



Spa-Francorchamps Turn by Turn Circuit Guide



Date: 24 April 2011

# Circuit de Spa-Francorchamps, Belgium

August 27-29, 2010 | 13<sup>th</sup> of 19 races



44 laps x 7.004 km = 308.176 km

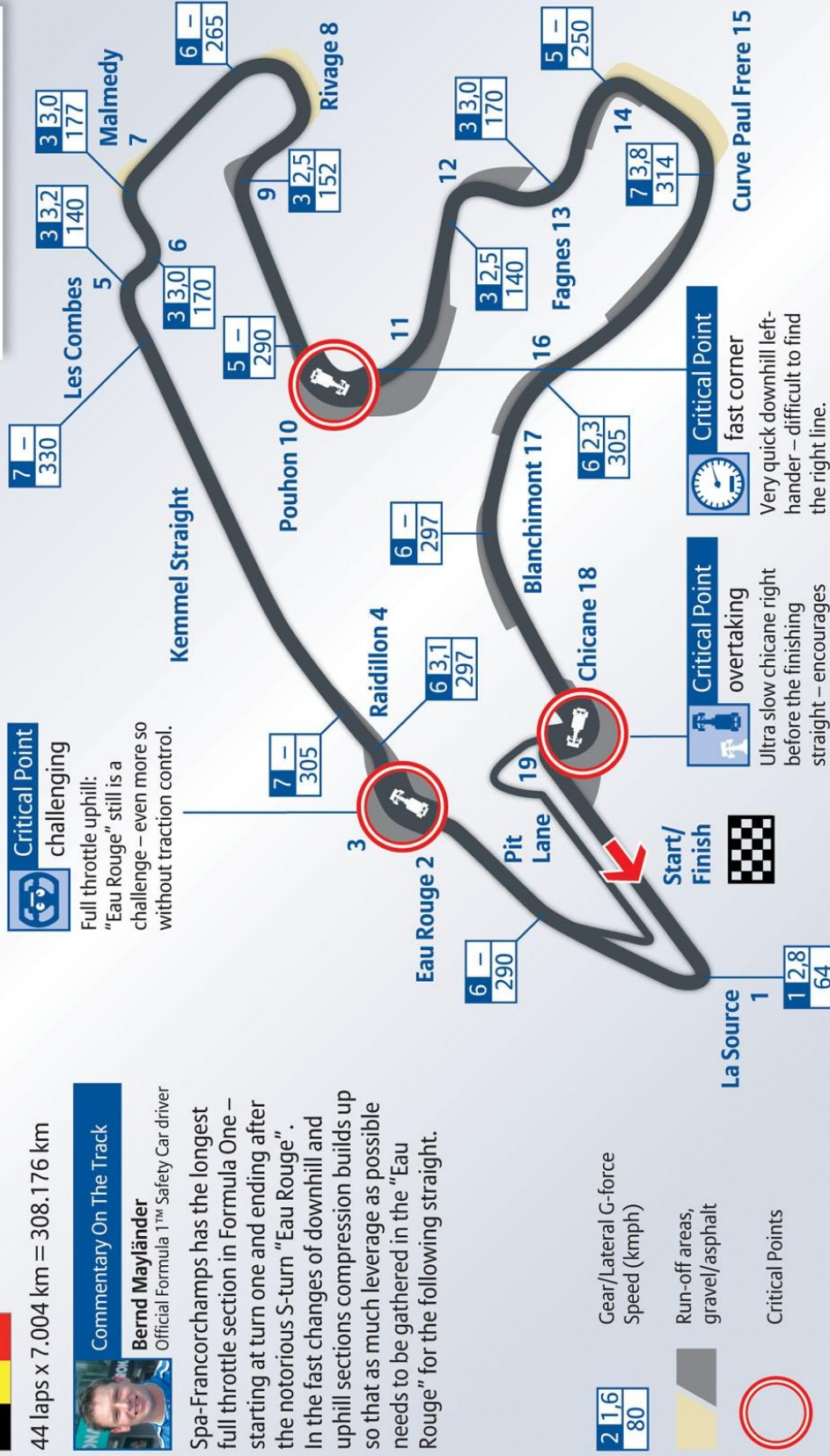


### Commentary On The Track

**Bernd Mayländer**

Official Formula 1™ Safety Car driver

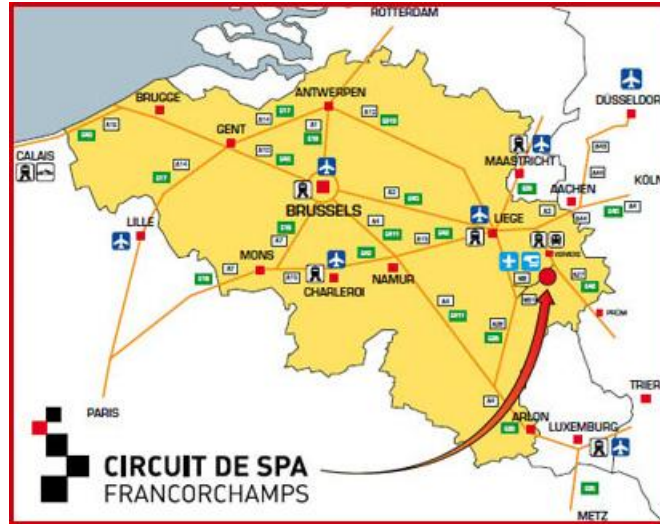
Spa-Francorchamps has the longest full throttle section in Formula One – starting at turn one and ending after the notorious S-turn “Eau Rouge”. In the fast changes of downhill and uphill sections compression builds up so that as much leverage as possible needs to be gathered in the “Eau Rouge” for the following straight.



Status: January 06, 2010

<http://sponsoring.allianz.com>

This roller-coaster track, located approximately 50km south east of Liege, courses along the contours of the Ardennes Mountains with a beautiful natural flow. It contains every conceivable challenge a Grand Prix driver could wish for and arguably the world's toughest corner. Eau Rouge has been neutered a little now it is flat-out in all conditions but it is still a thrilling challenge.



Map of Belgium showing the location of the Spa circuit

There are two pit lanes at Spa with the most common one being used being the GP one but some track days and a lot of races use the endurance pits. This guide will start from the exit of La Source looking up Eau Rouge for the first time, see picture below.



Photo taken during Spa trackday showing pit lane exit onto Eau Rouge/Raidillon, July 2010

Exit La Source down hill absolutely flat out and brake as little as you dare going into the left hander. Keep to the left until just after the apex before starting right, this should ensure you stay settled in the

very base of the dip. You're now travelling up hill, try and stay off the painted lines on the left, during a race all four wheels over these lines will result in a drive through! The apex is later than you may expect so don't start to turn too early. If you get it right you'll carry maximum speed into Kimmeline Straight.



Photo of Kimmeline Straight, taken from wikipedia.org

Finally at the end of Kimmeline it's the right left of Les Combes which is pretty simple followed by the 90 degree right of Malmédy. It's then flat out up to another major corner that can cause a lot of problems, Rivage 1, A 180 degree right hander with a lot of negative camber on the outside so a late turn in and tight apex are important to avoid that camber.



Photo showing Rivage 1 (right corner) followed by Rivage 2 on the left, taken from simracing.pl

Exiting Rivage 1 you're going down hill dramatically into Rivage 2 a left hander that claims a few cars on the exit if not respected. We're now into a real butt wrencher, probably the biggest corner for accidents on the circuit, Pouhon. Extremely fast and although plenty of run off on the exit, cars tend to reach the barriers. It's important to get a smooth, fast entry but a tight and disciplined exit. Getting Pouhon right can be extremely satisfying and somewhere that the driver rather than the car really shines.



Photo showing double left at Pouhon corner, taken from sportfahrschule.de

Next it's into the fun right then left that is Des Fagnes and a chance of a breather. Get over to the left on the exit in time for Stavelot. Stavelot is in fact 2 corners aptly named Stavelot 1 and Stavelot 2. 1 is a 90 degree right hander with a slight dip that rolls into another 90 degree right hander for S2, keeping up speed in this complex is important. In an Elise you need all the speed you can get for the long run down to Blanchimont. There's a small left hand turn just before the main corner which most will take flat out. A late turn in hitting a late apex should ensure braking isn't required.

Now heavy braking into the right, left, right that is the new 'fidelity' bus stop. Important to keep off the green matting in the wet as it's slippery! The GP pit lane entrance will now be on your right. A simple right left which is flat then brings you onto the start/finish line for the uphill run to La Source. La Source is great fun and if not racing time for a little back end out for the camera. Important to go in slow and get the power on early, the new La Source has a fair amount of run off on the exit unlike the original which sucked you into the wall. Now on to the steep run down to Eau Rouge for another great lap.



Photo of the downhill start line just before Eau Rouge, taken during Spa trackday, July 2010.