



GP2 Silverstone preview

The GP2 series arrives at the midway point this weekend with the races due at the historic British track of Silverstone, the venue for the fifth race weekend of the season. Racing Engineering goes to the UK circuit with two clear aims, to keep the leadership in the drivers table with its driver Giorgio Pantano, and to reach first position in the Team standings where the Spanish outfit is currently second, just three points behind the leading squad.



This excellent situation for Racing Engineering in both championships is the result of the good work done in the four race meetings held so far this season. With a pole position, two wins and a third place, Giorgio Pantano has become the main title favourite, and although Javier Villa hasn't yet got to the podium because of a real streak of bad luck, he has also contributed to the team success with his results. Both drivers go to Silverstone aiming to continue fighting for first places with the two Repsol and Telefónica backed Dallaras, whose position at the front of the Gp2 races is already a familiar sight for all the series followers.



This weekend Giorgio, Javi and all the Spanish team members will face not only all their rivals but also the difficult track of Silverstone, a circuit with a great tradition in the motorsport world. Built using an old Second World War aerodrome, the Northamptonshire track keeps most of its high speed characteristics despite the several variations added to its layout through the years that have now made it more technical. The lap starts with the very fast Copse corner which leads to the daunting Maggotts, Becketts and Chapel sequence, one of the most challenging groups of corners for any race driver. This difficult section is followed by the Hangar Straight, and at its end there is one of the few overtaking spots, under braking for Stowe. From there on the technical Club and the fast Abbey and Bridge lead to the other possible overtaking area, the entry for the final twisty complex. This sector requires a setup compromise for the cars, in order not to lose a lot of time it is necessary to have some downforce but not so much as to slow the cars down in the fast sectors of the lap.



From Friday midday, with the beginning of free practice, all these historic corners will be the scene for yet another close battle among the GP2 entrants, and, once again, the Racing Engineering drivers will be two of the main contenders.