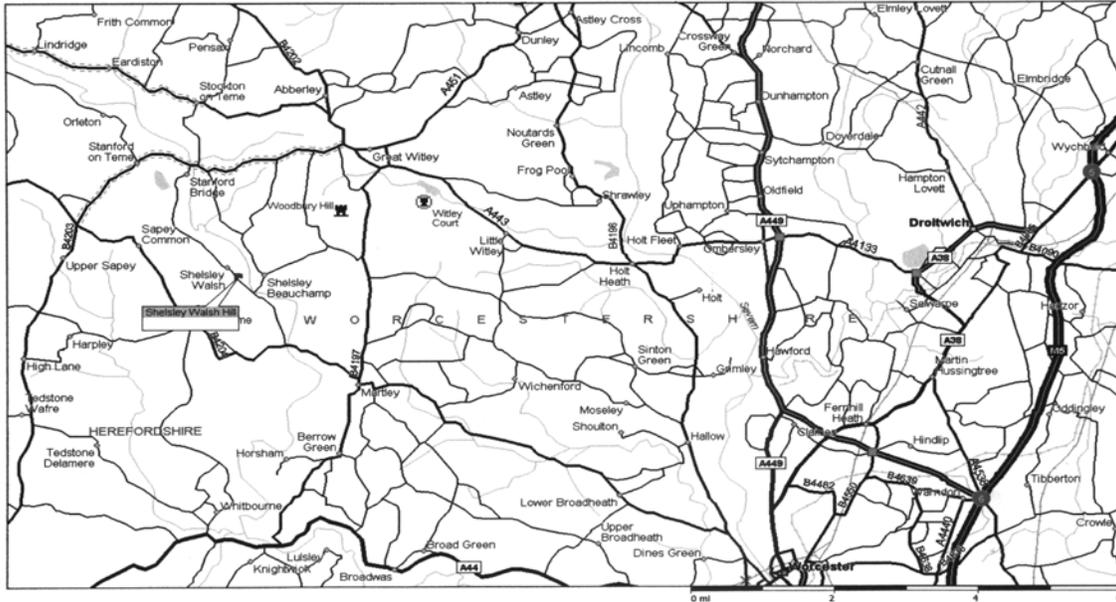
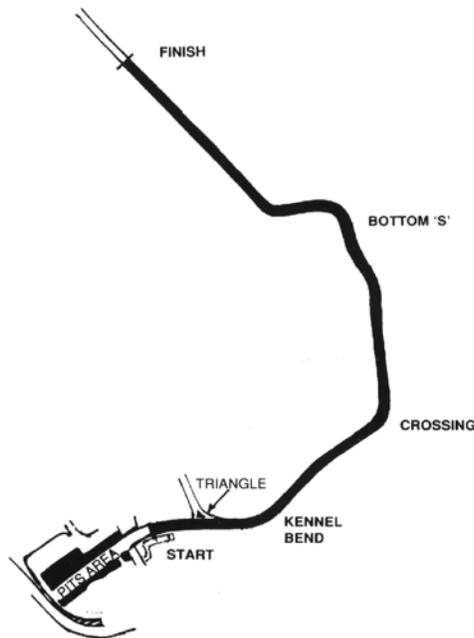


# Shelsley Walsh – Hillclimb – 0.914 Kms

138/721631. 10 miles North-West of Worcester. Approached by B4204 from Worcester



This is the oldest motor sport venue in the World still in current use. It is steeped in history, and the atmosphere, particularly at British Hillclimb Championship meetings, is unique. It is not so technically challenging as Prescott or Loton, but it is fast: and the difference between doing a quick time and coming off is small.



Some people find it intimidating. It is lined with high banks and (for part of its length) a drop into a small valley, and if you do have a moment, there is nowhere to go. If you only ever drive it once, do so. It is a hill that ranks alongside the best in the Country.

At the start, keep your car well over to the right of the track, and angle it slightly to the right. This may appear to be the wrong direction, but you are trying to make a straight line from the start all the way to the entrance to the first bend. The start is uphill and the line is to clip the grass on the left just under the commentary box (and grab 2<sup>nd</sup>) and then, as the track veers slightly to the right, clip the grass on the right opposite the entrance to the return road. This will put you on the right side of the track for the entry to "Kennel". This is the most important bend on the hill. You must attack this and go through as fast as possible. You must be aggressive here. Speed that you generate here, you will carry all the way up the hill to the Esses. Kennel looks innocuous, but getting it right is the key to a quick time. The car will understeer all the way through the bend and you will exit well over to the right. If you are not understeering, you are not going fast enough! Don't look at the bank on the right or the Recticel barriers, concentrate on the exit, because there is a right hand kink before the left hand bend at "Crossing". Kennel is taken more or less flat out in everything except the most powerful +8 cars, and you should keep the throttle floored through the kink, where you take 3<sup>rd</sup>. Keep the car well over to the right on the entrance to "Crossing", but as you go through the bend stay in the middle of the track. If you are too far over to the right the camber will drag you into the bank, and this will give you a very nasty fright. At this point you should be doing about 70 - 80 mph. You now have a straight with a left hand kink. Take this flat out and keep on the power until you are halfway between the two drain covers on the right side of the track. Don't brake too early, the track is very steep here and you will lose speed quickly just by lifting off. Try this in practice to gauge your best braking point. There is a speed trap on the entry to the "Esses". You should (in a +8) be doing about 95mph at this point.

The first bend of the esses is a 90 degree uphill left. Keep your entry wide and get the car over to the left side of the track ready for the second (righthand) bend. The camber on the inside of the left hand (first) bend is helpful and will hold you in to the apex. However, if you misjudge your speed, using this line will throw you over to the right of the track, and this will put you in entirely the wrong position for the top (right hand) esse bend.

This second bend is the more important of the two as it leads onto the finishing straight. Give the car a jab of power between the two bends and try and make your turn into this right hand bend early. This is well before you can see the exit, so practice is what you need. Turning early will give you the advantage of having the car straight as you go over the bump on the brow of the corner, and allow you to have more or less full power on as early as possible. The only thing to watch, using this line is the famous drain cover on the inside of the bend. You should avoid driving over this, as it unsettles the car badly. Try and just miss it. (When you drive down the hill after you have done your run, drive over this cover and see just how it bumps you around).

You have now got a straight blast up to the finish. Keep on the power well past the line as the temptation to lift off will cost you on such a steep hill. Also the surface on this straight is bumpy and the car will weave about a bit. Once over the line, stand on everything as the holding paddock comes up quickly and you should (in +8) be doing a good bit over 100 mph across the line.

The outright Morgan record is 31.3 seconds. If you are doing a high 33 or a low 34 second (+8) run you should feel pleased. Good luck and enjoy yourself.

