

Formula 1 Motor Racing
In
Dublin Inner City
1992

Proposed by
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INTRODUCTION

The Liffey Trust in pursuit of its objectives of Job Creation has researched a number of projects deemed likely to generate wealth and employment. It is particularly interested in projects which have an 'ALL IRELAND' aspect and which call for the full co-operation of people both North and South of the border and involve members of both communities working together to achieve a successful result.

One such project -

To organise and promote an Inner City Formula 1 Motor Race

Such a project would not only involve all the Motor Clubs in Ireland both North and South but would also involve close co-

operation between the various agencies in the Republic and

Northern Ireland concerned with Tourism, Transport, Industrial Development etc.

We are therefore submitting our preliminary report to the Minister with the following recommendations:

1. That the Minister commission a full feasibility study of the project by a Management Consultants in conjunction with the Liffey Trust.
2. That the Minister authorise The Liffey Trust, to supervise the conduct of the feasibility study.
3. That the Minister request the various State and Semi State Bodies mentioned in the report to advise him directly on the advantages they would gain from the project.
4. That the Minister advise The Northern Ireland Authority of the project and request their assistance in the preparation of the feasibility study.

INNER CITY FORMULA 1 MOTOR RACE

PRELIMINARY REPORT

PROPOSAL:

It is propose to organise and promote an Inner City Formula 1 Motor Race and to build up to it in the following manner.

- Year 1. A Formula Ford 2000 European Championship Race.
- Year 2. A Formula 3000 European Championship Race.
- Year 3. A Formula 1 World Championship Race.

PURPOSE OF THE RACE:

The purpose of the race is to bring Motor Racing, at the highest level, to the Inner City of Dublin. The race, if properly organised, will bring at least 30,000 visitors to Ireland. It will therefore result in increasing our tourist trade by approximately £30,000,000 per annum.

It will create jobs as well as boost employment in existing businesses notably in construction, the Motor Industry, Telecommunications, Catering Industry, Souvenir Industry, Transport Services, Advertising and Printing Industries etc. There will be many other financial advantages resulting from this project as the average T.V. audience is estimated at 60,000,000 viewers throughout the world. The Liffey Trust, Irish Motor Clubs North and South and the Local Community Association will benefit greatly from the revenue generated by the race.

GRAND PRIX RACING

Formula 1, during 1984 had consolidated its position at the top of T.V. tam ratings.

For motor sporting enthusiasts it represents the pinnacle of competition, expressing the dreams of spectators and ambitions of competitors.

As an international sport, it is now unrivalled in popular appeal. The sixteen Grand Prix of 1984 visited thirteen countries including the United States, most E.E.C. countries, Brazil, South Africa and Monaco. The political advantages of a country supporting such an important sporting spectacle, is evident by the increasing number of applications by different countries seeking to promote a round of the Formula 1 World Championship Series.

The T.V. viewing figures, are the key statistics demonstrating the power of Grand Prix Racing. Each round of the 1984 World Championship, is covered by the T.V. and when the final viewing statistics are compiled it is expected that they will show that almost one billion viewers followed the season. This will represent a significant increase over 1983, certified estimates of 867 million. Each race is relayed to at least thirty countries and for such historic races as the Monaco Grand Prix the network will spread to about thirty eight countries.

The strength of Grand Prix Racing has been underwritten, by the vast commercial involvement created by the investment of advertising and P.R. budgets from major international corporations. The original bias of sponsorship from the motor and associated industries, has now been surpassed with the involvement of sponsors from both the general consumer and business services sectors.

Household names adorn all the technically advanced Formula 1 Racing Cars including Marlboro, John Player, ICI, Saudi Airlines, Denim, Boss Menswear, and the list continues through thousands of companies.

The stature of Formula 1 Racing has been confirmed by the live spectators attendances which have been drawn to Grand Prix Racing in recent years. Spectator attendances continued to demonstrate significant growth during 1984. This has now been demonstrated, by the certified sporting attendance figures in Britain for 1984. The British Grand Prix attracted more paying spectators than any other event including Wimbledon and the British Golf Open.

The development of the sport is guaranteed to force ahead at an alarming rate. The organisation of the professional Grand Prix Circuits is planned to perfection. Commercial interests have established that Motor Racing beyond doubt offers the widest spectrum for the endorsement of products. Political leaders are following their colleagues in industry and commerce to use Grand Prix Motor Racing to promote national interests. The future of Grand Prix Racing is sealed by the dedicated followers. Live spectators attendances have never been higher and the T.V. ratings demonstrate the international support.

OTHER STREET MOTOR RACES

MONACO GRAND PRIX

This annual international Grand Prix takes place in early June around the streets of Monaco's small principality. The two mile round-the-houses circuit takes in drives by the harbour, and in front of the casino. The race winner is traditionally greeted by Prince Rainier.

T.V. Viewing Figures

Monaco Grand Prix	<u>Viewers</u> 88,2 millions	<u>Countries</u> 38
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(FOCA Estimates)

DETROIT GRAND PRIX

In late June, Detroit in the U.S.A. hosts another of the increasingly popular round-the-houses races. The race is dominated by Detroit's tall Renaissance Centre Building. A series of tight corners is included which restricts lap speeds to around 85 m.p.h.

T.V. Viewing Figures

Detroit Grand Prix	<u>Viewers</u> 59.6 millions	<u>Countries</u> 29
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(FOCA Estimates)

PROPOSED CIRCUIT

The Liffey Trust in conjunction with Motor Racing experts has carried out research on a number of possible circuits and it is proposed that the following is the most suitable:-

New Fairview Link Road turn right at
East Wall Road turn left at
North Strand Road turn right onto
Annesley Place turn right onto
Poplar Row turn left on
to Fairview around
Marino Crescent on to
Howth Road turn left to
Clontarf Road turn right to
Link Road.

The total lap distance is approximately 2.3 miles which is the average lap distance for Formula 1 races.
Appendix I outline the details of the proposed circuit.

COMMUNITY INVOLVEMENT

There are several Community Associations North and South whose support is essential for the success of the project.

The advantages to Local Communities are as follows:-

- (a) Full and part-time employment resulting from the race.
- (b) The finance raised from the race the for Liffey Trust will be invested in permanent job creation projects North and South.
- (c) The necessary improvements in the appearance of the area which are essential for the success of the race.
- (d) The local association will be able to generate revenue from the provision of services (food, drink, entertainment.)
- (e) The development of the many vacant sites will result in short and long term employment in the area.

IMPLICATIONS FOR STATE AND SEMI STATE ORGANISATIONS

1.

CORAS TRACHTALA

1.1 POTENTIAL

The potential to Irish Industry and Exporters in particular of an event of this type and magnitude is enormous:-

- 1.1.1. Formula 1 Grand Prix Races are usually associated with big/thriving/developing nations and locations eg. Germany, Monaco, Brazil.
- 1.1.2. Massive sponsorship expenditure by commercial concerns in Motor Racing to date has demonstrated their belief in the value of the Sport as a medium to their markets, eg. Parmalet, Benelton, Ragno, Candy, Marlboro.
- 1.1.3. Motor racing is one of the World's greatest spectator sports, and Grand Prix events have regular TV. audiences of 46-88 million.
- 1.1.4. Apart from individual company involvement, an Irish event will draw world wide attention to the nation's ability in technology (communications), management (organisation), professionalism (presentation) and quality (facilities).

1.2 REALISATION

Assuming achievement of the logistics of promoting the event, realisation of the potential can be achieved through:-

- 1.2.1. Direct advertising/sponsorship by Irish Exporters.
- 1.2.2. Using the event as a prize in promotions/competitions and trade/consumer buying incentives.
- 1.2.3. Hosting of inward visits by buyers, industrialists
- 1.2.4. Side-by-side promotion of a major export/industry fair to coincide with the Grand Prix.
- 1.2.5. World wide promotion of Ireland and the event through trade media and overseas offices.

1.3. BENEFIT

Benefit will be experienced most by:-

- 1.3.1. Companies in Ireland's traditional product areas, food, drink, household, textiles, fashion.
- 1.3.2. Companies involved in High Technology Products.
- 1.3.4. Companies in Automotive-related products/services

1.4. ROLE OF CORAS TRACHTALA

Coras Trachtala are asked to:-

- 1.4.1. Study the outline report.
- 1.4.2. Test the validity of the assertions of this document.
- 1.4.3. Develop these and other themes on the event.
- 1.4.4. Encourage acceptance of the venture with other State Agencies and selected exporters.
- 1.4.5. Confirm its support for the proposal and submit a detailed report to the Liffey Trust

2.

THE IRISH GOODS COUNCIL

2.1 POTENTIAL

The Potential to Irish Industry of an event of this type and magnitude is enormous:

- 2.1.1 Formula One Grand Prix Races are usually associated with big/thriving/developing nations and locations, eg. Germany, Monaco, Brazil.
- 2.1.2 Massive sponsorship expenditure by commercial concerns in Motor Racing to date has demonstrated their belief in the value of the sport as a medium to their markets, eg. Parmalet, Benelton, Ragno, Candy, Marlboro.
- 2.1.3. Motor Racing is one of the world's greatest spectator sports, and grand prix events have regular TV audiences of 46-88 million.
- 2.1.4. Apart from the individual company involvement, an Irish event will draw world-wide attention to the nation's ability in technology (communications), management(organisations), professionalism(presentation), and quality(facilities).

2.2 REALISATION

Assuming achievement of the logistics of promoting the event realisation of the potential can be achieved through:

- 2.2.1. Identifying products to be used in the event capable of being supplied by Irish Companies.
- 2.2.2. Identifying specialised equipment which can be supplied by Irish firms.
- 2.2.3. Ensuring that these are used as much as possible.
- 2.2.4. Creating an interest in the event as a showcase on Irish industry among both manufacturing and service companies.

2.3 BENEFIT

Benefit will be experienced most by:

- 2.3.1. Companies in Ireland's traditional product areas - food, drink, household, textiles, fashion.
- 2.3.2. Companies involved in high technology products.
- 2.3.3. Companies in Automotive-related products/services

EXAMPLES: Crash Barriers, Debris Fencing, Concrete Sections, Fire Tenders, Extinguishers, Grand Stands, Medical Equipment, Food and Beverage concessions, Trophies and Prizes, Souvenir Clothing and Uniforms.

2.4 ROLE OF THE IRISH GOODS COUNCIL

The Irish Goods Council are asked to:

- 2.4.1. Study the outline report.
- 2.4.2. Test the validity of the assertions of this document.
- 2.4.3. Develop these and other themes on the event.
- 2.4.4. Encourage acceptance of the venture with other state agencies and selected companies.
- 2.4.5. Confirm its support for the proposal and submit a detailed report to The Liffey Trust

3. BORD FAILTE

3.1 POTENTIAL AND BENEFITS

The potential for the Irish Tourist Industry is enormous

- 3.1.1. Ireland will be shown on T.V. to an audience estimated at 60,000,000 viewers.
- 3.1.2. The tourist revenue from foreign visitors is estimated at 20,000,000 per annum. ?
- 3.1.3. The number of foreign visitors for a Formula 1 race varies from 30,000 to 60,000.
- 3.1.4. The number of domestic visitors for a Formula 1 race varies from 20,000 to 30,000.
- 3.1.5. The circuit can be used for other major events such as Motor Cycle Races.
- 3.1.6. The potential for increased tourists for longer holidays.
- 3.1.7. Increased revenue for numerous ancillary businesses.
- 3.1.8. The size of the event is eight to nine times greater than a Rugby International.

3.2 ROLE OF BORD FAILTE

Bord Failte are asked to:

- 3.2.1. Study the outline report.
- 3.2.2. Test the validity of the assertions of this document.
- 3.2.3. Develop these and other themes on the event.
- 3.2.4. Confirm its support for the proposal and prepare a detailed report for the Liffey Trust

FAS TRAINING FACILITIES

4.1 SOME POTENTIAL AND BENEFITS

The potential for FAS to demonstrate their training facilities and achievements, which are second to none is enormous.

- 4.1.1 Display stand demonstrates FAS capability to train at international levels.
- 4.1.2. Display also shows the high level of sophistication in High Technology Training that is achieved by FAS trainees.
- 4.1.3 FAS outlines the training grants that are available for new and existing industries.
- 4.1.4 FAS through the provision of a C.Y.T.P. can train the participants in more diverse and varied skills.
- 4.1.5 FAS through demonstration of its achievements should be able to obtain international trainers contracts.
- 4.1.6 Tours to selected Training Centres to demonstrate the level of high technology available in Ireland.

4.2 ROLE OF FAS

FAS are asked to:-

- 4.2.1 Study the outline report.
- 4.2.2 Test the validity of the assertions of this document.
- 4.2.3 Develop these and other themes on the event.
- 4.2.4 Encourage acceptance of the venture with other State Agencies and selected exporters.
- 4.2.5 Confirm its support for the proposal and submit a detailed report to the Liffey Trust.

5. CONFEDERATION OF IRISH INDUSTRY (C.I.I.)

5.1 POTENTIAL AND BENEFITS

The potential for Irish companies to demonstrate their products and services is enormous.

5.1.1 The display of Irish goods to 60,000,000 T.V. audience should help to increase Irish exports.

5.1.2 The capability of Irish companies to display their products to a live audience of some 60,000,000 people should boost home sales

5.1.3 Opportunities for Irish companies to make new links with foreign based organisations

5.1.4 Opportunities for many Irish Companies to make direct sales

5.1.5 Some Irish Companies will obtain contracts for the necessary work that will have to be carried out

5.2 ROLE OF THE CONFEDERATION OF IRISH INDUSTRY

The Confederation of Irish Industry are asked to :-

5.2.1 Study the outline report

5.2.2 Test the validity of the assertions of this document

5.2.3 Develop these and other themes on the event

5.2.4 Encourage acceptance of the venture with other State Agencies and selected exporters

5.2.5 Confirm its support for the proposal and submit a detailed report to the Liffey Trust

6. CORAS IOMPAIR EIREANN

6.1 POTENTIAL AND BENEFITS

The potential for C.I.E. to demonstrate their excellent ability and efficiency as a transport company is enormous.

- 6.1.1 Increase revenue due to moving 60,000 persons to and from the Track for two days.
- 6.1.2 World-wide publicity for their DART service with possible international contracts.
- 6.1.3 Extra revenue due to coach tours throughout the week,
- 6.1.4 The increased volume of traffic will result in extra revenue for the Dublin City Buses.
- 6.1.5 Demonstration on a world basis the efficiency and courtesy of C.I.E. staff and the technical competence of their technical staff.
- 6.1.6 Extra revenue for the freight services of C.I.E.

6.2 ROLE OF CORAS IOMPAIR EIREANN

C.I.E. are asked to :-

- 6.2.1 Study the outline report.
- 6.2.2 Test the validity of the assertions of this document.
- 6.2.3 Develop these and other themes on the event.
- 6.2.4 Encourage acceptance of the venture with other State Agencies and selected exporters.
- 6.2.5 Confirm its support for the proposal and submit a detailed report to the Liffey Trust.

7. DUBLIN CORPORATION

7.1 POTENTIAL AND BENEFITS

The potential for Dublin Corporation to demonstrate their ability and efficiency to the public is enormous

7.1.1. More meaningful employment for increased numbers of Dublin Corporation workers

7.1.2 The opportunities to re-surface to the highest standards, certain sections of the roads

7.1.3 The erection of some permanent Armco Barriers which will improve road safety throughout the year

7.1.4 The creation of some permanent and part-time employment

7.1.5 The demonstration to the world that Dublin Corporation Technical Staff can stage and manage an event of this magnitude with efficiency and courtesy

7.2 RESOURCE REQUIREMENTS

7.2.1 It is essential that the roads of the proposed circuit are surfaced to the highest standards. The new Link road surface is in perfect condition and this constitutes a major part of the circuit.

7.2.2 Safety barriers will have to be erected along the entire circuit. The safety standards are specified internationally and these have to be complied with, otherwise a licence will not be granted. Armco or concrete barriers will have to be provided.

7.2.3 Other services will be required, such as:

Viewing stands
Car service pits
Services (food, drink, car parts, discos, etc)
Advertising spaces
T.V. facilities
Toilet facilities

7.2.4 World wide attention will be focused on the circuit (60,000,000 viewers) which must result in many long-term benefits for the area, such as the removal of eye sores, the provision of facilities, the repair of houses, the removal of condemned uninhabitable dwellings, the construction of new houses, etc

7.2.5 The development of the many vacant sites will result in short and long-term employment in the area

7.3

ROLE OF DUBLIN CORPORATION

Dublin Corporation are asked to :-

- 7.3.1 Study the outline report
- 7.3.2 Test the validity of the assertions of this document.
- 7.3.3 Develop these and other themes on the event
- 7.3.4 Encourage acceptance of the venture with other State Agencies and selected exporters
- 7.3.5 Confirm its support for the proposal and submit a detailed report to the Liffey Trust

8. INDUSTRIAL DEVELOPMENT AUTHORITY (I.D.A.)

8.1 POTENTIAL AND BENEFITS

The potential for the I.D.A. to demonstrate their facilities and achievements is enormous.

- 8.1.1 Emphasis on high technology in Ireland through Grand Prix racing cars and hi-tech engineering
- 8.1.2 An opportunity to invite carefully selected overseas target companies as guests for race day.
- 8.1.3 Motor racing has huge worldwide appeal - both live spectators and T.V. coverage - could be built into their international advertising and P.R. budget
- 8.1.4 Emphasis should be placed on computer, electronics, food and health care companies overseas. Current and past sponsors of cars overseas include Acorn Computers (EJR U.K.), Electrolux (Mario Andretti, Cart), Nixdorf, Berg Warner, Burroughs, Prime Computers. Assistance could be given to the IDA in linking their 'hit list' with appropriate companies known to be interested or already involved in motor racing.
- 8.1.5 Opportunity to promote quality Irish products through an exhibition at the time of the race.
- 8.1.6 Draw motor industry related concerns and develop area near Mondello Park as Silverstone has been developed. Also develop Ireland as an R. & D. and design base in Europe for U.S.A. companies. Technology transfer

8.1.7 Job creation aspects - constructing track, subsequent uses of facilities

8.1.8 Job creation aspect - service industries

8.2 ROLE OF THE I.D.A.

The I.D.A. are asked to :-

8.2.1 Study the outline report

8.2.2. Test the validity of the assertions of this document

8.2.3 Develop these and other themes on the event

8.2.4 Encourage acceptance of the venture with other State Agencies and selected exporters

8.2.5 Confirm its support for the proposal and submit a detailed report to the Liffey Trust

9. FAS IN ITS ROLE OF PROMOTING YOUTH EMPLOYMENT

9.1 POTENTIAL AND BENEFITS

The potential for FAS to develop employment and recreation facilities for the youth in the Inner City is enormous.

- 9.1.1 Approximately two hundred part-time and permanent jobs for youths from the Inner City could be created.
- 9.1.2 The pits used for Formula One (1,00 sq.ft. approx) will be available as enterprise project units for eleven months of each year.
- 9.1.3 The provision of permanent go-kart tracks as part of the scheme will result in much needed recreational facilities.
- 9.1.4 Go-Kart tracks have proved very successful in other cities, Birmingham, New York, etc.
- 9.1.5 The youth of the Inner City will identify with this type of project, and will be fully motivated to get involved.
- 9.1.6 The project will be entirely self-financing once it has been established. The profits generated will be used by the Liffey Trust to fund job creation projects.

9.2 ROLE OF FAS

The FAS are asked to:-

- 9.2.1 Study the outline report.
- 9.2.2 Test the validity of the assertions of this document.
- 9.2.3 Develop these and other themes of the event.
- 9.2.4 Encourage acceptance of the venture with other State Agencies and selected companies.
- 9.2.5 Confirm its support for the proposal and submit a detailed report to the Liffey Trust.

<u>APPENDIX</u>	<u>I</u>	Details of Street Circuit.
<u>APPENDIX</u>	<u>II</u>	Grand Prix TV Guide.
<u>APPENDIX</u>	<u>III</u>	Monanco Grand Prix St. Circuit.
<u>APPENDIX</u>	<u>IV</u>	Detroit Grand Prix St. Circuit.
<u>APPENDIX</u>	<u>V</u>	World Drivers on the Birmingham Streets.
<u>APPENDIX</u>	<u>VI</u>	Some interesting photographs of Formula 1 Street Racing.
<u>APPENDIX</u>	<u>VII</u>	Details on the Liffey Trust.

PROPOSED MOTOR RACING CIRCUIT

FAIRVIEW PARK

DUBLIN.

1. INTRODUCTION:

There are many circuits which could be developed for the race. The Liffey Trust has researched one such circuit. The circuit proposed for the Dublin Inner City Motor Races will be located around Fairview Park, Dublin 3. Making use of the new Link Road, East Wall Road, North Strand, Annesley Place, Poplar Row, Fairview, Marino Crescent, and Howth Road, this circuit is wide and long enough to be capable of upgrading to Formula One Grand Prix Status.

2. DEFINITION OF CIRCUITS:

2.1. Streets/Roads for Racing:

All of the following roads will be used for the actual race:-

Embankment Road (New Link Road) from Clontarf Road to East Wall Road.
East Wall Road from the new Link Road Bridge to Annesley Bridge.
Annesley Place to Poplar Row.
Fairview to Malahide Road/Marino Crescent
Marino Crescent to Howth Road
Clontarf Road from Howth Road to Embankment Road.

The circuit will follow a clockwise direction in plan, i.e., be mainly "right-hand-in".

2.2. Street for Access and Closure during Racing:

The following streets and roads will be closed to vehicles except for race traffic, emergency and service vehicles, and through appropriate arrangements access will be provided for residence in the affected streets:-

Clontarf Road back to St. Lawrence Road
East Wall Road back to East Road
North Strand south to Bayview Avenue
Poplar Row west to Ballybough Road
Fairview Strand west to Ballybough Road
Philippsburgh Avenue north to Brian Road
Windsor Avenue north to Brian Road
All roads in Marino Estate south of Brian Road
Malahide Road north to Griffith Avenue/Brian Road
Howth Road to Copeland Avenue.

2.3. Principal By-Pass Routes:

From Howth, Sutton, Kilbarrack, Raheny and Killester - down Howth Road, right onto Collins Avenue to Whitehall.

From South to North - left off East Link Bridge onto North Wall to Custom House Quay.

3. Length of Circuit, and comparison with other Grand Prix Circuits:

The proposed circuit is 2.3 miles long. The minimum requirements for a Grand Prix is 2.18 miles.

Other well known Grand Prix circuits measure:-

Brands Hatch	2.6 miles
Detroit	2.6 miles
Dijon	2.4 miles
Long Beach	1.7 miles
Monaco	2.1 miles
Zandvoort	2.6 miles
Zolder	2.6 miles

Street circuits are allowed a shorter distance than purpose built tracks.

4. Start/Finish Area:

The Start/Finish line will be situated on the Embankment Road at a point 200 metres from the junction with Clontarf Road.

5. Paddock & Pits:

The Paddock and Pits will be located on the infield in the area bound by Clontarf Road, Embankment Road and East Wall Road.

5.1. Pits:

Pits will be built of permanent structure (and incorporating Race Control Facilities) facing east over Embankment Road. Race Car access will be via the right hand carriageway and Railway Bridge Arch on Clontarf Road and a new access road entering the Green Space adjacent to the existing entrance to the traffic school.

The pit lane will be 10 metres wide, separated from the track by a signalled platform 1.2 metres wide and extending the length of the Start Area, 200 metres.

The pits structure will be 200 metres long, divided into 13 Units of 15 metres x 8 metres and having paved space of 21 metres behind. Thus the pit area will have a depth of 40 metres.

The exit will be from the right hand curve on the Embankment Road.

5.2. Paddock:

There are two options for Paddock areas. Assuming the Formula One Cars are totally catered for in the Pit area described above the supporting races can be accommodated in either of two areas:-

- (a) behind the F I Pits and Paddock, requiring the waste ground between the railway and the Traffic School to be tarmacadamed, or
- (b) the vacant Roadstone facility on the inside of the Embankment Road/East Wall Road corner.

5.3. Scrutineering Facilities:

Scrutiny Bays can be provided in either of the proposed Paddock areas.

5.4. Race Control Facilities:

Permanant structures to accomodate timekeepers and equipment, communications control, emergency service control, necessary officials and Race Direction can be constructed over the Pits.

6. Artificial Circuit Facilities:

Certain areas of the circuit will need provision of artificial features on two grounds:-

1. Safety
2. Circuit Appeal.

Point 1 - Safety - is dealt with under Section 7 below.

2. Circuit Appeal for drivers and spectators may need to be enhanced in the following areas.

- (a) Embankment Road - A chicane will be provided near the junction with East Wall Road. This will be a construction to force the race cars into a sharp right-left-right manoeuvre before crossing the Tolka and turning right onto East Wall Road.
- (b) Annesley Bridge will be divided diagonally from AIB to the Fairview Park side to separate and protect race traffic approaching in opposite directions.
- (c) Fairview, before the junction with Fairview Strand will also need a chicane forcing race cars into a right-left-right manoeuvre prior to entering the straight section under the existing foot-bridge.

7. Safety:

7.1. The circuit will be amended to conform with the Safety Criteria for Grand Prix Circuits as laid down by the International Governing Body of Motor Sport (Federation Internationale du Sport Automobile) F.I.S.A. and the Royal Irish Automobile Club, the governing body in Ireland.

7.2. These criteria are the product of experience world-wide, and are adopted en bloc in other street-races, e.g. Monaco, Detroit, Dallas, Long Beach, and of course, are subject to addition in consultation with the local authorities.

7.3. Basically the circuit will be bordered both on the inside and outside trajectories by a number of lines of suitable barriers, taking the following form as appropriate:-

1. Prefabricated Steel Guard-rails.
2. Prefabricated Concrete Barrier Sections.
3. Reinforced Galvanised Wire Debris Fencing.
4. Deceleration devices (a) Sand/Gravel Beds
(b) Catch Fencing
(c) Tyre Barriers.
5. Artificial Circuit features to slow race cars on approach to corners with no run-off areas.

7.4. Points on the circuit which will accommodate large concentrations of Spectators will be provided with additional safety devices as required.

7.5. The promoters are in possession of all necessary information and specifications, and will work in detail with the relevant authorities.

8. Emergency Facilities:

The provision of Emergency Facilities falls under two headings -

1. Race Incidents
2. General facilities for minor incidents at any major public gathering.

8.1. Race Incidents:

A specialist Emergency Service comprising qualified Marshals, Rescue Teams, Doctors, Ambulances and Medical Centre will be provided.

The local motor sport associations already possess the experience and training to deal with on-circuit incidents. The requirements for the equipment of Marshals Posts, Rescue Vehicles, Ambulances and the Medical Centre are specified by the F.I.S.A.

Fire and Ambulance Units will be hired from the relevant organisations and positioned with maximum access and exit from the circuit. All service vehicles will be under a unified radio control.

Hospitals to be used in the event of an incident are:

Mater Hospital
Richmond Hospital
Dr. Stephens
St. Vincents.

Ambulance routes from the circuit will be agreed with the Gardai.

Helicopter Ambulance facilities will be provided.

A General Organisation Plan and a Contingency Plan will be drawn up clearly setting out the facilities, methods and equipment to be used in any emergency, the procedure and lines of authority, the relationships with the city services, and dovetailing into the appropriate existing City Emergency Plans.

8.2. Non Race Incidents:

A separate command and resource structure will be established to cater for minor incidents occurring amongst the general spectating public.

9. Spectator Facilities:

9.1. Access:

The principle access to the circuit will be via R.T. system, to a temporary station provided by C.I.E. at the locomotive sheds at Fairview Park. The capacity of the D.A.R.T. system will allow the transportation of up to 50,000 persons per hour into the centre of the circuit.

Road Access will be limited within a suitable radius of the circuit to avoid car congestion. Pedestrian access to viewing points will be via:

- Clontarf Road
- East Wall Road
- North Strand
- Ballybough
- Malahide Road
- Howth Road

Circuit Crossings will be by foot bridge for spectators situated possibly at:

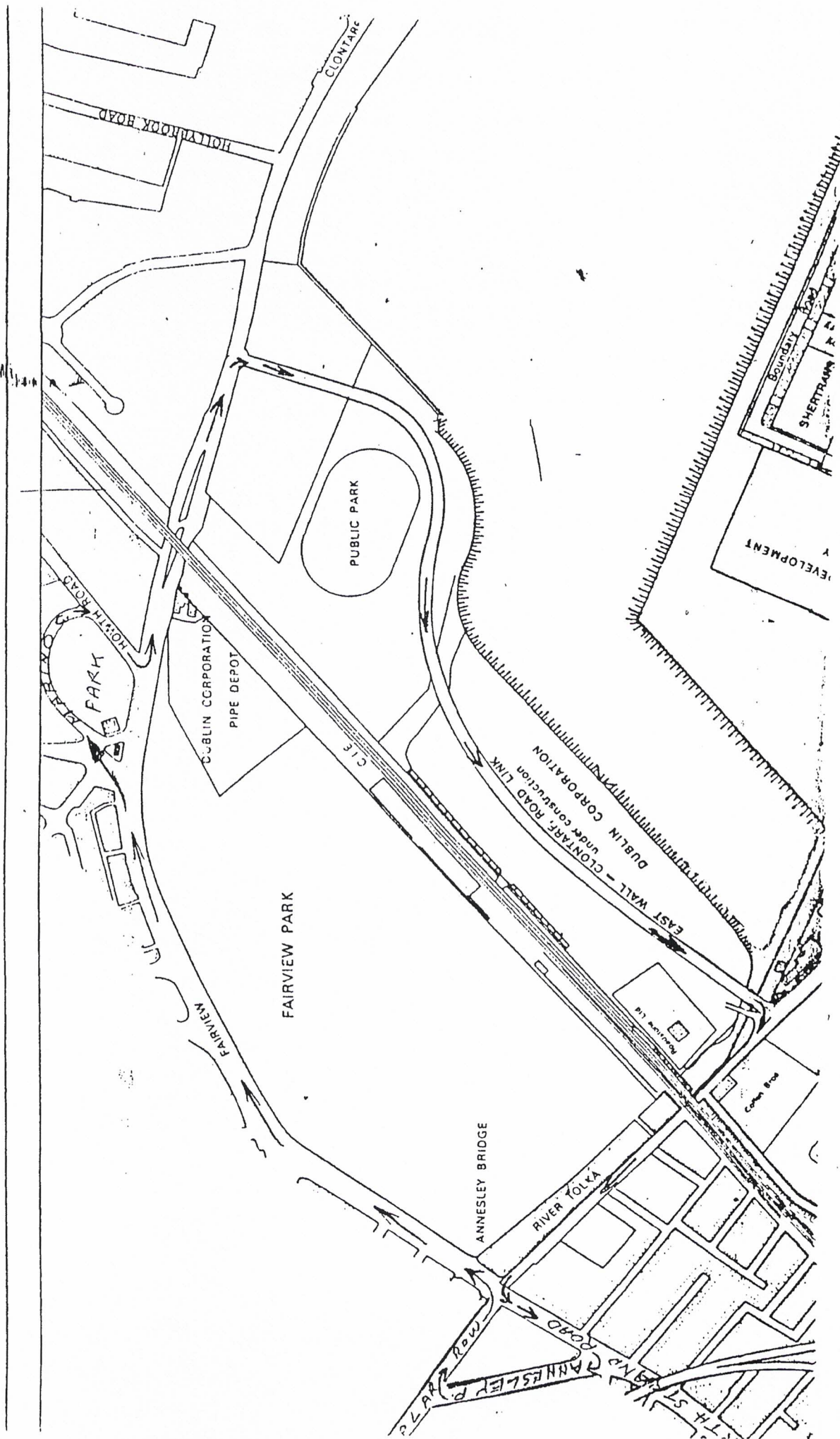
- Fairview (Annesley Bridge)
- Embankment Road (2)

9.2. Viewing:

The principle viewing areas which can be provided with temporary Grandstands are at:

- Embankment Road (both sides)
- Within Fairview Park
- Within the park at Marino Crescent
- Private Ground at the discretion of the owners.

A commercial enterprise will provide Giant Screens for T.V. Coverage of inaccessible points.



[Korea] Formula One Korea Grand Prix to be held in Yeongam, Jeollanam-do this October



The 2010 Formula One Korea Grand Prix will be held in Yeongam, Jeollanam-do from October 22nd to 24th. Formula One, the world's most prestigious car racing competition, is one of the world's top three sporting events, along with the Olympic Games and the World Cup.

- What is the 2010 Formula One (F1) Korean Grand Prix? -

The 2010 F1 Korean Grand Prix is a Formula One championship which is scheduled to be held in Korea in the fall of 2010. The 2010 F1 Korean Grand Prix is at the forefront of a number of pioneering projects aimed at the development of leisure cities along the southwestern coast of Korea. Korea has been approved to be one of the F1 Grand Prix venues for the next seven years, beginning from fall of 2010. The upcoming 2010 F1 Korea Grand Prix, 17th out of the total 19 events of the 2010 F1, is expected to draw as many as 110,000 spectators and 10,000 participants, including 24 drivers from 12 teams and a number of executives, and organizers. F1 is a series of races held in 19 countries worldwide (including the recent addition of Korea) and is comprised of 12 teams: 9 participants from previous years including fan favorites like Ferrari, Mercedes, and Renault and 3 rookie teams (Campos Meta 1—Spain, Virgin Racing—Great Britain, and Lotus F1 Racing—Malaysia) that are joining the race for the first time this year. Teams and drivers are awarded points after each of the 19 races throughout the season and whoever has the most cumulative points at the end racing year is declared the winner.

- F1 Korea Grand Prix Racing Track: Korea International Circuit -

F1 Korea Grand Prix, the first-ever Formula One held in Korea will be using the "Korea International Circuit" which is now under construction in Yeongam Jeollanam-do. The racing circuit, which will be completed during the first half of this year, is being constructed on a plot of land measuring 1.5 million-pyeong (about 50 million square meters) in Yeongam, Jeollanam-do. The project is expected to reach costs of approximately 250 billion KRW. The circuit, which is 5,615km long, is the longest circuit in Asia and the second longest in the world, only a little shorter than the Monza Circuit in Italy (5,793km). The arena is designed to hold a capacity of 1.2 million people, making it the largest single sports venue in Korea.

- Expected Effects -

Over the near seven years of hosting F1 racing, Korea is expecting to see profits of over 92.8 KRW from sponsorship and admission fees. It's anticipated that the race will boost the nation's international image and have an even greater impact than the World Cup, co-hosted by Korea in 2002. The F1 Korea Grand Prix will play a major role in increasing Korea's international media exposure while promoting national brand image in Europe and North America. It will also give overseas visitors a chance to learn more about Korea's traditional culture and the local region of Jeollanam-do. Other expected benefits are that the F1 will help revive Korea's motor sport industry and increase Korea's competitiveness in the auto industry.

- Let's take a closer look at the F1 World Championship -

The F1 World Championship is one of the world's biggest sports events; it's broadcast in roughly 184 countries and watched by over 600 million people across the globe. The year 2010 marks the 61st season of the competition, since the event's creation in 1950. The F1 World Championship is organized by the Formula One Management (FOM) and instituted by Federation Internationale de L'automobile (FIA), a UN agency, and is undisputedly the most prestigious motor sports event of all time. In fact, F1

has earned a spot alongside the Olympics and the World Cup as one of the world's three major sporting events, subsequently boosting the auto and tourism industries.

The competition is divided into two parts: One is the 'Drivers Championship' awarded to the best driver and the other is the 'Constructors Championship' which evaluates racing skill and teamwork. Each event on the racing calendar draws 200,000 spectators on average, with a cumulative total of 4 million spectators worldwide throughout the racing year. Each participating team can have as many as 500 or 600 members, but are limited to only two drivers. Normally, racing cars use an 8-cylinder 2400cc engine, which is only slightly bigger in capacity than ordinary midsize cars but produces a whopping 750 hp. Racing vehicles can reach speeds as high as 350km/h.

Top automakers participate in the F1 with the expectation that the race results will directly influence (and hopefully increase) their brand's marketability. The world's leading automobile manufacturers such as Ferrari, BMW, and Mercedes-Benz have their own F1 team and annually invest an astronomical amount of money. Sponsorship money accounts for more than an additional 4 trillion KRW a year.

F1's scheduled number of events varies each year. Last year, the F1 Grand Prix included 22 races from 11 teams who participated in 17 different races throughout Europe, Asia, Middle East, South America and Oceania. This year's F1 (Korea's first ever chance to host) is expected to be an even bigger event than in previous years with the addition of several new teams.

[More info about 2010 Formula One Grandprix](#)

[Go to Jeollanam-do](#)

[Go to the official website of 2010 F1 Korean Grand Prix \(currently only available in Korean\)](#)

Date 03/11/2010

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2010 FIA Formula One World Championship Race Calendar

01	2010 FORMULA 1 GULF AIR BAHRAIN GRAND PRIX (Sakhir)	12 - 14 Mar
02	2010 FORMULA 1 QANTAS AUSTRALIAN GRAND PRIX (Melbourne)	26 - 28 Mar
03	2010 FORMULA 1 PETRONAS MALAYSIAN GRAND PRIX (Kuala Lumpur)	02 - 04 Apr
04	2010 FORMULA 1 CHINESE GRAND PRIX (Shanghai)	16 - 18 Apr
05	FORMULA 1 GRAN PREMIO DE ESPANA TELEFÓNICA 2010 (Catalunya)	07 - 09 May
06	FORMULA 1 GRAND PRIX DE MONACO 2010 (Monte Carlo)	13 - 16 May
07	2010 FORMULA 1 TURKISH GRAND PRIX (Istanbul)	28 - 30 May
08	FORMULA 1 GRAND PRIX DU CANADA 2010 (Montreal)	11 - 13 Jun
09	2010 FORMULA 1 TELEFÓNICA GRAND PRIX OF EUROPE (Valencia)	25 - 27 Jun
10	2010 FORMULA 1 SANTANDER BRITISH GRAND PRIX (Silverstone)	09 - 11 Jul
11	FORMULA 1 GROSSER PREIS SANTANDER VON DEUTSCHLAND 2010 (Hockenheim)	23 - 25 Jul
12	FORMULA 1 MAGYAR NAGYDJ 2010 (Budapest)	30 Jul - 01 Aug
13	2010 FORMULA 1 BELGIAN GRAND PRIX (Spa-Francorchamps)	27 - 29 Aug
14	FORMULA 1 GRAN PREMIO SANTANDER D'ITALIA 2010 (Monza)	10 - 12 Sep
15	2010 FORMULA 1 SINGTEL SINGAPORE GRAND PRIX (Singapore)	24 - 26 Sep
16	2010 FORMULA 1 JAPANESE GRAND PRIX (Suzuka)	08 - 10 Oct
17	2010 FORMULA 1 KOREAN GRAND PRIX (Yeongam) *	22 - 24 Oct
18	FORMULA 1 GRANDE PREMIO DO BRASIL 2010 (Sao Paulo)	05 - 07 Nov
19	2010 FORMULA 1 ETIHAD AIRWAYS ABU DHABI GRAND PRIX (Yas Marina Circuit)	12 - 14 Nov

* Subject to circuit approval

List of Formula One Grands Prix

From Wikipedia, the free encyclopedia

For other meanings, see Formula One Grand Prix.

The following is a complete **list of Grands Prix** which have been a part of the FIA World Championship since its inception in 1950.

At the end of the 2009 season, 820 World Championship Grands Prix will have been held including the Indianapolis 500 which was a part of the World Championship from 1950 until 1960.

Major auto racing events are usually named *Grands Prix*, a tradition dating back to the first decade of the 20th Century and the Grand Prix motor racing of the 1920s and 1930s.

Contents

- 1 Races by country
 - 1.1 Active and past races
- 2 Races by season
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 - 2.3 1970–1979
 - 2.4 1980–1989
 - 2.5 1990–1999
 - 2.6 2000–2009
 - 2.7 2010–2019
 - 2.8 Notes

Races by country

Active and past races

See *2010 Formula One season* for a schedule of this year's races.

Bold denotes the 19 Grands Prix races active for the 2010 season. Don't add until the race has been completed.

No	Race	Active year(s)	No Of Races
1	 Abu Dhabi Grand Prix	2009 - 2010	1
2	 Argentine Grand Prix	1953 – 1958, 1960, 1972 – 1975, 1977 – 1981, 1995 – 1998	20
3	 Australian Grand Prix	1985 – 2010	26
4	 Austrian Grand Prix	1964, 1970 – 1987, 1997 – 2003	26
5	 Bahrain Grand Prix	2004 – 2010	7
6	 Belgian Grand Prix	1950 – 1956, 1958, 1960 – 1968, 1970, 1972 – 2002, 2004 – 2005, 2007 – 2010	54
7	 Brazilian Grand Prix	1973 – 2010	37
8	 British Grand Prix	1950 – 2010	60
9	 Caesars Palace Grand Prix	1981 – 1982	2
10	 Canadian Grand Prix	1967 – 1974, 1976 – 1986, 1988 – 2008, 2010	40

Formula One

Current season summary

2010 Formula One season

Related articles

History of Formula One

Formula One regulations

Formula One cars

Formula One racing

Lists

Drivers

(GP Winners · Champions · Runners-up)

Constructors

(GP Winners · Champions · Runners-up)

Seasons · **Grands Prix** · Circuits

(Race Promoters' Trophy winners)

Pointsoring systems

Engines · Tyres · National colors

Sponsorship liveries

Racing flags · Red-flagged GPs

People · Fatal accidents

Drivers who never qualified

TV broadcasters

Records






























Drivers (Wins) (Poles) (F/Laps)

Constructors (Wins)

Engines · Tyres · Races





















































































See also

- Fédération Internationale de l'Automobile (FIA)
- FIA World Motor Sport Council
- Formula One Group
- Formula One Constructors Association
- Formula One Teams Association
- Grand Prix Drivers' Association








































































































11	 Chinese Grand Prix	2004 – 2010	6
12	 Dallas Grand Prix	1984	1
13	 Detroit Grand Prix	1982 – 1988	7
14	 Dutch Grand Prix	1952 – 1953, 1955, 1958 – 1971, 1973 – 1985	30
15	 European Grand Prix ^[1]	1983 – 1985, 1993 – 1997, 1999 – 2010	19
16	 French Grand Prix	1950 – 1954, 1956 – 2008	58
17	 German Grand Prix	1951 – 1954, 1956 – 1959, 1961 – 2006, 2008 – 2010	56
18	 Hungarian Grand Prix	1986 – 2010	24
19	 Indianapolis 500 ^[2]	1950 – 1960	11
20	 Italian Grand Prix	1950 – 2010	60
21	 Japanese Grand Prix	1976 – 1977, 1987 – 2010	25
22	 Korean Grand Prix	2010	0
23	 Luxembourg Grand Prix ^[3]	1997 – 1998	2
24	 Malaysian Grand Prix	1999 – 2010	12
25	 Mexican Grand Prix	1963 – 1970, 1986 – 1992	15
26	 Monaco Grand Prix	1950, 1955 – 2010	56
27	 Moroccan Grand Prix	1958	1
28	 Pacific Grand Prix ^[4]	1994 – 1995	2
29	 Pescara Grand Prix ^[5]	1957	1
30	 Portuguese Grand Prix	1958 – 1960, 1984 – 1996	16
31	 San Marino Grand Prix ^[6]	1981 – 2006	26
32	 Singapore Grand Prix	2008 – 2010	2
33	 South African Grand Prix	1962 – 1963, 1965, 1967 – 1980 ^[7] , 1982 – 1985, 1992 – 1993	23
34	 Spanish Grand Prix	1951, 1954, 1968 – 1979 ^[8] , 1981, 1986 – 2010	39
35	 Swedish Grand Prix	1973 – 1978 ^[9]	6
36	 Swiss Grand Prix	1950 – 1954 ^[10] , 1982 ^[11]	6
37	 Turkish Grand Prix	2005 – 2010	5
38	 United States Grand Prix	1959 – 1980, 1989 – 1991, 2000 – 2007	33
39	 United States Grand Prix West	1976 – 1983	8

Races by season


















































































































































1950–1959

Rnd	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959
1	 British	 Swiss	 Swiss	 Argentine	 Argentine	 Argentine	 Argentine	 Argentine	 Argentine	 Monaco
2	 Monaco	 500	 500	 500	 500	 Monaco	 Monaco	 Monaco	 Monaco	 Indy 500
3	 500	 Belgian	 Belgian	 Dutch	 Belgian	 500	 500	 500	 Dutch	 Dutch
4	 Swiss	 French	 French	 Belgian	 French	 Belgian	 Belgian	 French	 500	 French
5	 Belgian	 British	 British	 French	 British	 Dutch	 French	 British	 Belgian	 British
6	 French	 German	 German	 British	 German	 British	 British	 German	 French	 German
7	 Italian	 Italian	 Dutch	 German	 Swiss	 Italian	 German	 Pescara	 British	 Portuguese
8		 Spanish	 Italian	 Swiss	 Italian		 Italian	 Italian	 German	 Italian
9				 Italian	 Spanish				 Portuguese	 United States
10								 Italian		
11								 Morocco		

















































































1960–1969

Rnd	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969
1	 Argentine	 Monaco	 Dutch	 Monaco	 Monaco	 South African	 Monaco	 South African	 South African	 South African
2	 Monaco	 Dutch	 Monaco	 Belgian	 Dutch	 Monaco	 Belgian	 Monaco	 Spanish	 Spanish
3	 500	 Belgian	 Belgian	 Dutch	 Belgian	 Belgian	 French	 Dutch	 Monaco	 Monaco
4	 Dutch	 French	 French	 French	 French	 French	 British	 Belgian	 Belgian	 Dutch
5	 Belgian	 British	 British	 British	 British	 British	 Dutch	 French	 Dutch	 French
6	 French	 German	 German	 German	 German	 Dutch	 German	 British	 French	 British
7	 British	 Italian	 Italian	 Italian	 Austrian	 German	 Italian	 German	 British	 German
8	 Portuguese	 United States	 United States	 United States	 Italian	 Italian	 United States	 Canadian	 German	 Italian
9	 Italian	 South African	 Mexican	 United States	 United States	 Mexican	 Italian	 Italian	 Canadian	 Canadian
10	 United States		 South African	 Mexican	 Mexican		 United States	 Canadian	 United States	 United States
11							 Mexican	 United States	 Mexican	 Mexican
12								 Mexican		

1970–1979

Rnd	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979
1	 South African	 South African	 Argentine	 Argentine	 Argentine	 Argentine	 Brazilian	 Argentine	 Argentine	 Argentine
2	 Spanish	 Spanish	 South African	 Brazilian	 Brazilian	 Brazilian	 South African	 Brazilian	 Brazilian	 Brazilian
3	 Monaco	 Monaco	 Spanish	 South African	 South African	 South African	 USA West	 South African	 South African	 South African
4	 Belgian	 Dutch	 Monaco	 Spanish	 Spanish	 Spanish	 Spanish	 USA West	 USA West	 USA West
5	 Dutch	 French	 Belgian	 Belgian	 Belgian	 Monaco	 Belgian	 Spanish	 Monaco	 Spanish
6	 French	 British	 French	 Monaco	 Monaco	 Belgian	 Monaco	 Monaco	 Belgian	 Belgian
7	 British	 German	 British	 Swedish	 Swedish	 Swedish	 Swedish	 Belgian	 Spanish	 Monaco
8	 German	 Austrian	 German	 French	 Dutch	 Dutch	 French	 Swedish	 Swedish	 French
9	 Austrian	 Italian	 Austrian	 British	 French	 French	 British	 French	 French	 British
10	 Italian	 Canadian	 Italian	 Dutch	 British	 British	 German	 British	 British	 German
11	 Canadian	 United States	 Canadian	 German	 German	 German	 Austrian	 German	 German	 Austrian
12	 United States	 United States	 United States	 Austrian	 Austrian	 Austrian	 Dutch	 Austrian	 Austrian	 Dutch
13	 Mexican			 Italian	 Italian	 Italian	 Italian	 Dutch	 Dutch	 Italian
14				 Canadian	 Canadian	 United States	 Canadian	 Italian	 Italian	 Canadian
15				 United States	 United States		 United States	 United States	 United States	 United States
16							 Japanese	 Canadian	 Canadian	
17								 Japanese		

1980–1989

Rnd	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989
1	 Argentine	 USA West	 South African	 Brazilian	 Brazilian	 Brazilian	 Brazilian	 Brazilian	 Brazilian	 Brazilian
2	 Brazilian	 Brazilian	 Brazilian	 USA West	 South African	 Portuguese	 Spanish	 San Marino	 San Marino	 San Marino
3	 South African	 Argentine	 USA West	 French	 Belgian	 San Marino	 San Marino	 Belgian	 Monaco	 Monaco
4	 USA West	 San Marino	 San Marino	 San Marino	 San Marino	 Monaco	 Monaco	 Monaco	 Mexican	 Mexican
5	 Belgian	 Belgian	 Belgian	 Monaco	 French	 Canadian	 Belgian	 Detroit	 Canadian	 United States
6	 Monaco	 Monaco	 Monaco	 Belgian	 Monaco	 Detroit	 Canadian	 French	 Detroit	 Canadian
7	 French	 Spanish	 Detroit	 Detroit	 Canadian	 French	 Detroit	 British	 French	 French
8	 British	 French	 Canadian	 Canadian	 Detroit	 British	 French	 British	 British	 British

		French	Canadian	Canadian				German		
9	German	British	Dutch	British	Dallas	German	British	Hungarian	German	German
10	Austrian	German	British	German	British	Austrian	German	Austrian	Hungarian	Hungarian
11	Dutch	Austrian	French	Austrian	German	Dutch	Hungarian	Italian	Belgian	Belgian
12	Italian	Dutch	German	Dutch	Austrian	Italian	Austrian	Portuguese	Italian	Italian
13	Canadian	Italian	Austrian	Italian	Dutch	Belgian	Italian	Spanish	Portuguese	Portuguese
14	United States	Canadian	Swiss	European	Italian	European	Portuguese	Mexican	Spanish	Spanish
15		Caesars Palace	Italian	South African	European	South African	Mexican	Japanese	Japanese	Japanese
16		Caesars Palace		Portuguese	Australian	Australian	Australian	Australian	Australian	Australian

1990–1999

Rnd	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999
1	United States	United States	South African	South African	Brazilian	Brazilian	Australian	Australian	Australian	Australian
2	Brazilian	Brazilian	Mexican	Brazilian	Pacific	Argentine	Brazilian	Brazilian	Brazilian	Brazilian
3	San Marino	San Marino	Brazilian	European	San Marino	San Marino	Argentine	Argentine	Argentine	San Marino
4	Monaco	Monaco	Spanish	San Marino	Monaco	Spanish	European	San Marino	San Marino	Monaco
5	Canadian	Canadian	San Marino	Spanish	Spanish	Monaco	San Marino	Monaco	Spanish	Spanish
6	Mexican	Mexican	Monaco	Monaco	Canadian	Canadian	Monaco	Spanish	Monaco	Canadian
7	French	French	Canadian	Canadian	French	French	Spanish	Canadian	Canadian	French
8	British	British	French	French	British	British	Canadian	French	French	French
9	German	German	British	British	German	German	French	British	British	Austrian
10	Hungarian	Hungarian	German	German	Hungarian	Hungarian	British	German	Austrian	German
11	Belgian	Belgian	Hungarian	Hungarian	Belgian	Belgian	German	Hungarian	German	Hungarian
12	Italian	Italian	Belgian	Belgian	Italian	Italian	Hungarian	Belgian	Hungarian	Belgian
13	Portuguese	Portuguese	Italian	Italian	Portuguese	Portuguese	Belgian	Italian	Belgian	Italian
14	Spanish	Spanish	Portuguese	Portuguese	European	European	Italian	Austrian	Italian	European
15	Japanese	Japanese	Japanese	Japanese	Japanese	Pacific	Portuguese	Luxembourg	Luxembourg	Malaysian
16	Australian	Australian	Australian	Australian	Australian	Japanese	Japanese	Japanese	Japanese	Japanese

WHAT IS THE LIFFEY TRUST ?

The Liffey Trust was founded by Mr. Seamus Mc Dermott in 1984 to help create jobs by assisting small co-operatives, manufacturing companies, service companies, individual entrepreneurs and community groups to set up in business.

It is a voluntary charitable organisation set up to help create jobs by assisting potential entrepreneurs and community enterprise groups to become established in the market place.

It is registered in the companies office as a company limited by guarantee having no share capital.

It is recognised by the Revenue Commissioners as a research college.

Uniquely it has been recognised by the United States Federal authorities as a charity and has been granted a 501 (c) (3) certificate of exemption under their law. For the most recent report on the Trust see appendix vii.

The Liffey Trust has identified the immediate and urgent requirements of new businesses which are not covered by the State Help Agencies.

The following facilities are therefore provided:

1. We prepare Business Plans, Feasibility Studies and Grant Applications, free of charge.
2. We advise on ways and means of raising finance to help persons setting up their own business.
3. We provide guidance on the way to set up accountancy and control systems for new businesses.
4. We provide free management consultancy for the first year.
5. We provide model rules free of charge for co-operatives.
6. We provide free administration and secretarial services including typing, telephone answering, photocopying etc., until the new business is set up.
7. We provide free marketing consultancy for the first year.
8. We organise combined marketing of the various products.
9. We provide working space in Dublin with free or reduced rent for new businesses while they are being established.

10. We take care of the bureaucratic procedures. We help a new business
 - to decide its legal structure
 - to become registered
 - to obtain a VAT No.
 - to register for P.A.Y.E. and P.R.S.I.
 - to obtain sub- contract numbers.

11. We explain the different types of grants:
 - Feasibility study grants
 - Product development grants
 - enterprise allowance grants
 - increase in employment grants
 - youth employment grants
 - marketing graduate grants
 - accountancy graduate grants
 - fixed assets grants
 - training grants
 - research and development grants
 - management development grants
 - technology transfer grants.