatable duo.

So much is going to depend, however, on the unpredictable performance of 'Mad' MAX THROTTLE, last season's all-comers champ. For some time discarded by everyone as too soft for the game, suddenly last season, Max – home-loving father of four – pulled out all the stops and achieved an all-time lap record, became



Hugh Jengine

Formula 3 Champion of Europe, and was seriously courted by Marlboro for their Formula 1 team. Success, he assures us, hasn't changed him a bit – in his own words: 'the skull and cross bones on my Ralt RT3 Dracomotor is a private joke between me and my psychiatrist.'

Lady Luck smiles down on those who help themselves, but the locally based talent of driver HUGH JENGINE just does not seem enough to make him a true winner. Hugh has the consistency necessary to become a true front runner, but it might be argued that sandwiched between Gloria and 'Dynamic' DESMOND DASH is no starting place for any would-be Formula 3 champ.

Technician and track character, DAVEY ROCKET is a seasoned performer, and has a firm place in most regular racegoers' hearts. This season, Davey's car, expertly tuned within the confines of his own garage, promises to cross new frontiers of efficiency, and show to this technician's closest rivals that in the end, success involves 'hands-on experience'.



Davey Rocket

Indeed the presence of Davey and his off-the-circuit buddy, PERCY VEER, both driving for McDouglas – Ready Mix Division – forces the question: will the meeting see the well-knit qualities of these seasoned drivers finally overcome the impetuosity of youth? For if Davey has Johnny Turbo set firmly in his sights, then Percy's future is bound to depend on a single-minded dual with independent driver, 'Dynamic' DESMOND DASH – the man no sponsor will touch.

Nineteen competitors make up the full complement of drivers. Questions hang over the names of the remaining 12, questions which are only likely to receive answers by the end of this weekend's racing.

Driving by proxy

As has been explained, so much of the revitalised interest in Formula 3 racing is due to Open Day, which includes special provision for racing by proxy. While we welcome all those capable of proving themselves at least in Novice Class (you've got to be well into the 1.30s), it must be clearly understood that hands-on racing earns more points than racing by proxy.

If you and three friends get together to race, there will clearly need to be four races to decide the winner. Initially, qualifying times set the level at which proxy races will be scored, but the scoring system offers each person the opportunity, in the race in which he drives, to increase his overall score and produce a fair result.

ACCUMULATED POINTS		
Novice	10 laps	
1	Gloria Slap	9
2	Shoreline	6
3	Davey Rocket	4
3	Maxwell II	4
5	Desmond Dash	2
6	P. C. E.	1
7	Harry Fume	0
7	Hugh Fernine	0
7	Billy Cumper	0
7	Dan Dipstick	0
7	Gary Clapper	0
7	Willy Swerve	0
7	Sid Spoiler	0
7	Slim Chance	0
7	Rick Shaw	0
7	Peter Out	0
7	Roland Slide	0
7	Miles Behind	0
7	Wilma Cargo	0
7	Q. Bruce	0

Driver's Log

Qualifying times and grid position

Entrant	Results	Time	Speed	Points
1	1st			
2	2nd			
3	3rd			
4	4th			
5	5th			
6	6th			
7	7th			
8	8th			
9	9th			
10	10th			
11	11th			
12	12th			
13	13th			
14	14th			
15	15th			
16	16th			
17	17th			
18	18th			
19	19th			
20	20th			

Fastest lap

Driver	Time	Speed

This Driver's Log has been provided for you to photocopy and use as many times as you like.



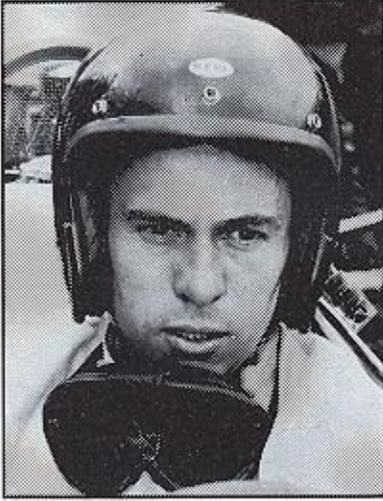
Silverstone Champions

The Silverstone circuit now runs the British Grand Prix on alternate years with Brands Hatch. All the great drivers have raced here over the decades. David Hunt looks at what it takes to become a Silverstone champion, and the qualities you will need to compete at professional level.

Risk and courage

The guy who has courage is the guy who knows he's not good as a racing driver, and yet keeps burrowing into the corner too quickly and beyond his capabilities.





Jim Clark, argued by some to have been the best driver ever.

There are two types of good driver, but they're actually very similar. There's only a slight difference, but it's a difference the public notices. They both have to drive a car the same way round a circuit; one type does it in a slightly more flamboyant style. But 90% of their swing is the same; it has to be. Still, that little bit, here and there, is what makes some drivers more exciting to watch.

To describe what it takes to drive through a corner fast is very difficult. I think it's mainly balance and feel, and some courage. It's balance, and it's sensitivity; it's feeling what the car's doing. There is a driver who started at the same time as me and is now in Grand Prix racing. He's just signed with Lotus and is probably the most natural driver since Jim Clark. His natural driving flair is unbelievable. I've always watched him because we started at the same time in motor racing, though he'd been racing karts since he was 4. To start with I thought it's just because the guy's been racing a lot longer, that he's got a lifetime's experience...

He had a medical quite recently because he'd been having some problems finishing races. They discovered that he's got super vision, super reactions, etc. One problem he has got – but they didn't consider it one – is that he's got an incredibly low threshold of pain. And I think that that is why he is so quick. He is able, because of this feature, to tell you more about what the car is doing – a little movement in the suspension, you or I wouldn't do anything about; he would feel it and act upon it. So, bad news if he has an accident; super news to be a top driver. It's all built on sensitivity.

If you've got that amount of sensitivity, that amount of control, you don't need courage.

Fitness in motor racing is also very, very important.

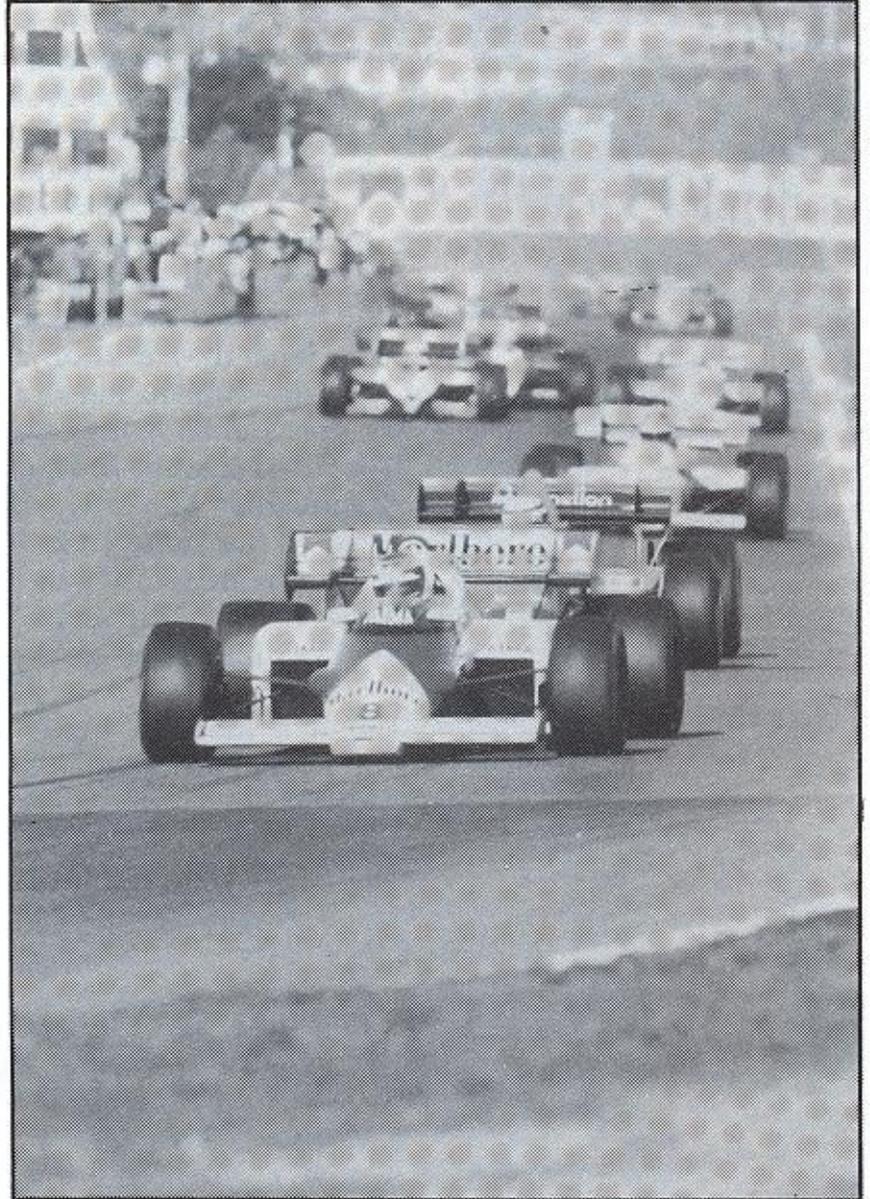
Qualities necessary to succeed

But the qualities that will have to come out most in the game must include concentration; reaction is going to help too; and anticipation will be a lot of help. As in a real race when you're following another car you know who's in it and a certain amount about his character.

Jackie Stewart (3-times World Champion) wins the Grand Prix at Silverstone on July 17th, 1971, and is congratulated by Jack Brabham.

SILVERSTONE CHAMPIONS

Niki Lauda in a McLaren: the most courageous driver of all time?

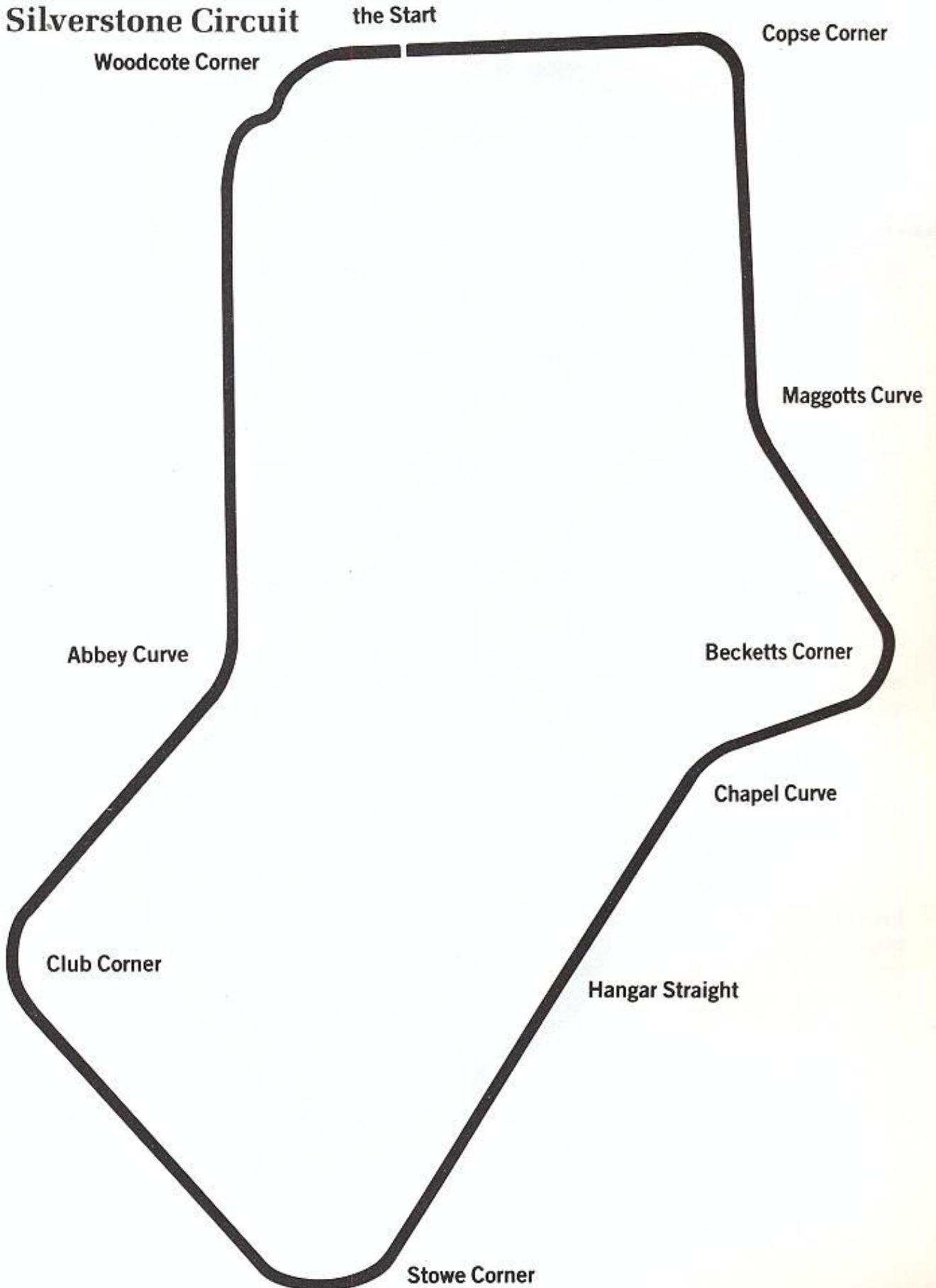


Like any sport, the really brilliant artists make you want to say, 'I could do that,' and you don't realise you're watching the very best because they make it look so damn easy. If I took you to a motor race, and we watched people like Lauda, and I asked you who is going quickest, I guarantee you'd say the people sliding into corners and banging the throttle a lot. But I would point to someone poodling around – never any drama, never any noise. They make it look so easy. Genius is at work.

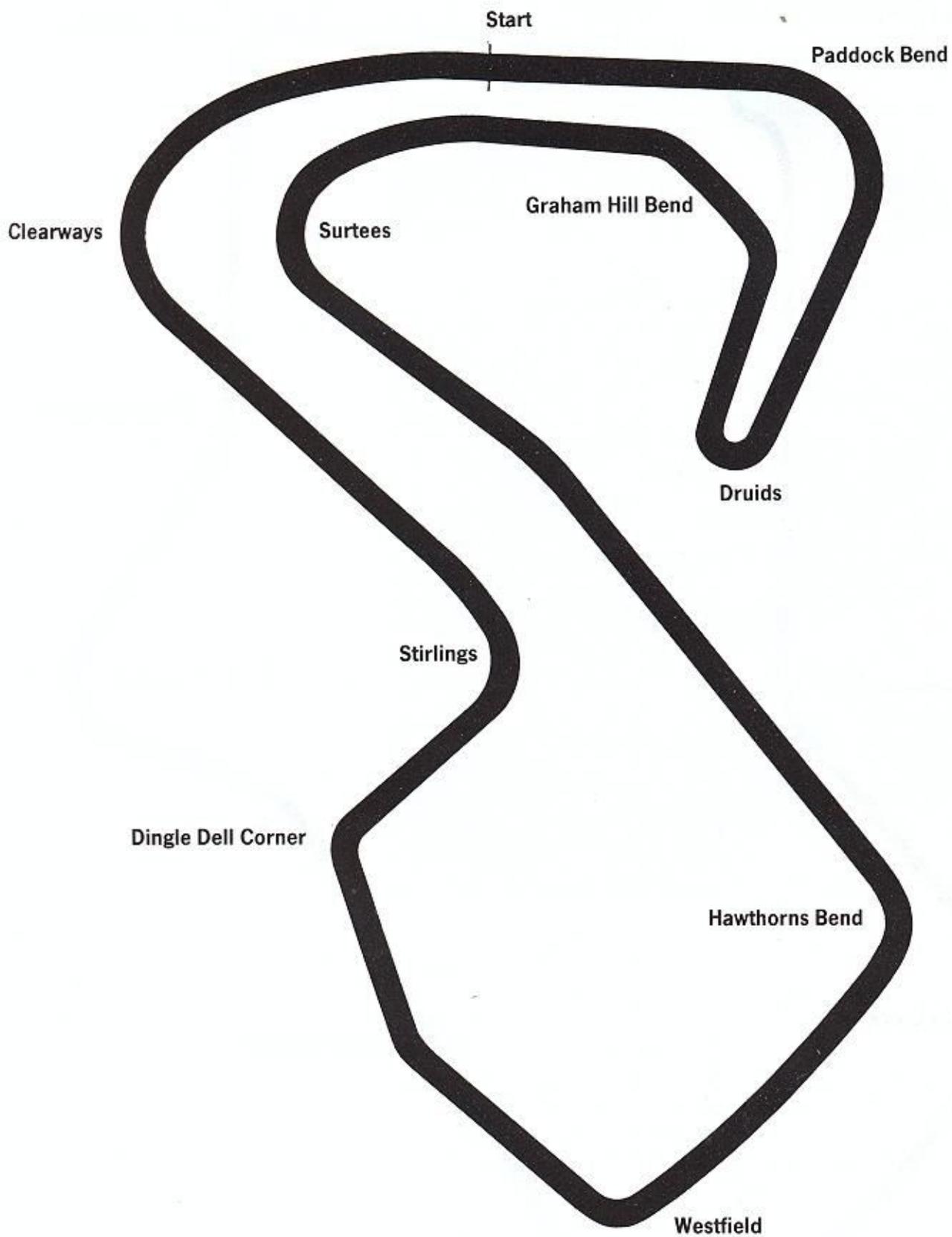


Racing Circuits

Silverstone Circuit



Brands Hatch Circuit



Paddock Bend

Approached in 5th gear, braking is difficult because you need to stay on the left of the circuit and make a straight line so that you maintain the balance of the car for an accurate turn in. The turn-in point itself must be determined by practice and experiment because you cannot see the apex or exit of the corner. Change down to 4th gear while braking, and then get back on the power quickly to get a good exit speed up the hill towards the hairpin at Druids. If you can exit Paddock with 5,500 rpm or more in 4th gear you are doing well.

Druids

Another difficult one which requires a lot of practice. Points to remember are that the corner is blind, exit speed is more important than entry speed, and letting your revs drop too low in mid-corner will ruin your exit speed. You will approach in 4th gear at nearly 6,000 rpm – don't brake too late, and get down to 2nd quickly and cleanly. Power steering has been built into the "Revs" joystick for this corner, so you will also need to get used to the different amount of lock required to negotiate the bend. Try to maintain momentum by virtually free wheeling into and around the first half of the corner, then start to apply gentle throttle from the apex marker onwards, increasing to full throttle just before you have straightened up for the exit. Keep turning right as you exit so that you are prepared for the entry to the next left-hander at Graham Hill Bend.

Graham Hill Bend

This corner is quite straightforward in an F3 car and can be taken flat out easily if you stick to the right line. Use 3rd gear, or perhaps 4th if you have a really good exit from Druids. Get into the bend early and make use of the ample amount of road on the exit to minimise the drain on revs that cornering generates. Get up to 5th if you can before braking for the next left hander.

Surtees

Another difficult bend for late braking because the road is curving (similar to Paddock), so try to make a straight line on which to apply the brakes very smoothly. Use 3rd gear and turn in very late applying the power gently and smoothly to ensure a fast exit because this bend is followed by a long straight for which you want as much speed as possible. Aim to be pulling about 6,000 rpm in 3rd at the exit kerb. Then take 4th and 5th and proceed along the straight making it as short a distance as possible, but take the opportunity to relax slightly before Hawthorns Bend.

Hawthorns Bend

A demanding corner, but if your car is set up correctly it should be flat out in 5th gear (use 4th while learning the circuit). Turn in quite late because the exit kerb appears as soon as you have rounded the apex of the corner.

Westfield

A relatively simple-looking 4th gear bend, but one which is difficult to get absolutely right. Brake gently and change to 4th, and make a wide arc into a late apex, staying hard on the gas-pedal – if done correctly you will be taking 5th almost as soon as you have completed the bend.

Dingle Dell Corner

You need a gentle brake application while slotting down to 4th, and an early turn-in to use the large amount of road available on exit. It sounds easy but it is not because you cannot see any of the corner before you get to it! Keep turning right after the exit to prepare for Stirlings, but stay in 4th gear.

Stirlings

Brake quite hard and drop down to 3rd gear, turn in positively and get back onto the loud pedal with a firm squeeze as early as you can. A good run will give you about 5,700 rpm at the exit.

Clearways

Smoothness is very important here to ensure a good run past the start/finish line, so try to keep momentum up by not braking too hard while you change down to 4th gear. Turn in early and do not miss your apex point otherwise you will definitely run out of road on the exit. Aim for about 5,800 rpm at the exit kerb in 4th gear, and then take 5th for the run back to Paddock Bend.



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