



September 2009 – Newsletter

Dear All,

Anglesey 2009

TDI Classification

On the 29th of August, twenty four Fun Cup teams moved to the west coast of Anglesey, to compete on the technically challenging costal circuit.

Car 251, Team Cuisine de France/SPAR, driven by Ian and Marc Connell along with Frank Pelle, raced to their second victory of the year in the fourth round of the 2009 UK Fun Cup season, in their TDI.



Car 251, Cuisine de France/SPAR, were hopeful that they could take the victory.

They drew 10th place on the grid, after the random grid draw and Pelle took the start. By the end of lap one he was already up to 3rd place, before moving into the lead on lap four. By the end of his stint he had put in a great drive to extend his lead to sixteen seconds, before handing over to Marc Connell.

Marc Connell settled down quickly, putting in very good times to increase the lead to over thirty seconds, before handing over to

Ian Connell. He suffered in his stint with changeable weather conditions, which made the circuit slippery and a safety car period closed everyone back up again. Deciding to be very cautious in these conditions, rather than make an error, he dropped to 3rd, six seconds behind the new leaders, car 245 Team Ram, but was confident that Pelle and his son had the pace to lead again when conditions improved.

By the end of hour four, Pelle brought the car back up to second behind car 252 Happy Racing, handing over to Marc Connell, who took an immediate lead with a quicker pit stop. Just after this, car 252 Happy Racing unfortunately crashed out of the race, after losing their brakes at the end of the back straight.

By the final hour Pelle was back in the car and leading now, by over a full lap. However, the team were worried about rear tyre wear, so just fifteen minutes from the end, they pitted to make a precautionary rear tyre change.

The race now ran the last few minutes with the team around one minute ahead of car 245 Team RAM, to give them a great win on Ian Connell's birthday!

He said: "Thanks to our engineer Stuart, plus Mike, Pete, Steve and all the Solutions Racing Team who did a fantastic job running and preparing the car on race day. Thanks also to

Connell Racing crew members, Marvin who did our refueling and Mike who ran the race strategy from the pit wall.”

With a grid draw of 4th playing into their hands, Richard Ince and Austin Reynolds were immediately on the pace and when Mark Owen finished his first stint at the halfway point, car 245 Team RAM were leading the race.

Ince and Reynolds again ran strongly in their second stints and at the start of the final hour, the team were running in 2nd place. An unfortunate off-road incident pushed them to 3rd, but with a little good fortune and Owen setting fastest lap, while trying to catch the leading 251 Cuisine de France/SPAR car, the team eventually came home in 2nd place.

“Richmond Racing prepared the car superbly, and we were pleased to do all their hard work justice. Hopefully we can go one better at the next round at Oulton Park.” Paul McManus, Team Manager.

In the 211 Track Torque car, Tim Hartland made a shaky start from 12th on the grid. However, he settled into a rhythm in accordance with the team plan, and worked his way up to 6th place without breaking into a sweat.

Nick Jarvis, impressive in his first season of racing, took the wheel for the second hour and chiselled away at his lap times to great effect, but still the car remained mired between 6th and 8th place.

It became clear that if the team were going to put the car into contention for a result, a change of strategy was required and Neil Primrose climbed aboard with instructions to throw caution to the wind.

For the next four hours, all three drivers drove flat-out, pulling back over a lap to close the gap to the front of the field. As Primrose strapped himself in for the final hour, the car was into 5th position and hard on the heels of their 104 sister car in 4th place, which he quickly dispatched.

The car was running like a Swiss watch and getting faster with every lap, but with time running out and with the leaders, cars 251 Cuisine de France/SPAR, 131 JPR Motorsport and 245 Team RAM all

turning in quick laps, it appeared that 4th place was to be as far as the 211 car would go.

However, luck was on their side when the 2nd placed, car 131 JPR Motorsport, cruised past the pits at half speed with their driver Steve Harris gesticulating at his crew. A lap later Harris was forced to pit having miscalculated his fuel strategy, which promoted Primrose to 3rd place until the flag.

Fastest lap in the diesel class was a 1.21.853, set by Mark Owen in car 245 Team RAM.

Car 101, Team Norsound, won the “Highest Placed JPR Rental Team” trophy for the diesel class, finishing in 9th overall. Congratulations to Steve Johansen, Mark Hope and Dan Jones.

Petrol Classification

Starting 21st on the grid, Nigel Griffiths took up the challenge of starting the race for JPR Motorsport/Credit Crunch Racing in car 103. He pulled past a couple of cars, before being caught in an incident with car 190 my.handle.com, who were spinning after some contact and collected Griffiths as he tried to go around the outside.

Griffiths lost the front splitter, which introduced masses of understeer and after forty minutes the team were in 7th place.

Jackson then took over followed by Wheeldon, who put in some very hard driving and pushed car 103 to its limits, taking the team to 4th overall.

It seemed the podium would elude the team, however, until the penultimate driver change brought about a break in the status quo. Jackson maintained the low 1:23's and shortly before he finished his session, misfortune further up the field gifted them with 3rd place.

Wheeldon took the wheel for the final drive in 3rd place and sixty eight seconds down on 2nd place. Car 107, with brothers Arran and Kristian and father Paul Rose were in the lead, followed closely by Track Torque car 104.

Suddenly what seemed an inevitable finish and a predictable race end turned into a tense battle between the top three. The team watched Wheeldon drive mercilessly through the field to catch Track Torque car 104. Within moments of narrowing the gap to within sight of them, Wheeldon had drafted his rival down the straight and confidently outbraked him into Rocket. By the time the team caught sight of him round the bend on the other side of the hill he was approaching the corkscrew in 2nd place with a comfortable gap.

The last thirty minutes of Anglesey for Credit Crunch Racing was a thrilling battle for 1st place, between them and car 107 JPR Motorsport. In the JPR Motorsport car, Arran Rose, was suffering from a new set of tyres which were changed during brother Kristian's previous session and was slowing, with Wheeldon approaching fast.

He chased relentlessly until the gap was only three seconds. Wheeldon had ten minutes to hold on and overtake.

"Some help came when Arran was involved in a collision with car 214 team Tiger, which sent Arran spinning into Rocket. I passed him and moved into 1st place petrol and 4th overall and I'm delighted, as that is where we finished." Tim Wheeldon.



Car 103 Credit Crunch Racing, were thrilled with another victory in the petrol class.

"The team would like to take this opportunity to thank their outstanding mechanic Henry, Chris Weatherill for his excellent management and strategy, their pit wall team". Tim Wheeldon.

They were also awarded the trophy for "Highest Placed JPR Rental Team", in the petrol class.

And so, it was car 107, JPR Motorsport who took 2nd placed for the petrol class.

Regular Fun Cup driver Alex Ashby, was joined in the 104 Track Torque car by John Chambers, a senior ARDS instructor from Brands Hatch and David Webb. This was to be not only David's first experience of Fun Cup, but also his first ever motor race.



Car 104: From left, Track Torque racers Alex Ashby, David Webb and John Chambers.

The 104 car drew 3rd on the grid and Ashby took the first stint. He pushed hard trying to make up the lost places, but spun at Rocket on the 13th lap, dropping back to 13th place. From there, he made a brilliant recovery, ending up 5th overall and second in the petrol class at the end of the first hour.

Chambers took over the second stint, putting in consistently quick lap times, which moved them up to 4th overall and 1st in the petrol class as he handed over to Webb.

Halfway through the stint, the safety car came out which allowed both JPR Motorsport cars 103 and 107 to run round to the back of the convoy to put them nearly a lap down and they finished the stint as the 4th petrol car.

Ashby put in a fantastic second stint bringing them back to 6th overall and 2nd in class. Chambers took the 5th stint and with some quick lap times and another safety car, which was in their favour, they

were able to unlap themselves from the 103 and 107 JPR Motorsport cars, to hand over to Webb in 4th overall, as the leading petrol car.

Partway through the stint, Webb was overhauled by the JPR Motorsport 103 and 107 cars, but he pushed on and looked about to re-take 2nd in class when he spun at the foot of the corkscrew. He made a brilliant recovery to finish 6th overall, clocked a 1:23.4 lap time and was only nine seconds behind the 2nd placed petrol car.

In the petrol class, Track Torque's Alex Ashby recorded the fastest lap, with a 1.22.397, in car 104.

Anglesey TV Coverage

Once the TV dates and times have been confirmed, they will be added to the latest news section of the website www.funcup.co.uk.

Anglesey Photographs

If you have any pictures from the event, which you would like adding to the website, please email them to me at roxie@funcup.co.uk.

Thank you also to our Fun Cup photographer, David Goose. If you would like any pictures from this race, please email him at david.goose@yahoo.com

Donington Park

Unfortunately our race at Donington Park on the 12th September has been cancelled. However, this race will be replaced with a six hour, day into night race at Snetterton, on November 14th.

Petrol and Diesel Cars

I would like to clarify that petrol cars will **not** be phased out from the series. There will always be a petrol and a diesel class. There has been some confusion with some teams who were unsure if petrol cars would continue to race.

To confirm, there will always be a petrol and a diesel class and a separate podium for each.

Finally...

I look forward to seeing you all at the next round at Oulton Park on the 16th and 17th October.

Kindest regards

Roxie Marandi
Race Co-ordinator