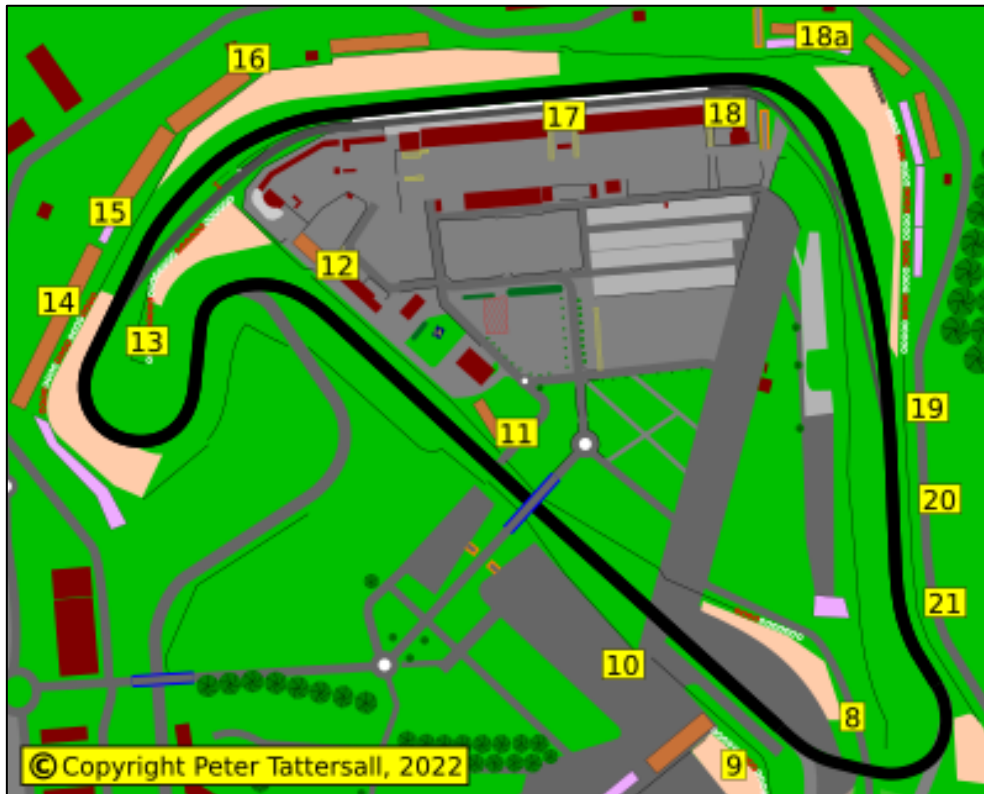


Silverstone: Marshal Posts

The marshal posts for each configuration are shown separately.

Please note that, due to time restraints, I have not completed the guide. It is in a state where all posts are described as accurately as possible and the guide is of genuine use. I am about to visit the circuit to finalise updates. Where I am not happy, the notes are highlighted in **red text**, of which there is not too much.

National Configuration



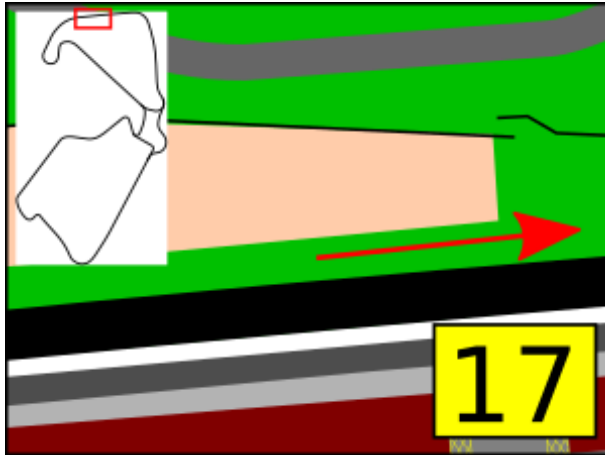
Not all marshal posts are necessarily in use. As a minimum, each post should be visible to the marshals at the next post, in both directions. For example Post 10 can see posts 11 and 9.

The green flag lap is a sighting lap and one of its intended uses is for the driver to learn the position of all manned posts.

Above is a map of the circuit, showing the marshal posts for this configuration. Below, they are described in more detail.

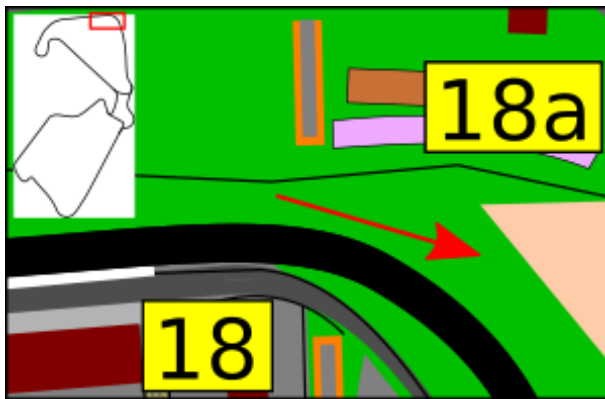
Note that the positions are a guideline only. Whilst every effort has been made to ensure accuracy, there may be mistakes or updates since the guide was created. Any feedback is appreciated.

Note: I have created these notes whilst studying Google Maps. It is my intention to walk the circuit and speak to marshals before finalising these notes (and removing this comment).



Marshal Post 17: National Pit Straight

Just after the start line, there is a gantry. The post is by it, on the right (pit wall-side)

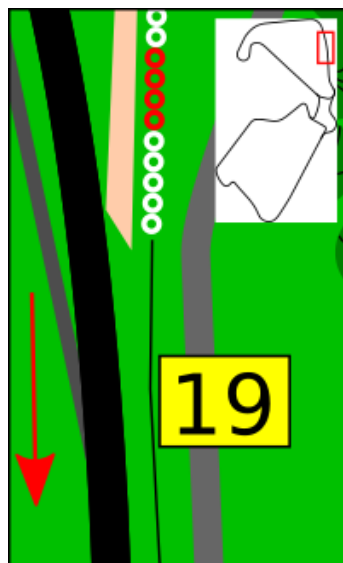


Marshal Post 18a: Copse Repeat Pit Wall

This has the same job as .Post 18. It is located on the right, pit-wall side, just as the point where the pit garages end.

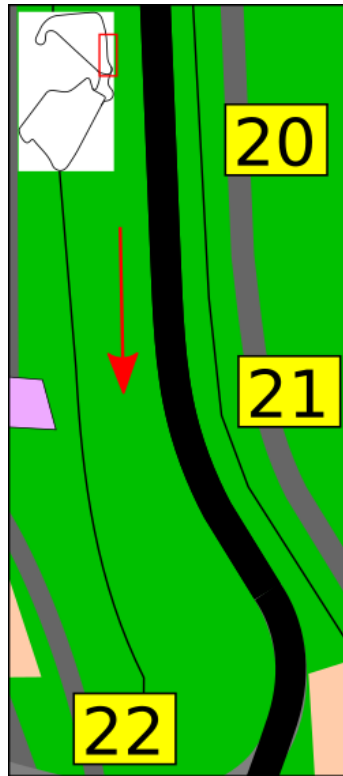
Marshal Post 18: Copse In

On the left, just after Copse begins to turn. It is sited just after the start of the grandstand.



Marshal Post 19: Copse Out

On the left of the track, just after the run-off area and opposite the pit exit.



Marshal Post 20: Maggots,
 Marshal Post 21 Becketts

I'm not confident that these are located correctly, but the diagram matches official information. They seem too close together and the positions don't reflect the corners that they are named after.

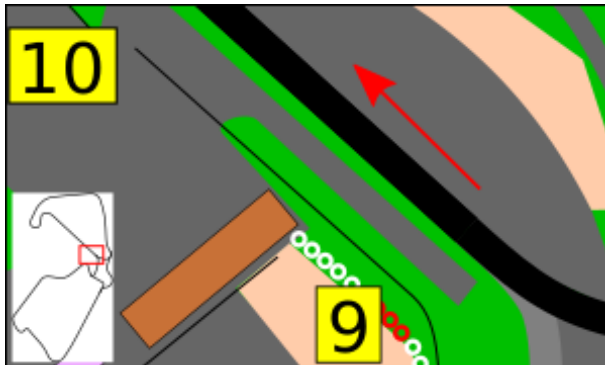
I'm guessing that Marshal Post 20 is incorrect and Marshal Post 21 should be Marshal Post 20. I also think that Marshal Post 21 is at the bottom right of this picture. New details will be recorded as a priority.

Marshal Post 22 Magotts

This is listed as Becketts, but it is at Magotts.

I don't think this post exists, as it looks to be of relevance only to the National configuration, is isn't listed as such on the MP site. Hence it is not shown on the following image.

On turning right at Becketts, this post is on the right, just after the exit kerbing.

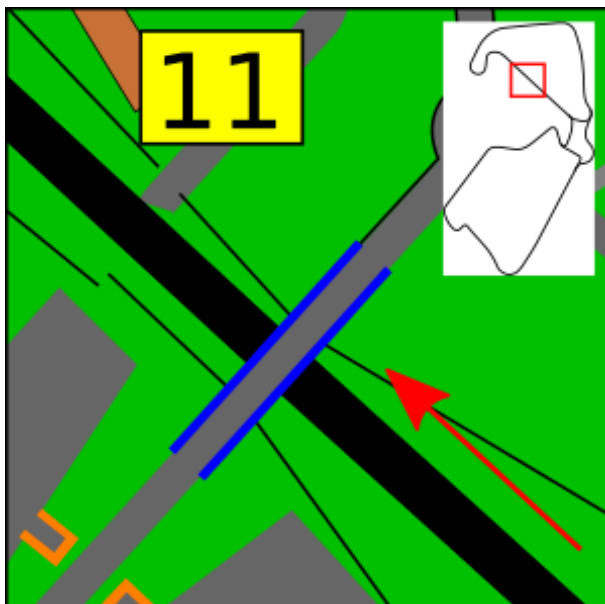


Marshal Post 9: Aintree Out

As the circuit merges back onto the GP configuration, the post is on the left. While passing through the link, it can be seen to the left of straight ahead.

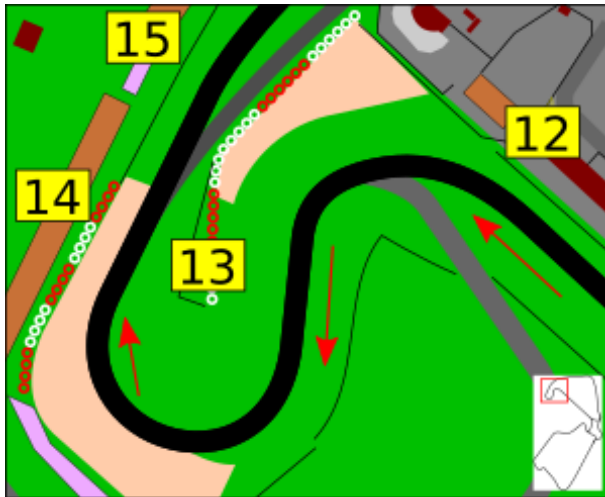
Marshal Post 10: Wellington Straight

On the left, about midway between the previous post and the bridge.



Marshal Post 11: Oggies

On the right just after the bridge.



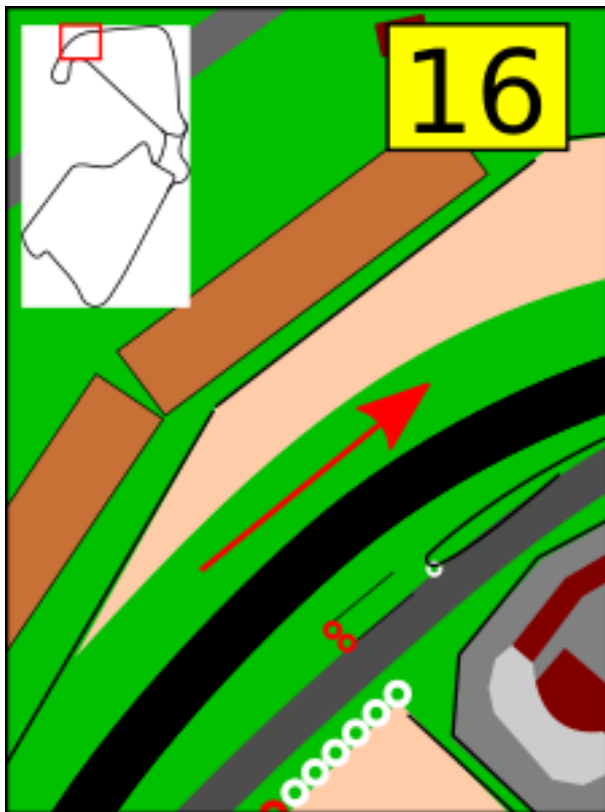
Marshal Post 12: Brooklands
On the right, opposite the end of the entry kerbing.

Marshal Post 13: Luffield In
On the right, in the middle of the 'island'.

Marshal Post 14: Luffield Out
On the right, midway between Luffield exit and the pit entry. It is about two-thirds of the distance down the grandstand.

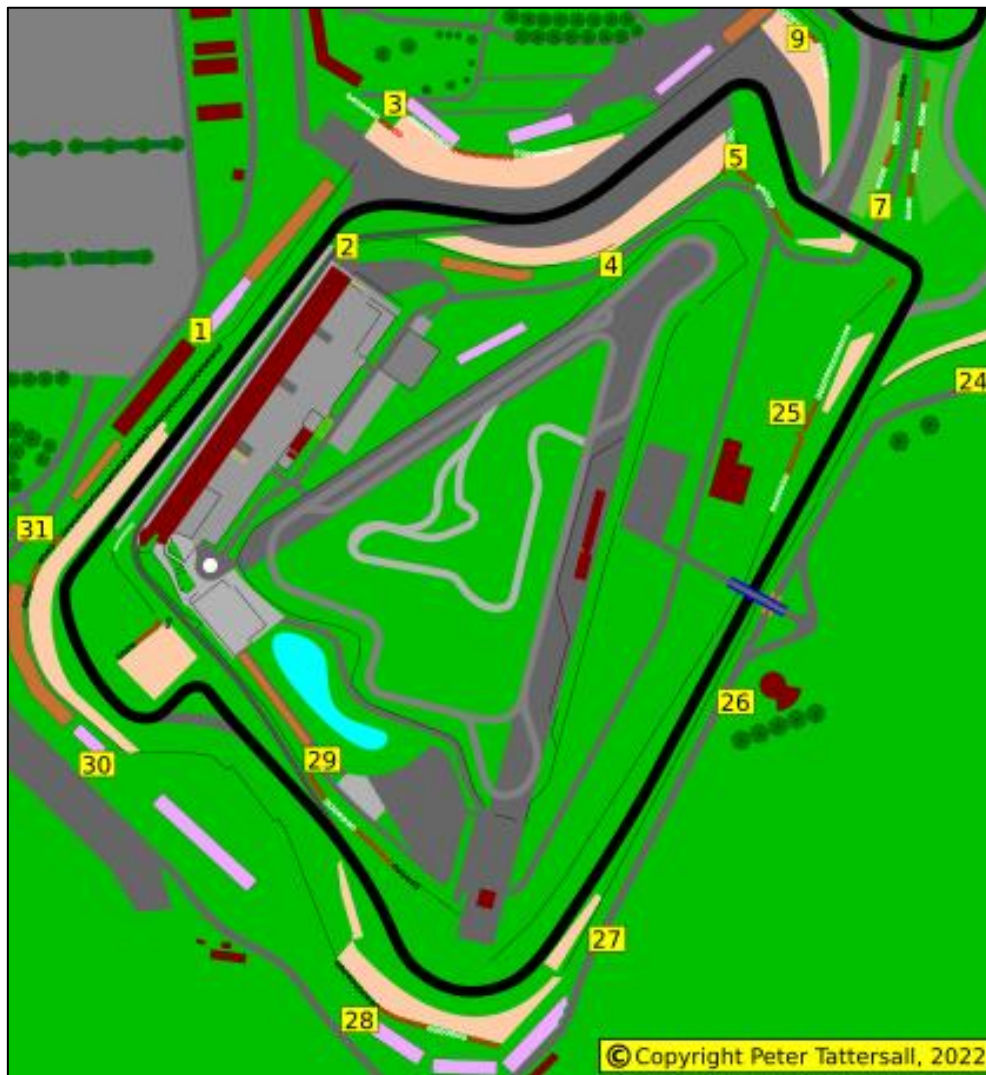
Marshal Post 15: Woodcote Approach

I suspect this post is no longer in use. It appears to be on the left, almost immediately after the previous post, just after pit entry.



Marshal Post 16: Woodcote
On the outside left, at the end of the grandstand.

International Configuration

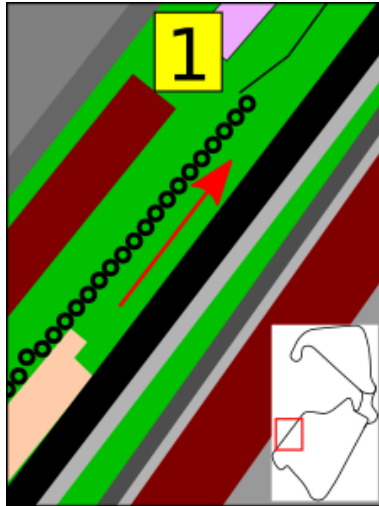


Not all marshal posts are necessarily in use. As a minimum, each post should be visible to the marshals at the next post, in both directions. For example Post 26 can see posts 25 and 27.

The green flag lap is a sighting lap and one of its intended uses is for the driver to learn the position of all manned posts.

Above is a map of the circuit, showing the marshal posts for this configuration. Below, they are described in more detail.

Note that the positions are a guideline only. Whilst every effort has been made to ensure accuracy, there may be mistakes or updates since the guide was created. Any feedback is appreciated.

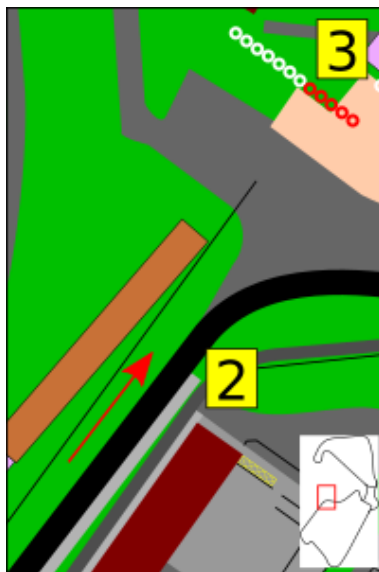


Marshal Post 1: International Pit Straight

On the left, just after the Start/Finish line, by a break in the armco. It is alongside a strip of tarmac that juts out from that break, to the circuit.

Marshal Post 2: Abbey In

On the right, just at the end of the pit building (Silverstone Wing). Opposite the post is the end of an access road junction. The post also serves the pit exit.

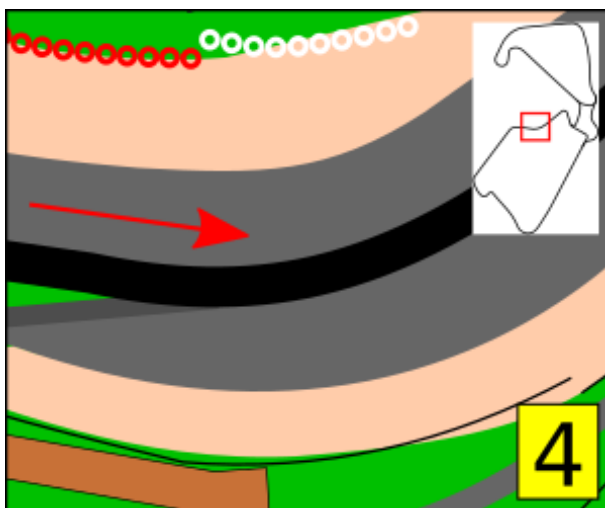


Marshal Post 2: Abbey In

On the right, just at the end of the pit building (Silverstone Wing). Opposite the post is the end of an access road junction. The post also serves the pit exit.

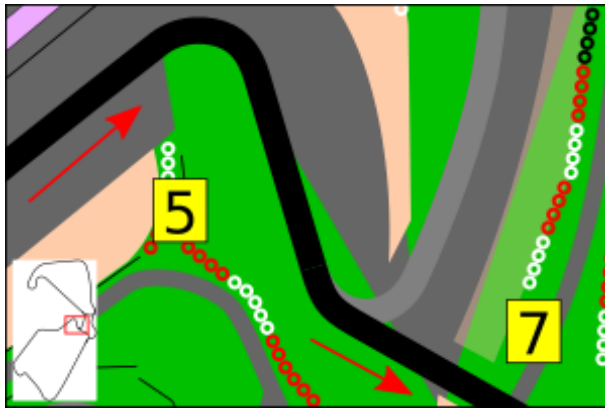
Marshal Post 3: Abbey Out

Approaching Abbey corner, look straight ahead and into the distance. Ever-so-slightly to the left, after the run-off tarmac and gravel, can be seen the post.



Marshal Post 4: Palmer In

On the side (right) of the circuit, just before the head of the hairpin.



Marshal Post 5: Village Entry

This is tricky to spot as it is way out of the line-of-sight. It is useful, though as it can be seen from exiting Farm Curve, all the way to the exit of Village. From Farm Curve look to the right, where the gravel trap ends at the tyre wall .

Marshal Post 6

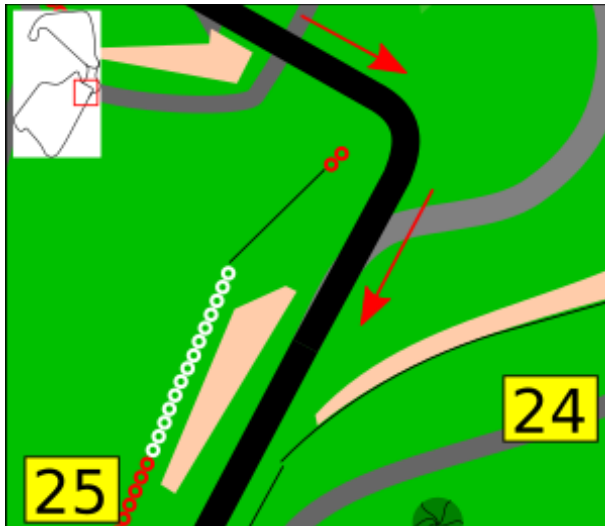
There is no Marshal Post 6.

Marshal Post 7: The Loop Entry

When turning in for the start of The Loop, look straight ahead. The post is just behind the gravel trap by the access road (actually the continuation of the International configuration).

Marshal Post 24 Becketts Out

Whilst rounding the slowest part of this complex and reaching the apex (depending on you line), look straight ahead and the post should come into your direct eyeline. It is beyond the gravel trap, opposite the widest part of the track, where the International and GP configurations merge.

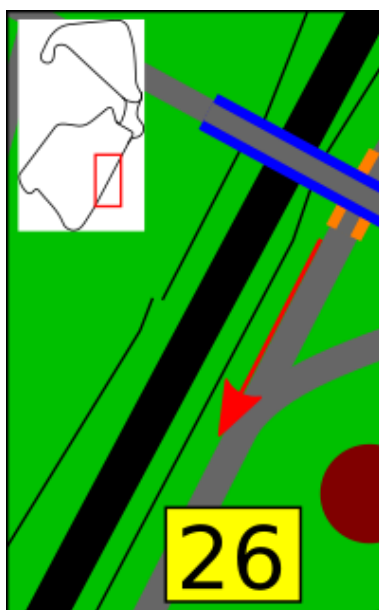


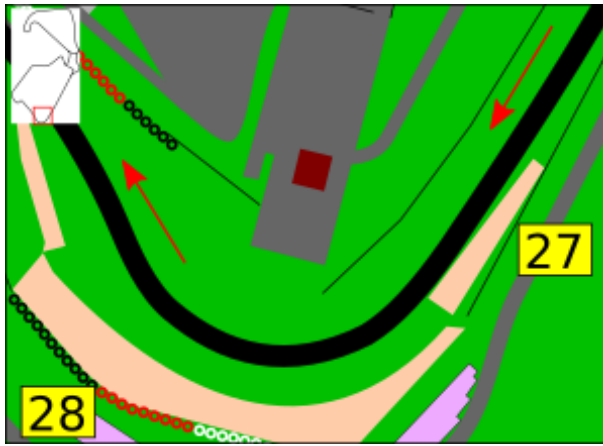
Marshal Post 25 Chapel

From the previously mentioned apex, continue to the exit and look straight ahead. The post can be seen across the track, towards the end of the gravel trap.

Marshal Post 26 Hangar Straight

Located on the left, after the bridge about quarter-way between the bridge exit and Stowe.



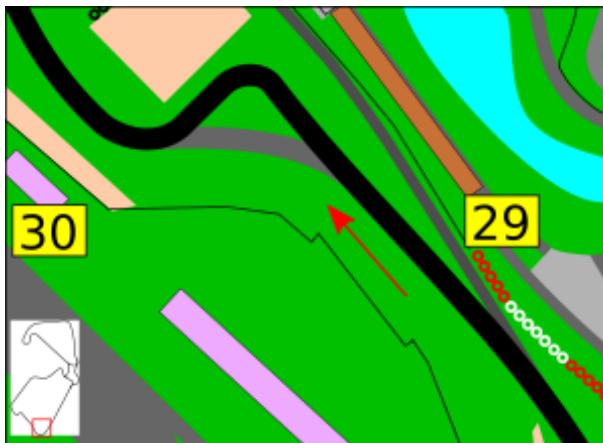


Marshal Post 27 Stowe In

Located on the left, on the approach to Stowe, almost halfway along the gravel trap.

Marshal Post 28 Stowe Out

Sited on the left. As you start to turn, the post should be seen towards the end of the final grandstand.

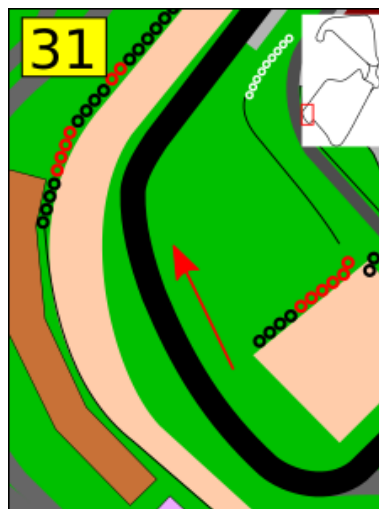


Marshal Post 29 Vale

Approaching Vale, the pit lane entry for the International configuration is on the right. Just inside that pit entry is the post.

Marshal Post 30 Club In

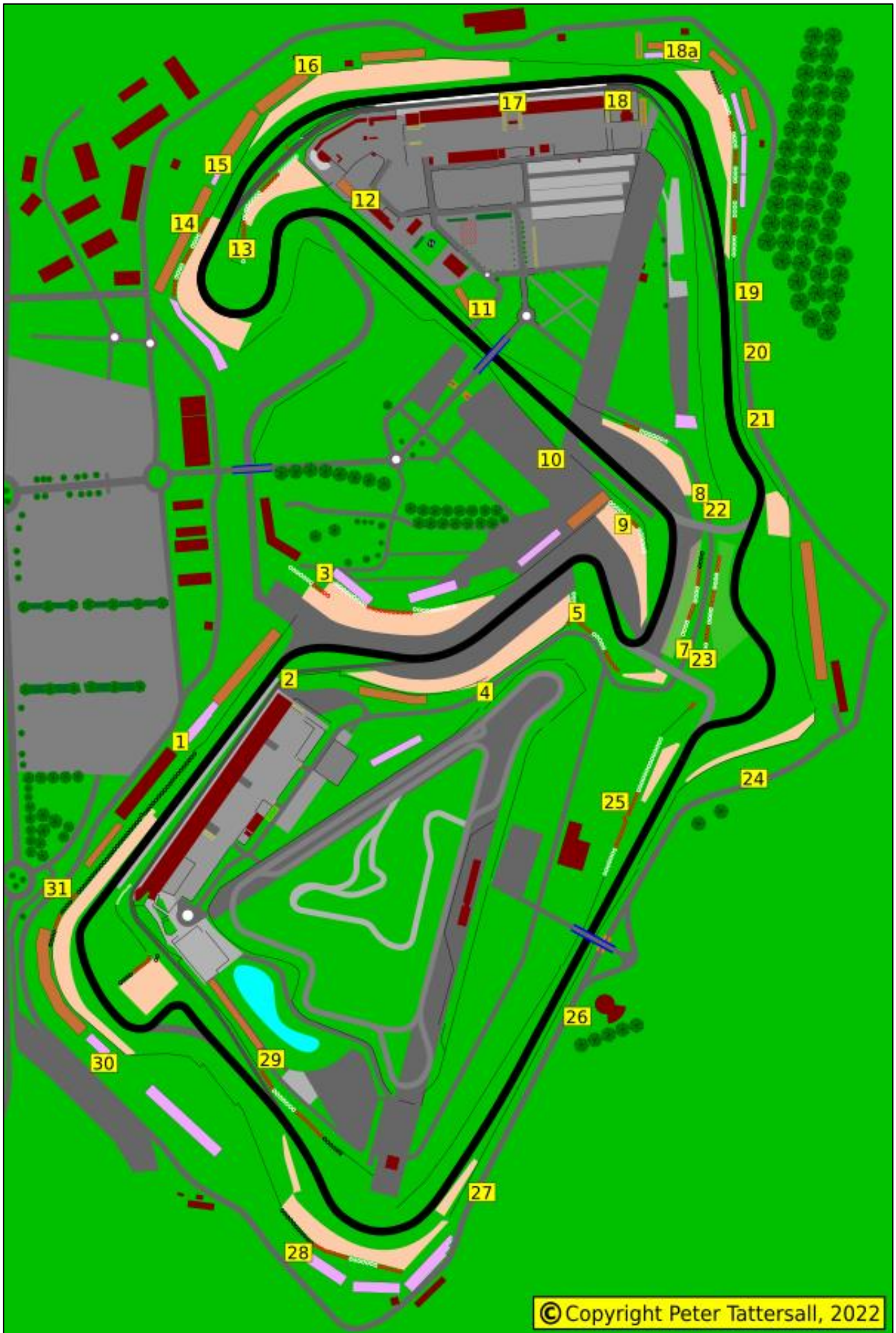
Turning into Vale, this post can be seen directly ahead, in line with the track (I say the last bit as the car may be angled away for much of the time, dependent on line).



Marshal Post 31 Club Out

On the left. Whilst in the 'main body' of Club corner, it will be seen directly ahead. There is a small strip of tarmac stretching from the post, across the gravel, to the track.

Grand Prix Configuration



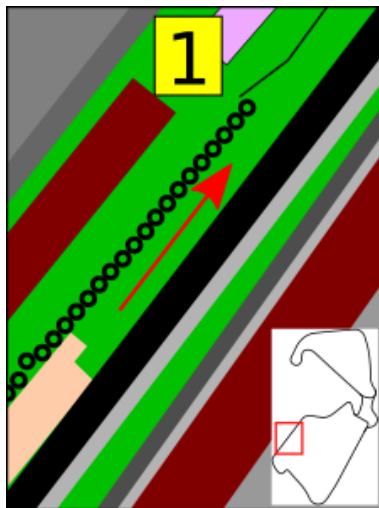
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Note: I have created these notes whilst studying Google Maps. It is my intention to walk the circuit and speak to marshals before finalising these notes (and removing this comment).

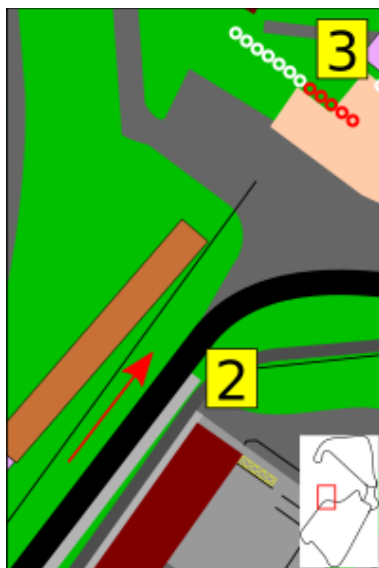


Marshal Post 1: International Pit Straight

On the left, just after the Start/Finish line, by a break in the armco. It is alongside a strip of tarmac that juts out from that break, to the circuit.

Marshal Post 2: Abbey In

On the right, just at the end of the pit building (Silverstone Wing). Opposite the post is the end of an access road junction. The post also serves the pit exit.

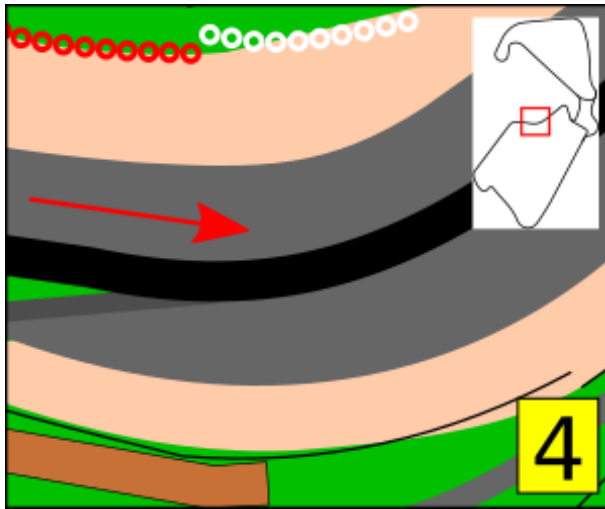


Marshal Post 2: Abbey In

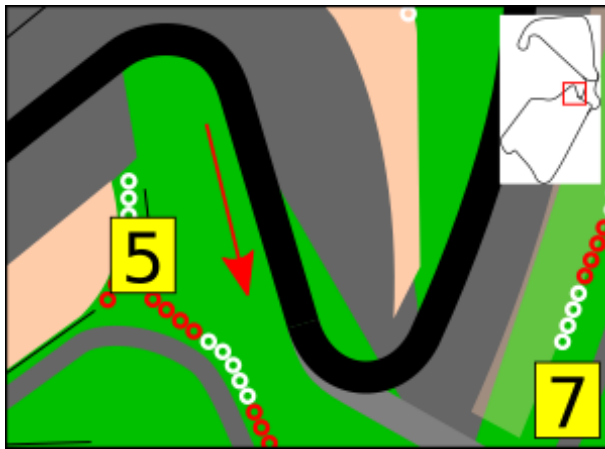
On the right, just at the end of the pit building (Silverstone Wing). Opposite the post is the end of an access road junction. The post also serves the pit exit.

Marshal Post 3: Abbey Out

Approaching Abbey corner, look straight ahead and into the distance. Ever-so-slightly to the left, after the run-off tarmac and gravel, can be seen the post.



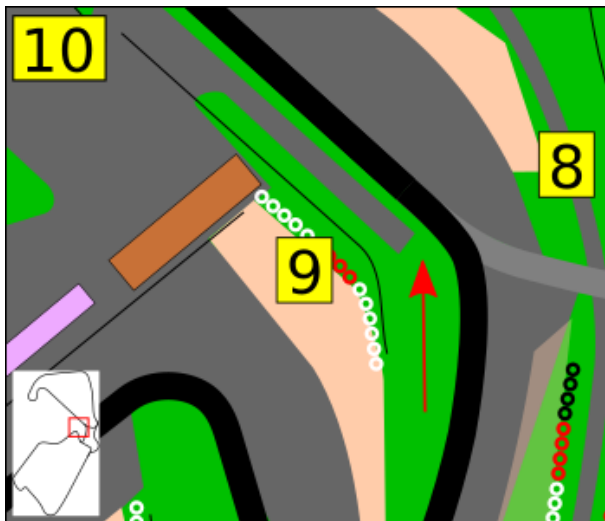
Marshal Post 4: Palmer In
 On the side (right) of the circuit, just before the head of the hairpin.



Marshal Post 5: Village Entry
 This is tricky to spot as it is way out of the line-of-sight. It is useful, though as it can be seen from exiting Farm Curve, all the way to the exit of Village. From Farm Curve look to the right, where the gravel trap ends at the tyre wall .

Marshal Post 6
 There is no Marshal Post 6.

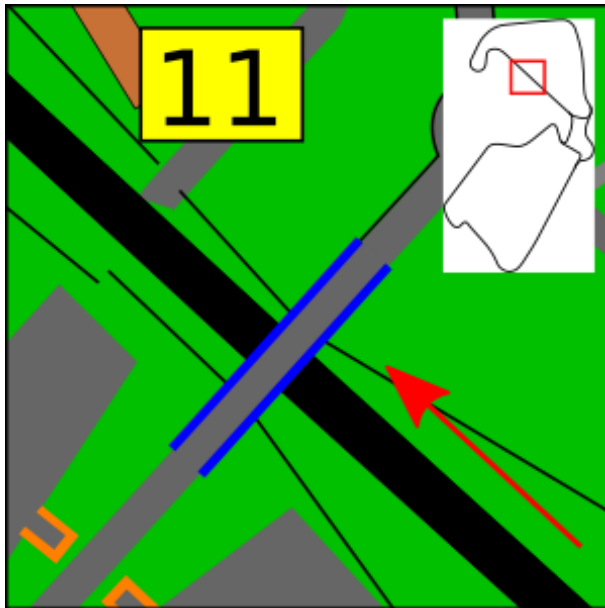
Marshal Post 7: The Loop Entry
 When turning in for the start of The Loop, look straight ahead. The post is just behind the gravel trap by the access road (actually the continuation of the International configuration).



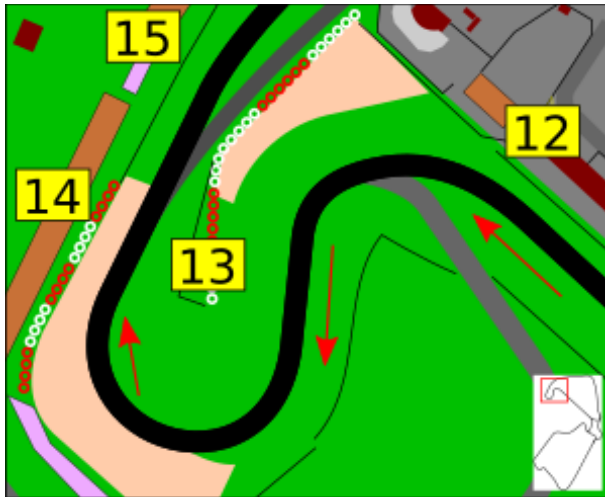
Marshal Post 8: Aintree In
 Opposite the Apex is an access road (which is a part of the National configuration). Ahead of that access road is grass, then gravel; at their intersection is the post.

Marshal Post 9: Aintree Out
 Almost immediately after the apex, it take a sharp turn of the head to the left in order to see it.

Marshal Post 10: Wellington Straight
 On the left, about midway between the previous post and the bridge.



Marshal Post 11: Oggies
On the right just after the bridge.



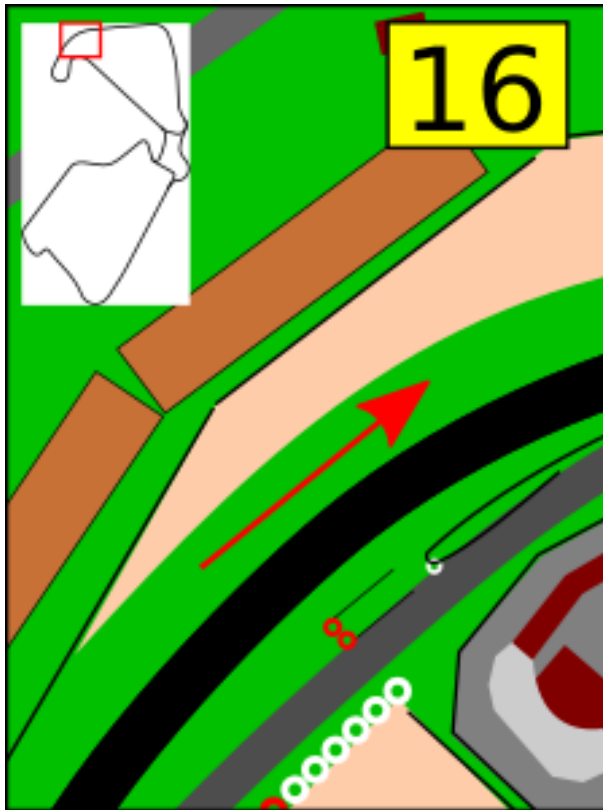
Marshal Post 12: Brooklands
On the right, opposite the end of the entry kerbing.

Marshal Post 13: Luffield In
On the right, in the middle of the 'island'.

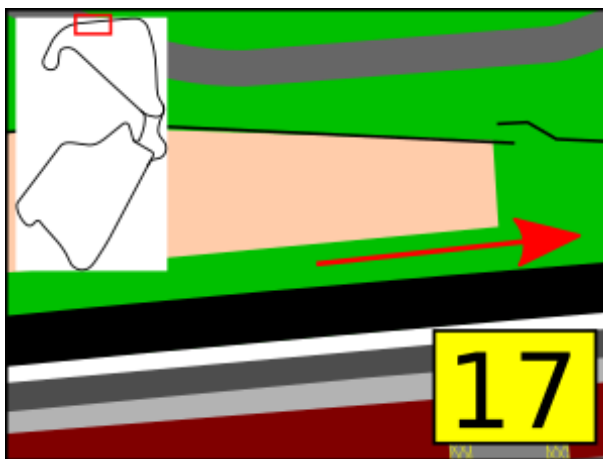
Marshal Post 14: Luffield Out
On the right, midway between Luffield exit and the pit entry. It is about two-thirds of the distance down the grandstand.

Marshal Post 15: Woodcote Approach

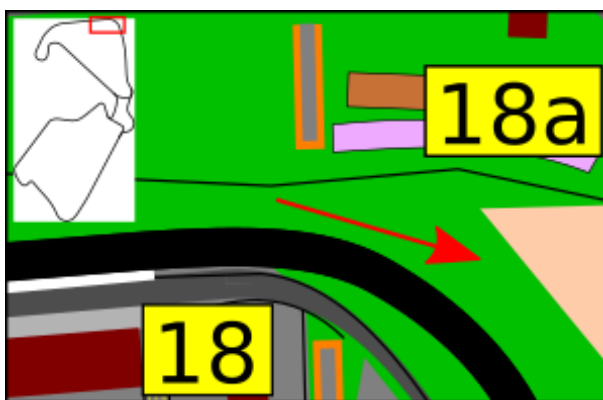
I suspect this post is no longer in use. It appears to be on the left, almost immediately after the previous post, just after pit entry.



Marshal Post 16: Woodcote
On the outside left, at the end of the grandstand.

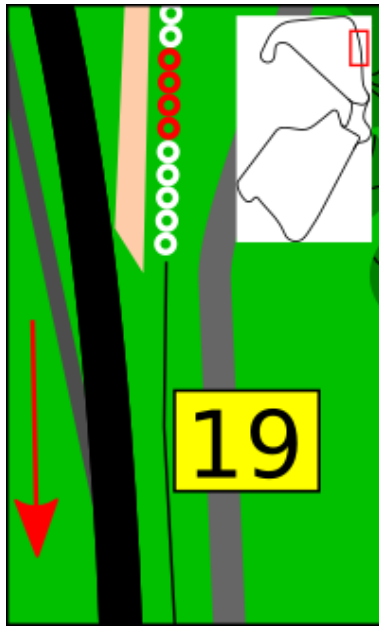


Marshal Post 17: National Pit Straight
Just after the start line, there is a gantry. The post is by it, on the right (pit wall-side)



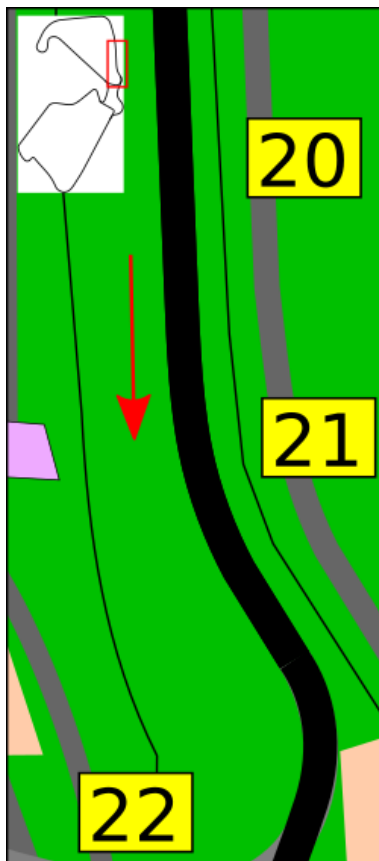
Marshal Post 18a: Copse Repeat Pit Wall
This has the same job as .Post 18. It is located on the right, pit-wall side, just as the point where the pit garages end.

Marshal Post 18: Copse In
On the left, just after Copse begins to turn. It is sited just after the start of the grandstand.



Marshal Post 19: Copse Out

On the left of the track, just after the run-off area and opposite the pit exit.



Marshal Post 20: Maggots, Marshal Post 21 Becketts

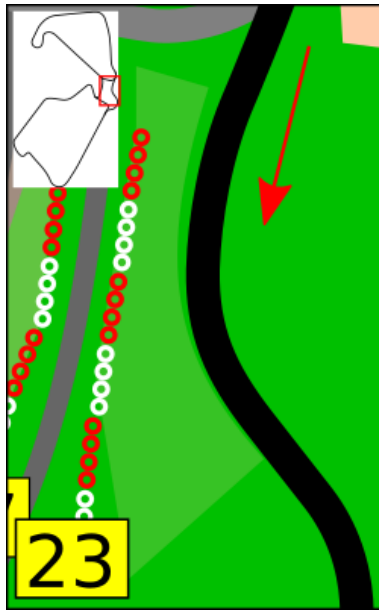
I'm not confident that these are located correctly, but the diagram matches official information. They seem too close together and the positions don't reflect the corners that they are named after.

I'm guessing that Marshal Post 20 is incorrect and Marshal Post 21 should be Marshal Post 20. I also think that Marshal Post 21 is at the bottom right of this picture. New details will be recorded as a priority.

Marshal Post 22 Magotts

This is listed as Becketts, but it is at Magotts.

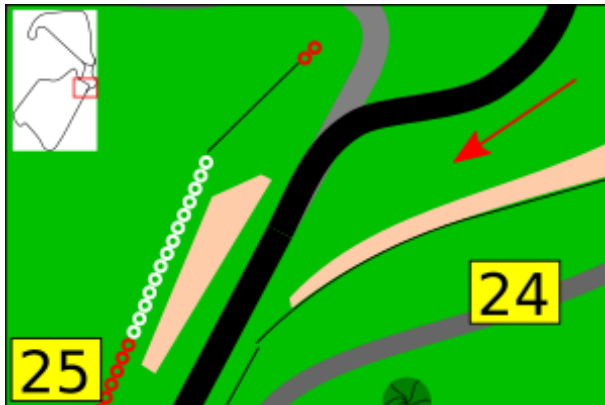
**Remove - National Circuit Only.
Create extra image without MP.**



Marshal Post 23 Becketts Centre
 I don't think this exists, as it is an unprotected grassy area. It looks like it should be where Marshal Post 7 is.

There are two possible alternatives, both on the outside of Becketts: There is a kerb on the outside of the track. Just before the kerb begins, across the gravel trap, is the first position. The second possible position is again across the gravel trap, this time from where the kerbing ends.

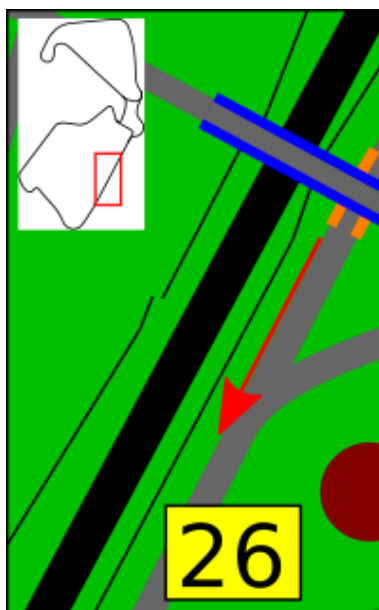
Expect to remove MP23 from image.



Marshal Post 24 Becketts Out
 Whilst rounding the slowest part of this complex and reaching the apex (depending on your line), look straight ahead and the post should come into your direct eyeline. It is beyond the gravel trap, opposite the widest part of the track, where the International and GP configurations merge.

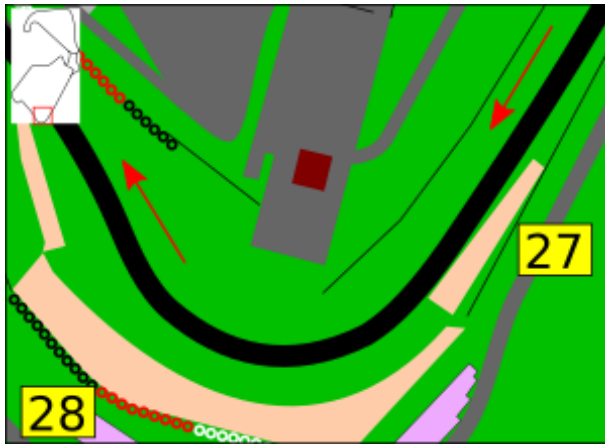
Marshal Post 25 Chapel

From the previously mentioned apex, continue to the exit and look straight ahead. The post can be seen across the track, towards the end of the gravel trap.



Marshal Post 26 Hangar Straight

Located on the left, after the bridge about quarter-way between the bridge exit and Stowe.

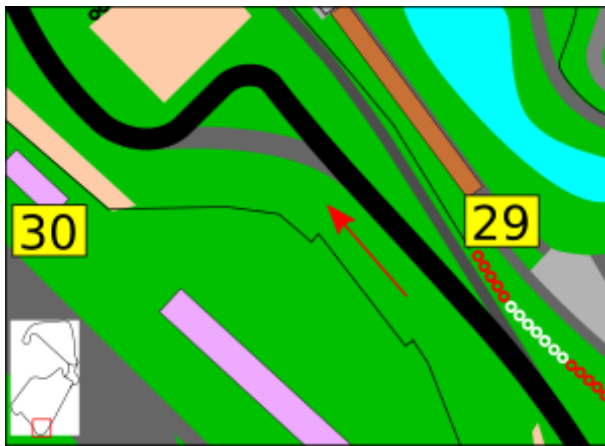


Marshal Post 27 Stowe In

Located on the left, on the approach to Stowe, almost halfway along the gravel trap.

Marshal Post 28 Stowe Out

Sited on the left. As you start to turn, the post should be seen towards the end of the final grandstand.

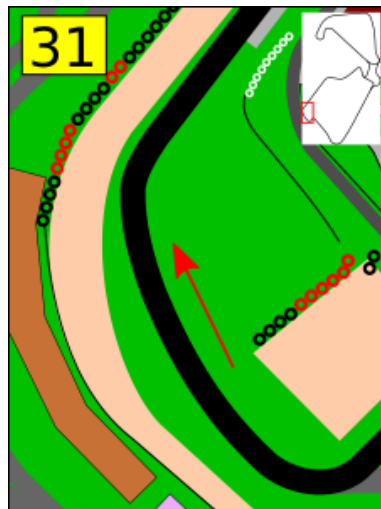


Marshal Post 29 Vale

Approaching Vale, the pit lane entry for the International configuration is on the right. Just inside that pit entry is the post.

Marshal Post 30 Club In

Turning into Vale, this post can be seen directly ahead, in line with the track (I say the last bit as the car may be angled away for much of the time, dependent on line).



Marshal Post 31 Club Out

On the left. Whilst in the 'main body' of Club corner, it will be seen directly ahead. There is a small strip of tarmac stretching from the post, across the gravel, to the track.