



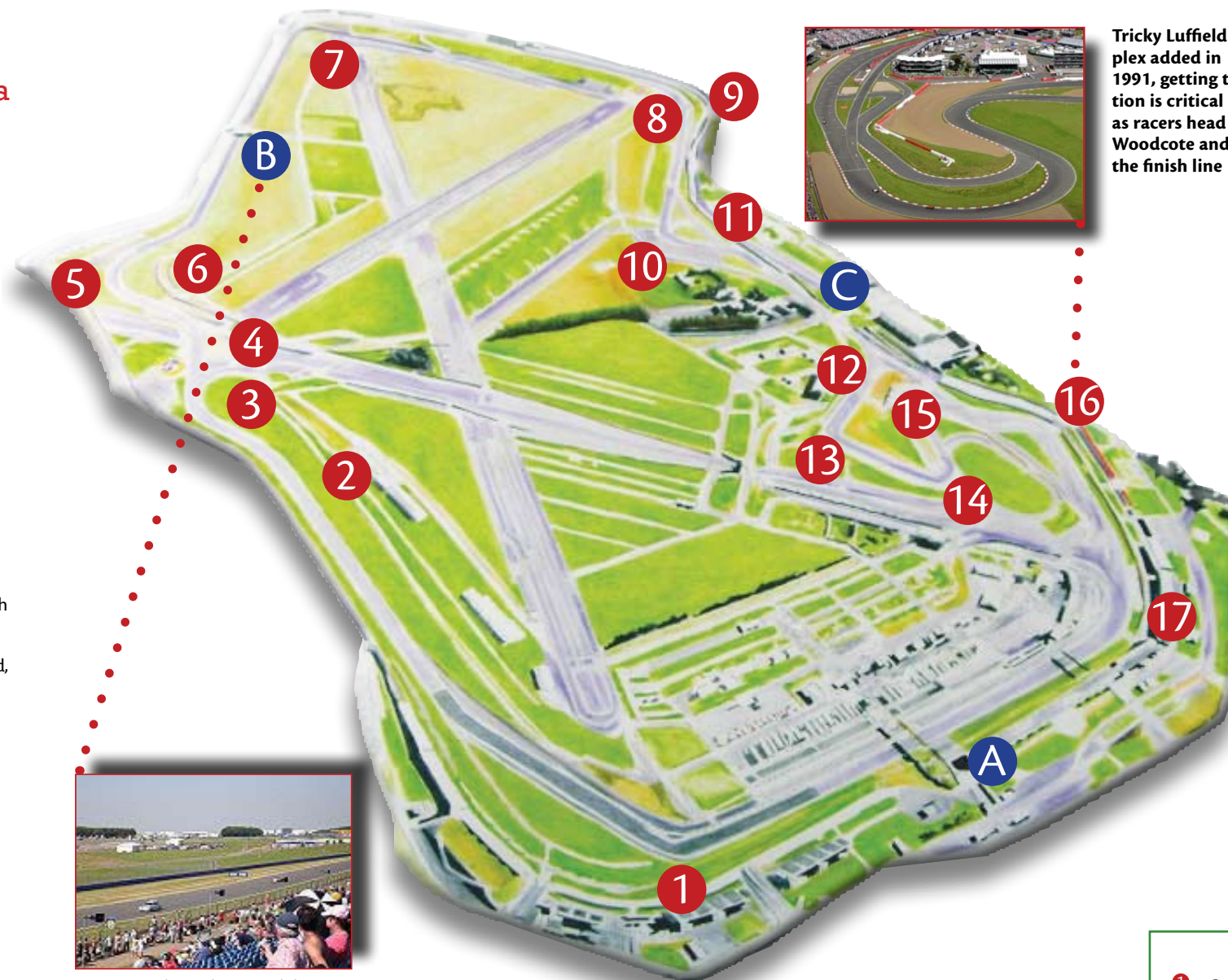
SILVERSTONE

Silverstone is now regarded as the home of British Motor Racing though its special place in motorsport history was a result of World War 2

THE RAC needed a venue to host the first ever round of the Formula 1 World Championship in 1948; one off Grand Prix events had been held prior to that around the world, but never as a championship. Before the war, British Grand Prix were held at Donington, Brooklands and Crystal Palace, but by 1948 Donington was being used to store military vehicles, Brooklands was owned by Vickers and taken over for aircraft production and Crystal Palace was rather overgrown. With no public money after the war effort, the RAC looked to the RAF for a suitable airfield, and employed Jimmy Brown to find a venue and organize the race. On 2nd October 1948, Silverstone held its first and the first F1 championship race.

To begin with the start / finish line and the pits were located between Abbey and Woodcote bends, the circuit utilising both the runways that still remain today in the infield. The following year it changed to use the perimeter roads, more recognizable as the Silverstone we know today, with the pits and start finish line taking up their current position in 1952, the same year that the BRDC took over the circuit. The track layout has changed many times since then; in 1975 the Woodcote chicane was introduced to reduce lap speeds, and further changes to Woodcote made in 1985 when speeds even with the 1975 chicane were topping 160mph. In 1991, the circuit was substantially modified, altering the Maggotts / Chapel Curves into the series of tightening bends we know today, adding Club Corner after Stowe and introducing some elevation change with the new the Bridge Corner, and the spectator friendly but rather fiddly Brooklands and Luffield sections. The new Maggotts complex has become one of the most loved series of bends by F1 drivers anywhere in the world, though the exciting blind downhill right hander of Bridge will soon be bypassed thanks to the new for 2010 alterations.

Silverstone won the contract to hold MotoGP from 2010 and plan a new right hander at Abbey, where Moto GP bikes will head infield via a long left hand curve to a new left hand bend, yet to be officially named but known as "Arrowhead". The track then heads back down the Club Straight to join the existing track at Brooklands. F1 cars will likely negotiate a new chicane before the left hander at "Arrowhead", to introduce another opportunity for overtaking. Fans will be brought closer to the action on grassy banking on the inside of the V formed by the new "Arrowhead" corner. The pits and start finish line will also be moved to a new home for F1 & Moto GP – the new pit complex will be located between Club and Abbey. Developments being carried out by Populous, the same firm that constructed Wembley and the London Olympic site. Lap speeds for the new MotoGP circuit are estimated at 122mph, with F1 around 145mph – again making Silverstone one of the fastest challenges on the racing calendar.



Tricky Luffield complex added in 1991, getting traction is critical as racers head for Woodcote and the finish line

"Home of British Motor Racing"



Stowe Corner at Silverstone

- Circuit Address:** Silverstone Circuit, Northamptonshire NN12 8TN
- Time zone:** GMT
- Circuit Website:** www.silverstone.co.uk
- Major Events:** FIA Formula One, British Grand Prix, FIA GP2 Series, British Formula Three Championship, FIM Superbike World Championship, British Superbike, FIA GT Championship, Le Mans Series, World Touring Car Championship, British Touring Car, Championship
- Circuit Length:** 3.194 miles
- Circuit Width:** 14.5 – 19.5 metres
- Direction:** Clockwise
- Longest Straight:** 0.53 miles
- Total Number of Corners (n Left and n Right):** 17- 9 R, 8 L
- Elevation Change:** 5 metres
- Steepest Gradient:** N/A
- Spectator Capacity:** 120,000
- Lap Record Cars (Time & Mph):** 1m 18.739s / 146.032 mph – Michael Schumacher, Ferrari F1, 2004
- Lap Record Bikes (Time & Mph):** TBA



F1 cars reach nearly 200mph here before taking the right hander of Stowe

Key to corner			Key to straights
1 – Copse Corner	7 – Stowe	13 – Priory	A – Pit Straight
2 – Maggotts	8 – The Vale	14 – Brooklands	B – Hangar Straight
3 – Maggotts	9 – Club Corner	15 – Luffield 1	C – Farm Straight
4 – Becketts	10 – Abbey	16 – Luffield 2	
5 – Becketts	11 – Abbey	17 – Woodcote	
6 – Chapel Curve	12 – Bridge		



RICHARD PHILLIPS

The challenge of certain corners, flowing nature of older circuits and the pure historical ambience will always create demand from drivers and spectators for traditional circuits. Our job is to continue to invest in the track, facilities and attractions to keep ahead of the competition – it's healthy to have some

competition! We have planning permission around the whole site and will continue to develop the venue into a centre of excellence for motorsport.

Winning the Moto GP contract was a massive success, and gave us a new way to look at improving the track. Bikes and cars are, clearly, not the same! The racing line for each machine can be very different, and perhaps require different track layout characteristics for each discipline in order to produce better racing. Traction will be at a premium exiting the new Abbey

right hander, as both cars and bikes accelerate hard from low speed and take the left handed curve, which will provide some great oversteery moments for spectators. Bikes will then turn into a tightening left hander; for cars there will be an additional left-right before the final tight left, to create a couple more hard braking points and more opportunities for overtaking.

The idea in general is to optimise the circuit for motorbikes and for cars, while improving the viewing for spectators. We have reviewed all grandstands and viewing points around the track

and where necessary we'll reposition them to provide the best possible line of viewing for spectators. With the new complex we're able to fit in more grandstands thus expanding capacity and also bringing spectators closer to the action.

The new Stowe Circuit on the inside of the Hangar Straight and Club corner will be extended at both ends to a total length of 1.2 miles, and will help us to achieve the aim of having three licensed circuits capable of running simultaneously - a unique position.