

TIME ATTACK

TIME ATTACK SERIES Round 1 – Oulton Park Circuit

Time Attack burst into 2009 with all the pace and ferocity you would expect as the teams descended on Oulton Park for Round One. After rain early on the skies soon cleared over the Cheshire circuit and it shone most heavily on Chris Ward in the RSE Motorsport EVO VIII. Pulling out all the stops in the Super Battle Final, Ward managed to pip reigning Champion Olly Clark and his legendary 'Gobstopper' Impreza to the top spot of the podium, taking the well-deserved honours in Pro Class in the process. Just three tenths of a second separated the two, with the Evo VI of Gareth Lloyd taking third spot a little over two seconds later.

In the Club Class, it was a good day for Skylines as Shane Smith and Marcus Webster took first and second places respectively, both piloting R32 GTRs. Duncan Graham spoilt the Skyline party on the podium though, finishing less than two seconds behind Smith in his Subaru Impreza to take third, winning the Fastest SIDC car accolade at the same time. Supra's also had their moment in the spotlight, those of Steve Linton and Paul Whiffin finishing just ahead of Jamie Reynolds' Lotus Elise at the top of the rear wheel drive class. Russ Paton in his Evo was under half a second slower than Reynolds which meant he also scooped an award from the MLR for being the quickest Lancer in Club Class.

The day threw up plenty of thrills and spills for spectators as well as a few new sights to take in on track. Fiona Kindness had a scary moment in the first Club Class practice session, her R32 slipping off the circuit as she came out of Cascades, the damp grass offering no help in stopping her journey towards the tyre wall. Despite being launched skywards, Kindness and her team managed to get the car back up and running to end the day with an impressive 15th place overall. Equally impressive was the pace of the naturally aspirated class, Tony Campbell's Porsche 968 just inching out Daniel Gannon's E30 BMW and the eye-catching Metro 6R4 of Mark Pollard in the final. Campbell and Gannon's German machinery had been neck and neck with each other throughout the day and proved turbos aren't always needed to be competitive in Club Class.

In the Pro Class, Andrew Gallagher's Focus Cosworth also proved a point about the performance potential outside of the Japanese stable. Despite not competing in the final, the flame-spitting Ford's 1:27.171secs lap time during qualifying was the fastest time of the day up to that point. In the final Ward's Evo moved the bar even higher with a storming 1:26.883secs time, but Gallagher's time would have been enough to beat Clark's Impreza to the line, albeit by just 0.016secs. Simon Norris wasn't able to get his Evo into the mix however, a differential hanger proving to be a

weak point that stranded his car in the pit garage for the day. The Pro Class competitors will have to wait until the rollercoaster ride that is Knockhill in Round Two to see where that car fits into the hierarchy, while there'll be others like Russell Humphrey and James Nicholls in their Club Pro Mitsubishis and Steve Guglielmi in his TVR who will look to give the early front runners a fright in Scotland.

But Round One of the 2009 Time Attack championship belonged to Chris Ward and the RSE Motorsport team. "It was all down to the guys today. They were still building the car at 9am this morning after the engine went bang on the rolling road earlier this week," claimed Ward. "And the car's been perfect today. We made small changes throughout and even found two seconds when we put new tyres on. It's fantastic for the team, first place is where they deserve to be!". Even Clark praised the efforts of RSE Motorsport, "I'm delighted for RSE as they've worked so hard. We've made some good improvements to our car though and once I get my head around them we'll be even better" he warned. Improvements are sure to come from all teams throughout the championship though, the long break from last season meaning Round One was as useful for ironing out performance issues as it was for getting points in the bag to many teams. With that mouth-watering prospect in store, the spectacle of these highly tuned machiners attacking the tricky Knockhill circuit on May 17th is one that shouldn't be missed.

PRO/CLUB PRO//OPEN WHEEL/PROTOTYPE

- 1 – PR4 Chris Ward (Mitsubishi Evo VIII)...1:26.883
- 2 – PR4 Olly Clark (Subaru Impreza)...1:27.188
- 3 – PR4 Gareth Lloyd (Mitsubishi Evo VI)...1:29.320
- 4 – CP4 Russell Humphrey (Mitsubishi Evo V)...1:30.811
- 5 – CP4 James Nicholls (Mitsubishi Evo V)...1:31.802
- 6 – PR4 Steve Guglielmi (TVR)...1:32.338
- 7 – OWI Duncan Cowper (Dax Rush)...1:32.489
- 8 – CP4 Mark Biggers (Nissan Skyline R32 GTR)...1:32.768
- 9 – CP4 Ollie Allen (Toyota Celica)...1:33.646
- 10 – CP4 Robin Duxbury (Mitsubishi Evo)...1:33.983
- 11 – CP4 Jonathan Faull (Mitsubishi Evo VIII)...1:34.685
- 12 – CP4 John Stevenson (Subaru Impreza)...1:36.153
- 13 – PR4 Jeff Mileham (Lotus Elise)...1:36.655
- 14 – CP4 Laurus Basinskas (Subaru Impreza GC8)...1:39.390

CLUB CHALLENGE

- 1 – 4WD Shane Smith (Nissan Skyline R32 GTR)...1:35.115
- 2 – 4WD Marcus Webster (Nissan Skyline R32 GTR)...1:36.824
- 3 – 4WD Duncan Graham (Subaru Impreza)...1:37.111
- 4 – RWD Steve Linton (Toyota Supra)...1:37.193
- 5 – 4WD Jonathan Beech (Subaru Impreza GDB)...1:37.259
- 6 – 4WD Walter Morris (Nissan Skyline R32 GTR)...1:37.651

- 7 – RWD Paul Whiffen (Toyota Supra JZ80)...1:38.179
- 8 – RWD Jamie Reynolds (Lotus Elise)...1:38.183
- 9 – 4WD Russ Paton (Mitsubishi Evo)...1:38.672
- 10 – 4WD Scott Robson (Subaru Impreza GC8)...1:39.097
- 11 – 4WD Warren Kelly (Ford Escort Cosworth)...1:40.203
- 12 – NAR Tony Campbell (Porsche 968)...1:40.685
- 13 – NAR Daniel Gannon (BMW E30 325)...1:41.709
- 14 – NA4 Mark Pollard (MG Metro 6R4)...1:41.875
- 15 – 4WD Fiona Kindness (Nissan Skyline R32 GTR)...1:42.497
- 16 – RWD Andy Hughes (Subaru Impreza GC8)...1:42.637
- 17 – RWD Lance Turner (Nissan Skyline R32 GTS)...1:43.190
- 18 – 4WD Neil Wrenn (Nissan Skyline R33 GTS)...1:43.802
- 19 – RWD Gordon Wright (Nissan Skyline R33 GTS)...1:44.193
- 20 – FWD Paul West (Honda Civic)...1:44.424
- 21 – NAF David Thorpe (Honda Civic EP3)...1:48.571

Round 2 kicks off at Knockhill Race Circuit on May 17th



2009 EVENT CALENDAR

- Round 1 - April 25th - Oulton Park
- Round 2 - May 17th - Knockhill
- Round 3 - May 31st - Silverstone
- Round 4 - June 28th - Brands Hatch
- Round 5 - October 11th - Snetterton

