



June 2010

SILVERSTONE NEWSLETTER

TDI Classification

Silverstone National circuit played host to the Fun Cup on Saturday 26th June, with an exciting four hour race and a titanic thirty three car grid, proving once again the strength of the Fun Cup series.

The Track Torque 211 car of Tim Hartland and Massimo Vignali drew 26th on the grid, which deflated the mood somewhat, and the team prepared for a tough first couple of stints in traffic.

Hartland started the race and worked his way steadily up the order. An oil trail, deposited most of the way round the circuit, made progress through traffic a bit cautious, but by mid stint, the 211 car was lying 4th. This became 2nd as the car in front, 147 Team Honeywell, hit trouble and they snatched a place during the first round of stops too.



Proving its strength as Europe's leading Endurance race series, thirty three cars started the race.

Vignali took the wheel after the first forty minute session and began to chase down a sick sounding JPR 131 car which he duly passed to take the lead. As Vignali pulled into the pits for the second round of stops, he took the team completely by surprise by driving straight into the garage. Fifth gear had given up just moments before the pit window opened. A quick discussion ensued and the decision was taken to see what sort of times the car could do with only four gears before deciding on whether or not to retire.

Hartland jumped in and set off still in the lead. To the surprise of the team, the times really only dropped off by about 0.5-0.75 seconds per lap and some really sharp pitwork during the only safety car period of the race, plus problems for a couple of rival teams, consolidated the 211 car's lead.

It now became a question of whether or not the slowly expiring gearbox would make it to the end, and whether the temperatures of the over-stretched engine could be managed until the finish line. The 2nd placed RAM team was chasing hard and steadily whittled down the lead as the two

drivers of the 211 car imposed a rev limit on themselves to try to preserve the engine. Finally after four hours, the 211 car crossed the line still running, and thirty seconds ahead of RAM, to take a maiden British series win, to the huge relief of the whole team.

In 2nd place, it was Team RAM, who came to Silverstone, looking for a strong performance ahead of the 25 hour race at Spa.

Mark Owen was unavailable due to work commitments, so Austin Kinsella and Nick Padmore joined regulars Richard Ince and Austin Reynolds.

After being drawn 6th on the grid, Ince struggled with poor visibility throughout the first forty minutes, but still managed to bring the car home in the top ten by the end of the first stint.

Ince, said: "Three different cars dropped oil on the track and over the windscreen in the first few laps and I was quite pleased to bring the car home safely, especially after making the mistake of trying to use the wipers to clear the screen."

Subsequent sessions saw the car rise up the leader board and despite losing a lap under the safety car, Reynolds brought the car home in 2nd place at the end of four hours, for the team's 7th consecutive Fun Cup podium.

Reynolds commented: "We wanted to use Silverstone as an opportunity to give Austin and Nick time in the car before Spa and while they're obviously not as quick or as good looking as me, I think they'll be a real asset over the 25 hours."

In car 195, Scarab Racing's Bram de Groot and son in law Phil de Groot-King took the 3rd step of the TDI podium. De Groot had a great start from 8th position and quickly lead, but struggled with straightline speed and so, in the early stages it was a close battle with the petrol 99 petrol car,



The Track Torque boys were delighted with their first UK win.

The duo remained comfortable in the top five for most of the race. As some of the front running diesels suffered from various troubles, the podium became closer and closer. This was until a car that had lost control at Brooklands, left de Groot with no-where to go apart from straight into it!

De Groot said: **"I managed to keep going until the next pit stop and when I got out I could not believe how the back of the car looked! It was a blancmange, but with good, tried and tested tape, we kept her in one sort of piece and crossed the line in 4th overall and 3rd in the diesel class. The boys did a brilliant job patching the car up and I can't wait to see it on Sky!"**

The fastest TDI lap was a 1:11.738 set by Steve Johansen in the JPR/Indigo Racing Car.

Petrol Classification

The Credit Crunch boys of Tim Wheeldon, Dominic Jackson and Eddy Cole, who replaced regular Nigel Griffiths, arrived at Silverstone focused and determined to get back to winning ways after a disappointing previous round at Rockingham.

A decent grid draw pulled them 9th for the start of the race and after having a good getaway and avoiding the usual first lap mêlée, Jackson was able to initially battle up to 6th in petrol class until a collision at Becketts forced him into a spin and an early pit stop was then required when the window opened. It was an extremely smooth stop and the team were able to ascertain the car may be slightly down on power after the incident. Excellent pit work saw them gain three places in the petrol class as Cole emerged out for his first session.

Cole maintained position to hand over to Wheeldon. The first safety car incident of the day arrived and so Wheeldon pitted as soon as the window opened. As Jackson then exited the pits he was in 2nd place right behind the petrol leaders, JPR/Race Logic.

Once the safety car pulled in, the two cars enjoyed a great ten minute dice, battling for the lead, but unfortunately it was a premature end when JPR/Race Logic Car 102 managed to get tangled up with another car going for the inside line and Jackson was able to avoid the incident by sailing round the outside of the corner and into the lead of the petrol class. As JPR/Race Logic headed for the pits, Jackson set about stretching the lead, lapping seven other petrol cars in the process and handing over to Cole with a one lap advantage over the 2nd place petrol class car.

The final two sessions passed without incident and Wheeldon took the chequered flag as 1st in petrol class and in 3rd place overall.

The team said: **"We are grateful to JPR and especially our mechanic Henry for doing a fabulous job again. We are also grateful to our support team of Jon, Wes, Chris, Geoff, Nuala and Suzie".**



The Credit Crunch crew were thrilled to be back on the top step of the petrol podium.

In car 102 JPR/Racelogic, drivers Nigel Greensall, Julian Thomas and Adam Bath were drawn a lowly 24th on the grid. So, it was decided that the more experienced driver, Nigel Greensall, would start the race.

This, it turned out, was to be the right decision, as Greensall soon broke into the top six overall and took the lead of the petrol class. This is where they stayed for the following stints, contested by Thomas and Bath. Towards the end of the third stint, they had a strong class lead over car JPR car 1 Credit Crunch Racing, until the safety car was deployed, bunching up the field.

It was this restart where Thomas came under intense pressure from the Credit Crunch boys and a few laps later, had contact into Copse with Jolly Roger Racing in car 111. So, he had an unscheduled pit stop to change the nose, causing them to drop a lap behind Credit Crunch, moving them to 5th in class and 8th overall.

Heading into the final forty minutes of the race, Bath had closed the gap to around eight seconds behind Credit Crunch. Greensall took over and was on a mission, he fought a hard last stint to bring them home 2nd in the petrol class and 5th overall.

In 3rd place for the petrol class it was car 130, Porsche Byfleet. Experienced racer Scott Kavanagh, partnered Pete James and John Halestrap, in what was John's first ever competitive race.

James Pickford set the fastest petrol lap, with a 1:12.266 in car 99, JPR/Votex Ltd.



Silverstone Photographs 

To view photographs from Silverstone, please visit

[Http://www.octanephotos.co.uk/2010funcup/silv/saturday/funcup/index.html](http://www.octanephotos.co.uk/2010funcup/silv/saturday/funcup/index.html)

[Http://www.scmmotorsportpictures.co.uk/portfolio103706.html](http://www.scmmotorsportpictures.co.uk/portfolio103706.html)

[Http://www.flickr.com/photos/dennisgoodwin/sets/72157624237578499/](http://www.flickr.com/photos/dennisgoodwin/sets/72157624237578499/)

Special thanks go to Dennis Goodwin and Nuala Scully for their brilliant photographs as usual. I would also like to thank Karen Smalley of Octane photos for her great contribution.

Spa 25 Hours

Any teams racing at Spa next week with a national B licence, will have to have a medical at the circuit and pay 60 Euros to race with this licence.

Finally....

I am looking forward to seeing many of you at the world famous Spa 25 hour Fun Cup race next week. May I take this opportunity to wish the very best of luck to all UK teams and fingers crossed a British team will return the overall winners! It can be done!

See you across the water soon!

Kindest regards

Roxie Marandi Rose

Fun Cup UK/Saker Sports Cars UK

