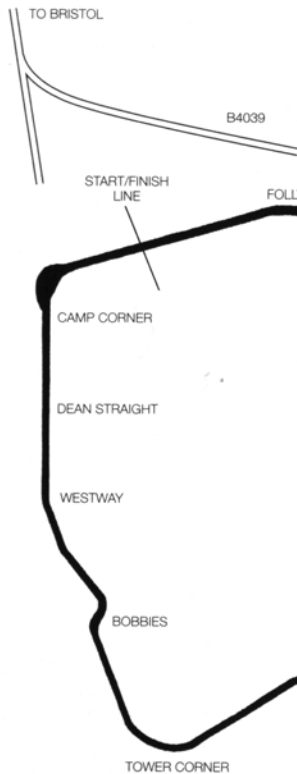
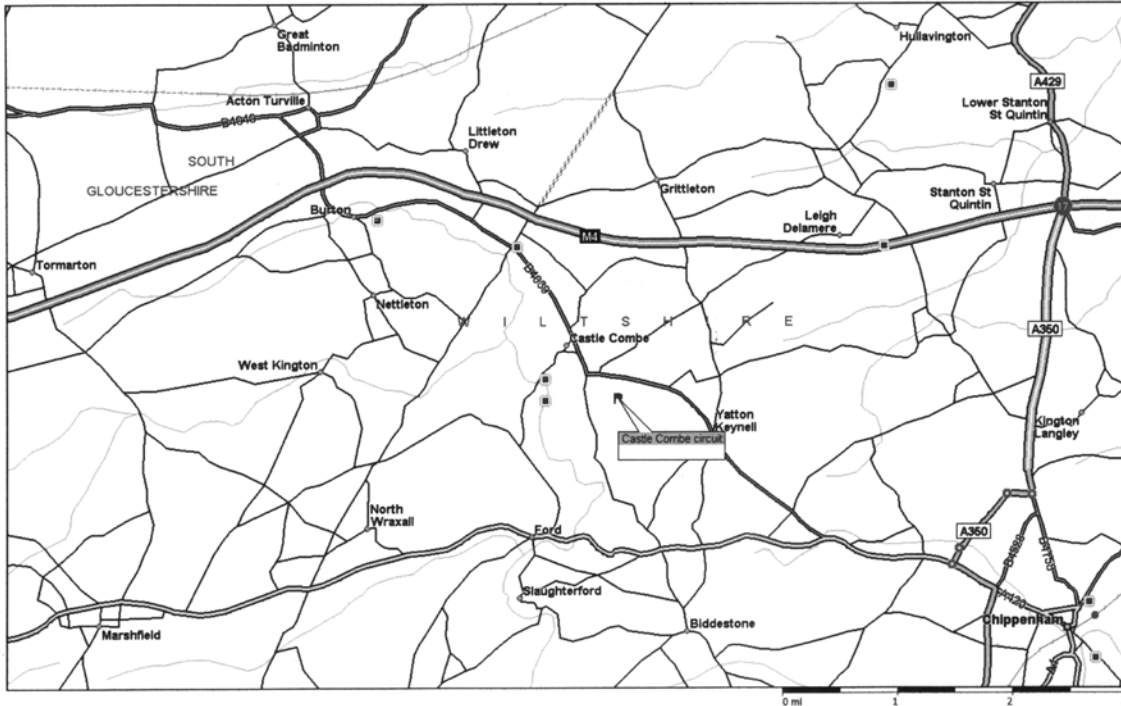


Castle Combe Racing Circuit – Sprint Course 1.85 miles

5 miles North-West of Chippenham, Wiltshire



CASTLE COMBE

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Situation: 5 miles north-west of Chippenham, Wiltshire.

Length: 1.85 miles. **Number of starters:** F3000 & F2 – 26; FIA Touring Cars, Current FIA F3 and Single Seaters over 2000cc – 28; Single Seaters up to 2000cc except current FIA F3 – 35; Other Classes – 38.

A challenging and very fast circuit if rather bumpy in parts. The track suffered from bad publicity some years ago due to the speed of the cars and the small runoff areas and this led to the construction of the two chicanes and improvements to the outside of Camp corner.

As with other race circuits Sprint events are usually run as a single 2 lap practice and at least 2 standing start single lap competitive runs.

From the start up through the gears towards probably the most difficult corners, Avon Rise and Quarry. Just after the start there is a small right curve called Folly which can be ignored on a standing start but a line needs to be taken on a flying lap.

Avon Rise and Quarry – Essentially the approach to Quarry corner is Avon Rise. There is a brow right in the middle of Avon Rise and therefore braking needs to be done before or after the brow, or probably a little of each. If you brake over the brow the brakes will lock when the car goes light with later consequences in Quarry. Once over the brow keep to the left of the track and turn into Quarry slower and later than you might initially think as the bend is more than 90 degrees. Definitely a slow in fast out corner with a late apex and use the width of the track on exit to build up speed. A short distance later you reach the first of the chicanes,

The Esses – Both the chicanes can be a little difficult to spot as your eye is following the line of the old circuit. Look for the corner indicator boards the first time round. The exit of the Esses is important as a straight follows, so slow the car down and take a late and tight apex on the first marker post, slightly exaggerate this element and then progressively power through the second part, again taking a tight apex.

If you miss the turn in and go straight on, there is a gap in the cones despite the initial appearance and so proceed through – do not be tempted to turn round as there will be other cars on the track – and you will incur the wrath of the Clerk of the Course !

On the exit of the Esses the car will naturally run to the outside of the track, it is important to pull the car back towards the left side for

Old Paddock – If you have the car in the correct position this right hand curve should be taken flat although a line is essential with a fairly late apex. A straight follows where you have time to build up speed and gradually bring the car to the right of the track ready to take a line through the left curve at

Hammerdown – It is not necessary to brake for this bend, just keep the power on and take a line through which will leave you on the left side of the track ready for

Tower – The run to Tower is slightly downhill so progressive and firm braking is required but don't leave it too late. The corner itself is quite awkward as it is partially off camber and more than 90 degrees. The apex is a long way round, marked by a drain cover so a late turn in and progressive power once the apex is spotted. The second chicane follows shortly, actually before you are expecting it so be ready

Bobbies – Although only a short distance after Tower it is necessary to brake and once again the exit speed is important due the next straight. This chicane is a little tighter and narrower than the Esses and too fast an entry speed can lead to

a visit to the field or a spin mid corner. As with the Esses exaggerate the first element in order to put the power on through the second. At the exit is

Westway – This is now relegated to a right curve which can be taken with full power on. Beware the bump on the inside if you take it too tight. Now enjoy the fast run down to

Camp – A fast, downhill and bumpy approach to this corner. It is difficult to ‘sight’ the apex as the curb turns before the corner proper. Use the pit entry road or the yellow line leading to it to judge braking and then look for the white back of the grid markings to judge the turn in. The wisdom seems to be that the second to last grid markings are the turn in point but this is a matter of trial and error. The exit of the corner is considerably wider than the entry so a lot more speed can be carried through than you would dare on your first run. Be aware of the early false apex and go for it across the finish.

After the finish be ready to brake firmly as they use the exit of the pitlane as your route back into the Paddock to ensure that you have a full lap.

Not the easiest circuit but rewarding when you get it right.

PB 2004