



# DRIVE IT.

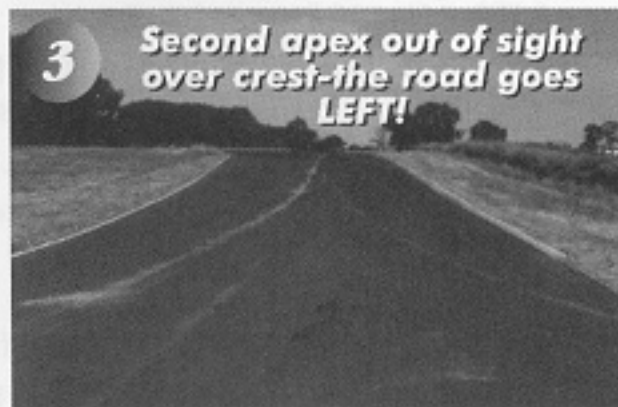
Unlimited ModProd class record-holder on the original, single lap Curborough course



**1** To be, or not to be - on the startline rubber, that is.



**2** First apex for the long left - the bollard's at the end of the white line



**3** Second apex out of sight over crest - the road goes LEFT!



**7** "Straight Line" the braking area for the tight left Round the 'Molehill'



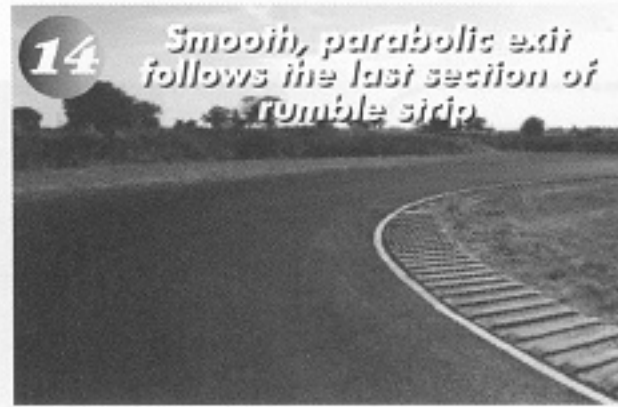
**8** Wide approach to the tightest bend on the course



**9** Keep tight in on the exit



**13** Head for the end of the rumble strip



**14** Smooth, parabolic exit follows the last section of rumble strip

**C**urborough; 'The Home of Club Motorsport' and an ideal starting point for anyone considering taking part. I cut my teeth here just three short years ago, and I'm still learning. The 'short course', described here, is just 900 yards long though a 1557 yard '2-lap' course is also available. The venue is used regularly during the summer months with sprints on most Sundays, car club meetings on Saturdays and some evenings, mid-week test sessions and instruction evenings once a month held by Shenstone and District Car Club. This is one of the few courses where the beginner can get in some essential mileage, and the experienced competitor can achieve consistent value-for-money testing.

We'll assume that the essential pre-race preparation (like, why did I have that last pint in the pub, or why didn't I have an early night) has been carried out and that we have signed on, passed scrutineering, and made it through the paddock gate on our way to the

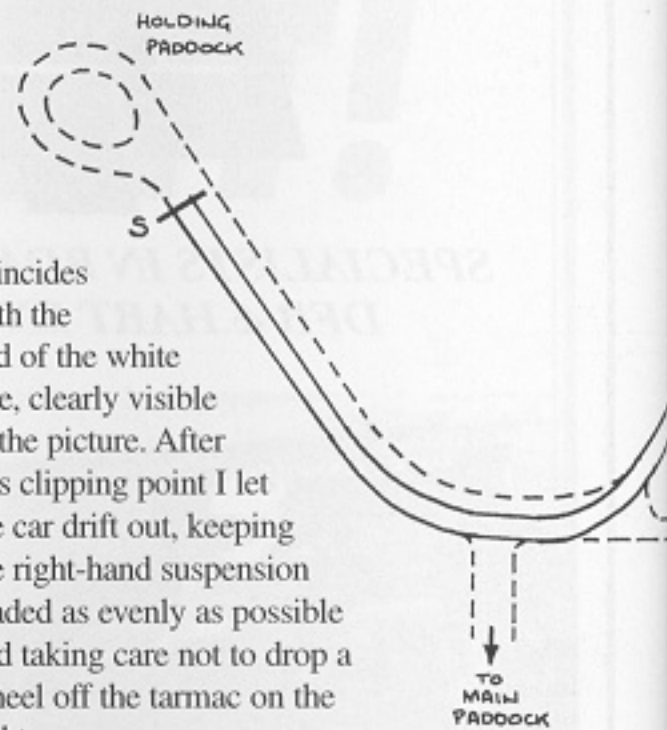
holding area. This is a good time to run through a few checks. Is the water and oil temperature OK? Do we need to generate any heat into the brakes, or do they work from cold? Hopefully all is well now, as the marshals are calling us to the start.

With engine, tyres, brakes and driver at optimum temperature the obvious, but essential, thing is to present the car in the correct position on the start line, pointing in the intended direction of travel and with the front wheels straight. If the track is wet, there may be more grip if you move across from the normal starting position and straddle the rubber on the road.

Leaving the line - drivshafts permitting - I coax the car over to the right-hand side of the track. The third and last bollard on the left (if it's on the right you have problems) is the first clipping point of this long, double apex left-hander. Note that the removable bollards were not in place when the pictures were taken, but the critical third one along

coincides with the end of the white line, clearly visible in the picture. After this clipping point I let the car drift out, keeping the right-hand suspension loaded as evenly as possible and taking care not to drop a wheel off the tarmac on the right.

Over the rise I continue the smooth line to the left, taking the second apex very late and compromising this part of the corner to gain more speed through, and out of, the following much tighter right-hander, where I just clip the end of the rumble strip. The fairly short back straight comes next and then it's a short stab on the brakes, left footed if you are that way inclined, before the right kink, leaving enough of the very short straight before the chicane to brake



# CURBOROUGH

MARK WALDRON dispenses a few tips on how to tackle Shenstone and District Car Club's popular Midlands sprint venue.



**4** The second apex is now visible-leave it late if you want to get round the following right-hander



**5** Clip the end of the rumble strip on the right hander



**6** Heading for the chicane-more grip here now!



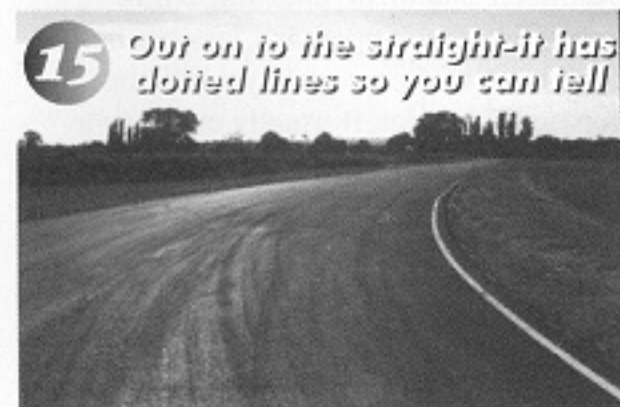
**10** Get the power down through the right-hand sweep



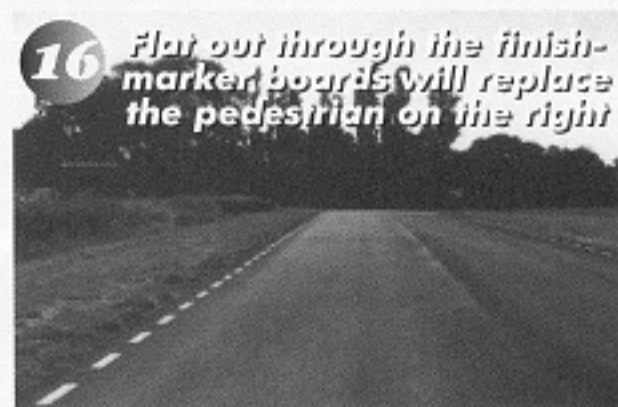
**11** Hairpin approach-leave the braking late



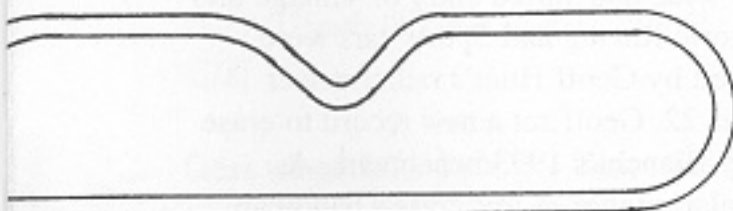
**12** Late, wide turn in to hairpin, where paint line kinks on the outside



**15** Out on to the straight-it has dotted lines so you can tell



**16** Flat out through the finish-marker, boards will replace the pedestrian on the right



heavily for the tight left-hander round the 'molehill' (and in the Tuscan I mean heavily - the footbrace on the bulkhead is a great advantage!). There's a lot more room on the exit since the track has been resurfaced, so keeping tight in to get the power on early out of Molehill I can then use most of the Tuscan's adequate horsepower through the right sweep and on towards the all-important - and difficult - top hairpin.

There seem to be many theories on how to tackle this corner, and they obviously differ with the machinery you're driving. The one that usually works for me is to brake very

late, staying wide, so that the rear of the car becomes unsettled on turn-in. It moves out, scrubbing off more speed and turning the nose in. I believe that exit speed here is of prime importance, and with a smooth parabolic exit curve following the last section of the rumble strip, progressive application of throttle will gain maximum speed on to the finish straight.

Maintaining concentration on the straight, so as not to miss a gear, it's flat out through the finish line before braking and taking the right-hand lane back to the holding area. You can take the left-hand one in emergencies, though slowing down (in the Tuscan, at least) is not usually a problem as there's plenty of room. I try to keep to the right of the bollards, to avoid panic amongst the startline marshals!

It's as easy as that. But wouldn't it be great to achieve that perfect run at Curborough - just once.... ■

31.95sec round Curborough is pretty quick in a Modified Production car. But it's just one in a whole string of record times set by Mark Waldron in his potent 5-litre TVR. The ex.Gerry Marshall Tuscan Challenge machine, with backing from Team Central TVR and Streber Engineering, is one of the quickest ModProd cars in speed events - as demonstrated by Mark's overall class wins in both the Ricardo Leaders and the Clark's Group Midland Hillclimb Championships in 1996.

As Speedscene readers will know, Mark was also the consultant engineer in charge of Curborough's much needed and highly successful resurfacing exercise this year - who better, then, to explain the quick way round Britain's most frequently used speed event venue.