



April 2009 – Newsletter

Dear All,

### Rockingham 2009

#### TDI Classification

It was a thrilling start to the season, with the successful introduction of the TDI engines into the UK. A substantial thirteen cars had converted to TDI from the huge twenty six car grid and it was an unexpected victory from the greatly experienced Cuisine de France/Spar team in the TDI 251 car, at the Rockingham six hour race on Saturday 4<sup>th</sup> April.



**Car 251, Cuisine de France/Spar, chasing their first victory in two years.**

The random grid ballot placed brothers Richard and Marc, plus dad Ian Connell on the second to last row of the grid and for the first two hours of the race, they blitzed their way through the field.

Meanwhile, Austin Reynolds and ex Radical champion Richard Ince along with team mate Mark Owen in the Team Ram TDI, car 245, were commencing battle with another TDI car, JPR Motorsport, car 131. The JPR car was driven by ex Radical champion and V de V racer, Ally McKeever, along with Steve Harris and another ex Radical champion, Paul Rose. The two teams, who were more fortunate with the

grid draw, having both been drawn on the front row, dominated the first two hours of the race. They scrabbled for the lead, whilst behind them Marc Connell had been pushing hard to get within striking distance for the Cuisine de France/Spar team and settled comfortably into third position.



**Car 245, Team Ram, second place overall.**

Richard Ince was glued to the front of the field throughout the first hour, whilst Austin and Mark consolidated his work during their stints.

During the third hour, Steve Harris, in the JPR Motorsport car, lost three laps in the pits to replace his rear suspension after an ontrack collision, which paved the way for a new scrap between Cuisine de France/Spar and Team Ram. Richard Connell managed to force his way to the front and some clever pit stop strategies, combined with a **“car that felt so smooth to drive”** according to Ian Connell, saw them cross the line a lap ahead of the second placed Team Ram, when the

chequered flag was waved. JPR Motorsport managed to take a comfortable third place.



***Car 251, Cusine de France forced their way to the start after a poor grid draw.***

Ian Connell said, **“We were delighted with the victory, this was our first win since Croft in 2007. Once we reached the front, it was a case of keeping up a quick but steady pace, to stay ahead of Team Ram!”**

He added, **“Thanks to Pete, Steve and all of the Solutions Team who did a fantastic job running and preparing the car. Well done guys! Thanks also to Marvin, Mike and Nick from Connell racing for their help on the pit wall and refueling.”**

### **Petrol Classification**

With Tim Wheeldon away on holiday, it was left to Dominic Jackson and Nigel Griffiths to contest the first race of the 2009 season for Credit Crunch Racing, in their petrol powered car.

Dominic started the race with a grid draw of twenty second place and battled his way up to eleventh overall and fourth placed petrol car, before a safety car halted his progress. Once the safety car had pulled back into the pits, he was tagged by another car which resulted in a damaged front splitter and after handing over to Nigel and replacing the splitter during the pit stop, the team had dropped down to fifteenth overall and fifth placed petrol car.

Nigel then set about gaining back the lost positions and re-engaged a battle with car 88, the petrol car driven by Arran and Kristian Rose, who were driving in only their third and second Fun Cup race

respectively. Arran and Kristian had made their way up to an impressive fifth place overall and second placed petrol team by the end of the third hour of racing.

**“Plenty of close nose to tail and wheel to wheel action took place between us and other cars throughout the next few hours, with both of us maintaining a quick consistent pace on track and smooth pit stops, with great assistance from our friends and the JPR Motorsport mechanics, in particular a special thanks must go to Henry for his efforts.”** Dominic Jackson.

After car 41, Prestige Motorsport had to stop for some running repairs, the distinctive black and yellow 103 car of Credit Crunch Racing charged into fourth place overall and first placed petrol car at the end of the fourth hour of racing. They maintained these positions until Nigel took the chequered flag at the end of the challenging race, signifying Credit Crunch Racing's and car 103's first ever Fun Cup race win in the petrol class, beating many other more powerful TDI cars.

**“Although Tim wasn't there to share in the glory of the first team win, he is an integral part of the team and in the lead up to the Rockingham race he worked with myself and Nigel to help set-up the car and familiarise us with the track by utilizing his twin seater Fun Cup car. Tim will be part of the driver line-up at future races, where the team can hopefully replicate their first win.”** Dominic Jackson.



***Car 103, JPR Motorsport, were thrilled with their first place petrol class.***

Dan Jones, Mark Hope and Steve Johansen, had an eventful weekend in the JPR Motorsport/Team Norsound car 101.

After an injector problem in their TDI car, they had no choice but to change cars and race the spare 345 car, which is a twin - seater.

Their grid draw put them half way down the pack in eleventh place and they were on a mission from the start. The trio, who were racing together for the first time, worked well as a team and a combination of consistent lap times, combined with quick pit stops, meant that their final position was fifth overall and second in the petrol class.

In the Track Torque car 104, the first race at Rockingham was going to be a baptism of fire for the new team, which consisted of Alex Ashby, Barry Linley, and Jerry Hampshire.



***From Left, Jerry Hampshire, Alex Ashby, Barry Linley. Car 104, Track Torque Racing.***

Alex, a finalist in the Fun Cup scholarship in 2007 raced cars for the first time with Team Norsound in 2008 and helped them to win the trophy for the overall “Highest Placed JPR Rental Team” that year. Barry has raced in Formula Ford for the last four years and Jerry has a wealth of experience racing Porches, Golf GTs, single seaters and Britcar.

They drew eighth place on the grid and Jerry took the first stint. He had a difficult start and was pushed perilously close to the concrete wall of the oval as the cars sped to the first hairpin. He had to drive defensively to avoid contact and slipped to nineteenth place at the end of the first lap. Jerry proceeded to place some consistent lap times, but had slipped a couple more places by the first driver change. A gearbox problem was emerging and the

change had become somewhat stiff and slow.

They had a slick driver change, which pushed them back up the grid, but the gearbox problems persisted and they were still in twenty third at the second driver change.

Gearbox problems continued, but while still nursing the car Jerry brought them back to twelfth, during his second stint. Barry built on his progress and they were ninth overall and sixth in the petrol class as Alex took over the last stint . With fifteen minutes to go, they were the third petrol car and held on to the podium position at the end of the race. The gearbox had survived and the team was delighted with the result.

Congratulations to Arran and Kristian Rose who took the trophy for the “Highest Placed JPR Rental Team” in the petrol class, fishing 11<sup>th</sup> overall.

Mike McCollum and Brian Casey finished 15<sup>th</sup> overall and were awarded the “Highest Placed JPR Rental Team” trophy in the TDI class.

The fastest lap was placed by Phil Martindale on lap thirteen, with a time of 1:38.133.

### **Rockingham – TV Coverage**

Rockingham will be shown on Raceworld on the following dates:

#### **Thurs 23rd April:**

7pm (Sky Sports Xtra), 10pm (Sky Sports Xtra)

#### **Fri 24th April:**

3am (Sky Sports 3), 9.30am (Sky Sports 2), 12.30pm (Sky Sports Xtra), 4pm (Sky Sports 3)

#### **Sat 25th April:**

2.30am (Sky Sports Xtra), 12.00pm (Sky Sports Xtra)

Motors TV dates will follow in due course.

### **Rockingham – Race Results**

To see the results from Rockingham, please click on the race results section of the website [www.funcup.co.uk](http://www.funcup.co.uk).

### **One Way Radio Systems**

The one-way radio systems proved to be a huge success at Rockingham and all feedback has been extremely positive. If you have not yet given any feedback, please email me at [roxie@funcup.co.uk](mailto:roxie@funcup.co.uk) and let me have your thoughts.

### **Snetterton – 2<sup>nd</sup> May**

The timetable for Snetterton will be issued ten days before the event. However, we do hope to hold exclusive testing after lunch on Friday 1<sup>st</sup> May. Qualifying will take place on Saturday 2<sup>nd</sup> May in the morning and the race will start at approximately lunch time.

There are twenty six garages at Snetterton and they will be allocated on a first come first serve basis.

**Please remember that the deadline for individual driver entries and private team entries is Friday 17<sup>th</sup> April. If you enter after this time, there will be a £25 late entry fee.**

### **Spa 2009**

Any teams who wish to compete at Spa 25 hours on the 11<sup>th</sup> and 12<sup>th</sup> July 2009 and have not already sent a deposit, must do so immediately to reserve a place. As many of you are aware, it is an extremely popular race and each country is given an allocation of cars that are allowed to enter. We have already received many deposits and the list is filling up rapidly, so if you wish to go to Spa and have not already paid a deposit, please do so to avoid disappointment.

I would also like to take this opportunity to mention that drivers can take part in the Spa 25 hour race with a national B race licence, but, you will have to pay the Belgians approximately fifty euros prior to competing.

### **Finally...**

I look forward to seeing you all for more fun at round two, Snetterton!

Kindest regards

Roxie Marandi  
Race Co-ordinator