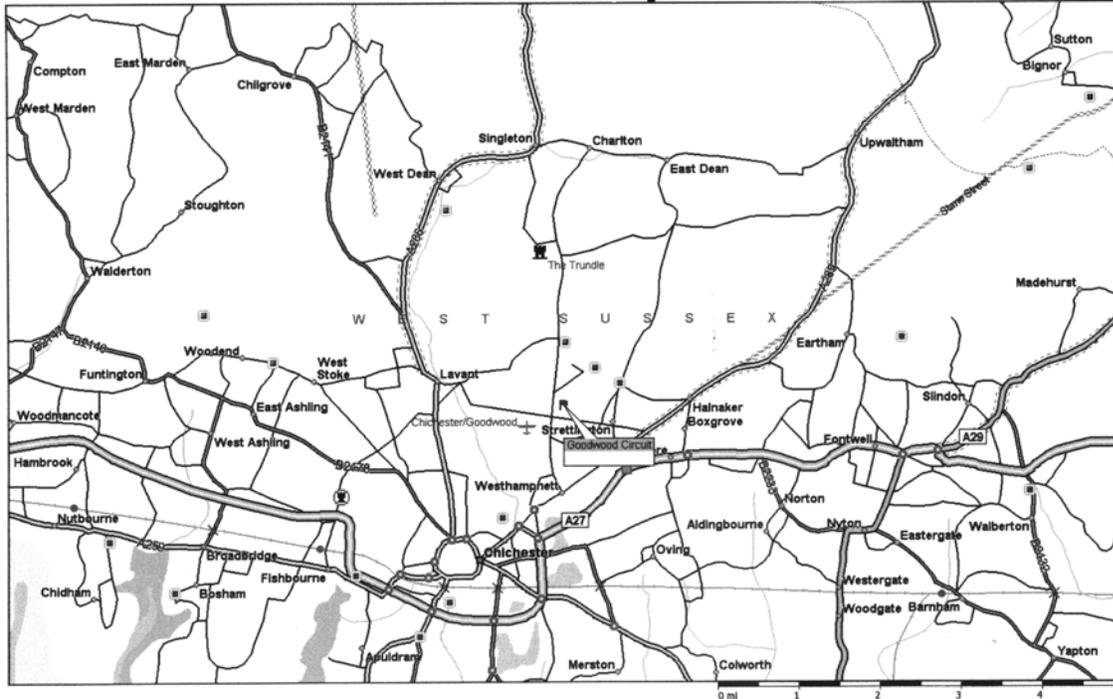


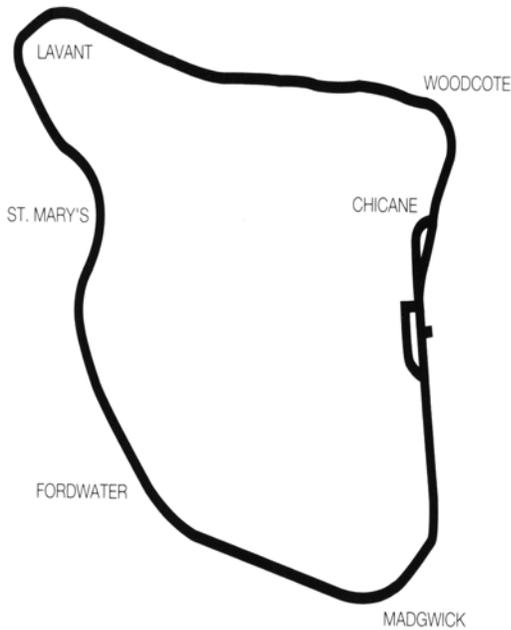
Goodwood – Sprint Course 2.4 miles

2 miles North-East of Chichester, West Sussex



GOODWOOD

Address: Goodwood Motor Circuit, Goodwood, Chichester, West Sussex PO18 0PH.
 Telephone: 01243 755060. Fax: 01243 755065. Situation: 2 miles north-east of Chichester, West Sussex. Length: 2.4 miles. Number of starters: 30. Historic racing.



The Goodwood circuit is a real classic and is of course home to the annual 'Revival Meeting'. It started life as an airfield perimeter road from which it derives its high speed shape.

Although it is a fast circuit it is wise to perfect the lines and build up the speed during the day. The learning process is helped by the permanent apex marker posts on each corner, these may not suit your car exactly but are very useful reference points.

Sprint events are usually run as a single 2 lap practice and at least 2 standing start single lap competitive runs.

From the start you build up speed and are confronted by

Madgwick – a fast and fairly blind double apex right hander. From a standing start it should not be necessary to brake although at least a lift of the throttle is probably required. Don't be put off by the bumps and don't feel you have to be tight to the first apex. You should be able to hold a constant radius through the two parts of the corner to connect with the second apex. Use the width of the track on the exit to build up speed in readiness for

Fordwater – Flat out for most but build up to it and don't lose concentration as a smooth line through the apex, on a small crest, is vital.

St Mary's – After the dash down from Fordwater the road curves to the right before the (left hand) corner itself and it is very tempting to brake too early. You should be able to carry speed through this first element but then be prepared for some firm and progressive braking as the entry to the corner is slightly downhill. There is a late apex on the corner as the camber drops away on the exit, be careful but let the car 'run'. Get the car back to the left side of the track in readiness for

Lavant – Like Madgwick a very important corner as it leads into another long straight. This is a double apex tight right hander. You should be flat on the throttle through the second part of the corner and therefore it is important to get the car balanced for the first part and progressively accelerate taking both apexes in virtually a constant radius – then enjoy the huge Levant straight.

Woodcote – Judging the braking point for the corner after the speed of the Levant straight is difficult, there are various track surface changes at the end of the straight and it's best to work out your braking from these. Woodcote looks like two right bends however it is not necessary to take a line through the first part, just cut the corner which improves the approach to the tighter second part. Although a lot of speed needs to be lost, once the car is turned into the main part of the corner, power can be progressively reapplied for a relatively brief 'squirt' before

The Chicane – A dab of the brakes should be sufficient as it is only a brief distance after Woodcote. Once again a lot of speed can be carried through but precision is needed with the car placed tight to the apexes. If anything slightly exaggerate the first part in order to straight line the second- this is especially important if you are doing a further lap as the long start/finish straight is immediately afterwards. The Chicane can get a little slippery so watch the back end of the car and the rumble strip on the exit. It is a shame that the Chicane is there but it is not a modern imposition- even in the early days they needed to slow the cars before the pits.

Overall a fabulous circuit which requires smooth driving and 'gentle' hands. Keep the speed up and use all the track by letting the car 'run' out of the corners.

Have Fun.