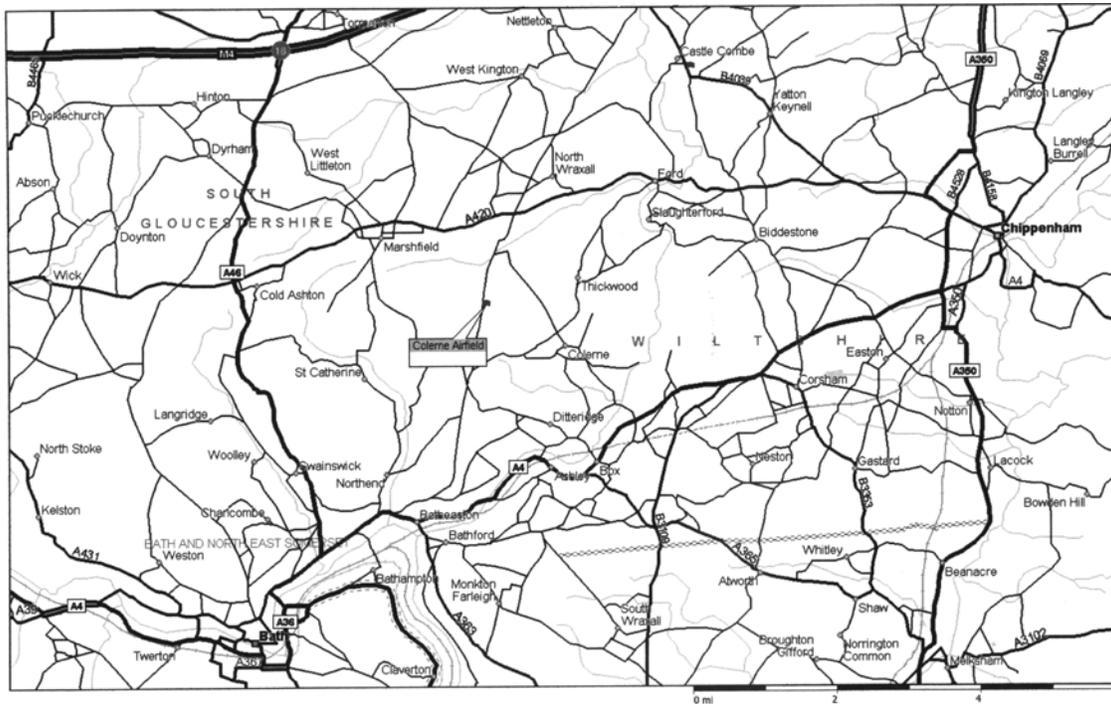


Colerne Airfield – Sprint Course 1.0 Kms

173/800720 RAF Airfield, off unclassified road between Colerne and The Shoe,
4 miles West of Chippenham



As the name implies this sprint venue is on an airfield using a combination of runways and taxiways with the corners fashioned with cones. It is most important therefore to walk the circuit and take these notes as guidance only as the organizers have a habit of reprofiling the corners by moving the cones. For example both the first corner and the location of the finish had been changed on my last visit.

The track is inherently very fast but trying to find good lines through the corners takes time partly because of the width of the main runway section but mainly because there are so many cones it is sometimes difficult to spot the start of the corners if the ultimate speeds are achieved.

From the start up through the gears to Post 1 – There appear to be 2 alternative layouts for this and the next corner Post 2A and 2B.

In both cases Post 1 is a relatively tight right hander which requires a firm application of the brake and possibly a little slower entry than you might initially consider. The traditional layout is a short straight followed by a looping right hander pushed wide around Post 2A and 2B and then back to the right side of

the main runway straight. In this configuration get the turn in for 2A and then get the power down as soon as possible as a very long straight follows.

On my last visit although Post 1 was the same there was no wide corner at Post 2A with the track just following the natural line of the tarmac. In this configuration on exit from Post 1 apply the power early, sight the cone on the inside of the track at Post 2A and let the car run in an arc to this point. Don't hold the car too tight as you will not be able to apply all the power.

In either configuration the straight following is long and fast (faster of course without the wide 2A) and there is time to contemplate your speed and how fast you can really take the next corner at

Post 4 – With the approach speed this is the corner that can be most difficult to spot accurately as you have cones in front of you across the track and to your right which then blend into the entry to the corner. On the last visit (in a 3.9 +8) this corner could be taken flat by the end of the day – but don't blame me if they have moved the cones in the mean time !

Post 5 – requires some heavy braking, especially if you were brave on the last corner. The left curve to Post 6 is long and progressive so don't turn in too tightly but use the road width out of Post 5 and gradually blend in as the turn progresses. At

Post 6 – they have now manufactured a straw bale chicane and shortly after cut the corner at

Post 7 – The chicane can be tight so some firm braking is required and the entry to the new corner at Post 7 is awkward so keep the entry speed down and try to build up through it.

At the last visit the Finish was just before Post 8 but alternatively the track can be extended round the taxiway at Post 9. In this latter case you can actually take the corner as a double apex or as a single corner with an apex right round the bend (like the final bend at Curborough)

A good circuit for a try out as there is plenty of runoff area and a good place to get the 'feel' of the car – but takes nerve to go really fast.