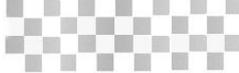


SPRINT SERIES

TOYOTA  **2010**

**Event Report
Round 4, Barkston Heath, 24th July 2010**



Round four of the 2010 Toyota Sprint Series returned to an old favourite, the smooth, twisty purpose built sprint track at Barkston Heath, Lincolnshire. Because this is a track visited twice by the Series, the organisers run this round in reverse. No, that's not to say we all go round backwards, but we start at the finish line!

The event was expertly organised and run by track day organisers Javelin, with support from Blitz-UK, Fensport, Millers Oils, Super Pro Bushes, Merlin International and the GT4 Owners Club.

The best weather we have ever seen at Barkston began very early on, with little wind and blazing sunshine. Practice runs were quickly out of the way, and the timed runs began at 11am. Unfortunately some drivers suffered mishap before entering the circuit, Adrian Smith was hurriedly fitting a new turbo to his Celica GT4-X, and Neil Latham never made it due to a breakdown in his MR2 Mk1.5.

The track at Barkston heath is laid out well and driver follow the majority of it, however there are some coned chicanes and apex poles that cost drivers a 'void' run if hit. This is just what happened to Adrian Smith in the first run and also Alan Wheeldon in his MR2 turbo. Other drivers, such as Phil Cutler in the MR2 Mk1 Supercharger were taking desperate measures to avoid these obstacles, including lots of grass-tracking. Not great for times, but perhaps Phil was trying to save his new bright orange paintwork!





Up to lunchtime, most of the cars managed to stay on the black stuff, and put some good times on the board. Jonny Milner had managed the quickest time so far with a 51.39 – twice! And Adrian Smith was fighting back with a 51.93.

Many drivers in the series share their cars, as there is time to do a 'driver change' and not miss any runs. This is a good way to cut the costs of an already affordable way into motorsport. However, this round saw two cars sharing one driver! Adrian Smith had also entered his iQ, competing in Class D. This is only the second iQ to enter the Series and just shows that you don't need a 'sports car' to get into motorsport!

After lunch, and a cool down (Vix Cutler had returned from run 4 dripping coolant from an overheating issue!), drivers returned for their final four timed runs.

Alex Meade suffered a clutch failure in his Class C Supra and had to retire after run 5. Darren Burwash also retired his Class B Starlet after run 6. Darren is a hard-charging competitor and beats many cars in higher classes. Most drivers did not have any issues, and the rest of the day ran smoothly.

After the eight runs, the organisers opened up the track to a 'track day' format, where passengers were allowed and timing was not. This allowed drivers to have 'taxi rides' with in other cars, and pick up a few hints and tips. Maybe some of them were also scared a little, especially those who went out with Dave 'sideways' Brooks in his awesome Starlet 4-AGE. This helped drivers hone their times for next year as the track was still quick, Alan Wheeldon managing to drift his MR2 on the sweeping back turn!



Overall Results:

Class F: Up to 1.0l



Class F is becoming ever more popular, as people are realising small cars are just as much fun when you're sprinting!

Jane Newsome is a competitor in class F, and here are her thoughts on the day:

Barkston Heath is possibly the most fun you can have in a 998cc car!

The battle continued throughout the day between Dan Quinn's Yaris (above right) and Paul Thomas' Aygo (above left) for the 1st and 2nd class positions and saw them constantly trading 10th's of seconds throughout the morning.

Runs 1 & 3 saw Dan in the lead but on run 4 Dan removed a few cones from the course which sadly voided his run and knocked his resolve slightly which gave Paul the edge to regain his lead which he held on to during the next 4 runs.

Paul finished with a winning time of 62.39 seconds with Dan finishing in 2nd place with 63.50 seconds.

Round 4 also saw the welcome return of Tim Cogman who shared the Vitz of Jane Newsome, despite his first time out in a new car finished just 0.33 seconds behind 2nd place Dan Quinn.

Class D: Up to 1.6l



A smaller class this time due to the absence of a few 'regulars' – Dave Brooks (above left) was in a league of his own with his super-light Starlet 4AGE, finishing 6th overall with a time of 55.81, he was of course class winner. A runner up trophy was earned by Lee Chapell (above right), one of the youngest entrants in the series for his time of 61.41 with his Corolla Gti. Adrian Smith's entry in the iQ got third in class with a time of 61.82 – more tweaks imminent I'm sure!

Class C: Over 1.6l



Craig Storey (above left) is a competitor in class C – and here is his report from the day:

Class C saw 3 of the 5 competitors at Barkston suffer from issues with their cars! But none the less there were still some awesome fights for places in Class C.

In 4th place came the st202 of CW racing. Adam Wright placed 4th in class despite losing a bolt of his steering rack half way through the day with a time of 61.02.

Alex Meade placed 3rd in Class C despite cooking his Supra clutch and having to depart the day early. He finished with a time of 60.31.

In 2nd place came Ian Johnson (above right), who almost clinched 1st place and made an impressive time in his mr2 of 57.47 placing 12th overall. Ian and Craig fought all day for 1st place at one point with just 0.04 seconds separating them!

In 1st place, finding his best time on the very last run was Craig Storey in his Celica st182 finishing 8th overall and winning Class with a time of 56.83.

Class B: Up to 1.6l forced induction.



A small entry to class B this time, consisting of 3 cars and 4 drivers. Stealing the show a little on arrival was the MR2 Mk1 Supercharger of Phil and Vix Cutler, showing off its new fluorescent orange and chrome livery. However, it's not about how it looks, it's about how fast you go!

Darren Burwash (above left) was the show stealer on track, with the massive power of his Starlet Turbo. Despite hitting a few cones and only completing 6 runs, he managed to get the fastest class time of 56.15 in run 3, this time also gaining him 7th overall.

This track being a favourite of Phil Cutler (above right), he was chasing Darren hard, but maybe a little too hard and had a few trips over the grass, costing him lots of time. He struggled to beat his first time of 58.24 until run 6 – where his time of 57.42 bagged him the runner up trophy.

Barrie Newsome admitted he had his 'Barkston curse' at this event and on his final run managed to get his time down to a 60.73 in the Starlet Turbo. Vix Cutler in the MR2 Mk1 Supercharger improved steadily throughout the morning, and peaked at her fastest run on run 5 with a 64.37. This time bagged her the 'Fastest Lady' of the day trophy. There are still concerns with the Cutler MR2 power so hopefully improvements are still to come!

Class A3: Over 1.6l limited modifications



Chris Cooke (above left), one of the top runners in A3 reports:

"Well for me in class A3 there were a few things that need a mention starting with Steve Lawson and the fantastic times he managed to pull out. He was just getting faster and faster.. It's a good thing for me there were not 9 or 10 runs as I think he would have come away with 2nd in class with a couple more runs... Well done Steve it's good to have you back.

As for me my car was running great managing to hold 1st in class and 3rd overall until run 6 when my engine management light came on and power seemed to drop off.. I was so determined to beat Barry Watling (above right), but it was not meant to be. The knock sensor packed up losing me lots of power but I was still very pleased with my time being 2 seconds faster than last year with no change to the car during the year".

Chris's best lap time was 54.66 and he chased Barry throughout the day, Barry went on to win the class with a 53.87, which was good enough to take 3rd overall.

Class A2: Over 1.6l – modified



Andy Bunney (above left), a class A2 competitor with Team Servicetune, provides his view of the day:

Class A2 was always going to be a tightly fought contest. 3 drivers for only 2 trophies! 2 cars with very similar power and handling.

Due to other commitments earlier this year this was my first round and the first time I had driven the car with the Motec and other mods added for this season. Initially I felt the wider and fatter tyres (225/45 17) compromised the usually crisp handling. (we have been unable to get any 205/40 17's this year) Also the increased power and turbo response meant gear changes and braking points were completely different to last year here.

The first run saw 2.4 seconds separating the three of us with Nigel Levinson (above left) in the lead. Runs 2&3 were very similar but closer and on run 4 Stevie Timms (above right) took the lead with only 1.92 seconds covering us. We decided to switch to 195/50 16's at lunch. The car instantly felt more predictable and acceleration seemed better. Run 5 saw me knock 3 seconds off my best morning time to take the lead with Nigel 2nd and just over a second separating us all. Nigel got his own back on run 6 with a 58.02 and with Stevie piling into the cones on the first corner of run 7 all was to play for on the final run.

Final results couldn't have been much closer. Nigel's 58.02 would get him 1st with my run 5 time of 58.26 netting me second and giving the Servicetune car a one two. Stevie was only 4/10ths behind on 58.68.

All in all a very enjoyable day and hard fought battle.

Class A1: Over 1.6l – unlimited modifications



Class A1 is a battle between Adrian Smith (above left) and Jonny Milner (above right), each with their own super versions of the Celica. Their times in each run were usually tenths apart, and today was no different, both drivers pushing each other right up to the limit.

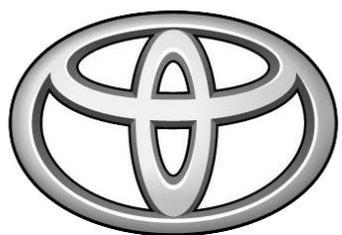
This class again showed the true spirit of the series with Adrian arriving at the circuit with a broken turbocharger, and Jonny lending him his spare one to fit. I wonder if there is a record for fastest time to fit a turbo too, as Adrian managed it in about half an hour!

Today was Adrian's day, pushing as hard as possible, he was half a second down at lunch time, and then took the lead on the 2nd run in the afternoon, setting a new lap record of 51.02s and taking 1st overall, which proved to be impossible for Jonny to beat in the 8 runs available – Jonny sticking to his 51.39 that he had hit in the morning runs and 2nd overall.

Hard Charger:



The hard Charger award is given to the driver who has punched above their weight or stood out in some way at each round. Steve Lawson (above) in his MR2 Mk2 Turbo improved well throughout the day and finished an impressive 5th overall.



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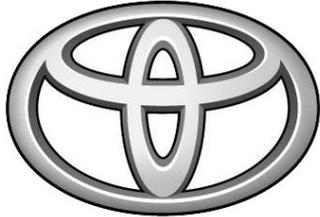
TOYOTA 2010



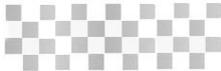
Results – Simplified

1st Overall – Adrian Smith , Celica GT4X
2nd Overall – Jonny Milner, Celica ST205 XXX
3rd Overall – Barry Watling, Celica GT4
Class A1 Winner – Adrian Smith, Celica GT4X
Class A1 runner up – Jonny Milner, Celica ST205 xxx
Class A2 Winner – Nigel Levinson, Celica GT4
Class A2 runner up – Andy Bunney, Celica GT4
Class A3 Winner – Barry Watling, Celica GT4
Class A3 runner up – Chris Cooke, MR2 Turbo
Class B Winner – Darren Burwash, Starlet Turbo
Class B runner up – Phil Cutler, MR2 Mk1 Scupercharger
Class C Winner – Craig Storey, Celica ST182
Class C runner up – Ian Johnson, MR2
Class D Winner – David Brooks, Starlet 4AGE
Class D runner up – Lee Chapell, Corolla GTi
Class F Winner – Paul Thomas, Aygo
Class F runner up – Dan Quinn, Yaris

Hard Charger – Steve Lawson, MR2 Turbo
Fastest Lady – Vix Cutler, MR2 Mk1 Supercharger



**SPRINT
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TSS Round 4, Barkston Reverse 24/07/10

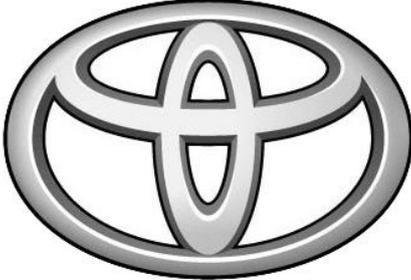
Overall positions

Pos	No	Class	Name	Best Time
1	2	A1	Adrian Smith	51.02
2	1	A1	Jonny Milner	51.39
3	36	A3	Barry Watling	53.87
4	21	A3	Chris Cooke	54.66
5	23	A3	Steve Lawson	54.88
6	61	D	David Brookes	55.81
7	47	B	Darren Burwash	56.15
8	52	C	Craig Storey	56.83
9	29	A3	John Middleton	57.13
10	28	A3	Andrew Falkingham	57.36
11	42	B	Phil Culter	57.42
12	56	C	Ian Johnson	57.47
13	26	A3	Jake Turner	57.69
14	33	A3	Alan Wheeldon	57.78
15	12	A2	Nigel Levinson	58.02
16	15	A2	Andy Bunney	58.26
17	14	A2	Steve Timms	58.68
18	57	C	Alex Meade	60.31
19	41	B	Barrie Newsome	60.73
20	55	C	Adam Wright	61.02
21	53	C	Scott Briance	61.10
22	63	D	Lee Chapell	61.41
23	65	D	Adrian Smith	61.82
24	45	B	Vykki Cutler	62.24
25	54	C	Jamie Clare	62.35
26	71	F	Paul Thomas	62.39
27	73	F	Dan Quinn	63.50
28	58	C	Antony Briance	63.62
29	74	F	Tim Cogman	63.83
30	72	F	Jane Newsome	64.42

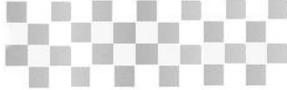


TSS 2010 Championship points table after 4 Rounds

Driver	Entrant or Club	Vehicle	BHP	No	Class	S/O	R1	S/O	R2	S/O	R3	S/O	R4	Total
Class A1														
Jonny Milner	Merlin International	Celica GT4	601	1	A1	1	75	1	74	1	74	1	74	301
Adrian Smith	Fensport / Blitz	Celica GT4 X	600	2	A1	1	74	1	75	1	75	1	75	303
Class A2														
Otis Hayes	LBV Television	Celica GT4 ST205		11	A2	0	0	1	73	0	0	0	0	74
Nigel Levinson	Servicetune LTD	Celica GT4 ST185	300	12	A2	1	42	1	54	1	63	1	61	224
Steve Timms	Stimmsbuilders.co.uk	Celica GT4 ST185	280	14	A2	1	61	1	64	0	0	1	60	188
Class A3														
Chris Cooke	Stoner Racing	MR2 MK2 Turbo		21	A3	1	71	1	71	1	71	1	72	289
Nigel Bobby		Celica GT4 ST205		22	A3	1	65	0	0	0	0	0	0	66
Steve Lawson		MR2 MK2 Turbo		23	A3	1	69	1	62	1	58	1	71	264
Diane Turner	GT4 OC	Celica GT4 ST205		24	A3	1	60	1	67	1	64	0	0	194
Christian Timms		MR2 MK2 Turbo	240	25	A3	1	54	0	0	1	69	0	0	125
Jake Turner		MR2 MK2 Turbo		26	A3	1	67	1	65	1	61	1	63	260
Duncan McMath		Celica GT4 ST205		27	A3	1	73	1	70	0	0	0	0	145
Andrew Falkingham		Celica GT4 ST205		28	A3	1	68	0	0	1	70	1	66	207
John Middleton		Celica GT4 ST205		29	A3	1	62	1	66	0	0	1	67	198
Joe Tapply		Celica 2ZZ SC		31	A3	1	46	0	0	0	0	0	0	47
Dave Ellen	Prolex	Soarer 2.5		32	A3	1	59	1	55	1	62	0	0	179
Alan Wheeldon		MR2 MK2 Turbo		33	A3	1	58	1	59	1	59	1	62	242
Barry Watling		Celica GT4 ST205		36	A3	0	0	1	72	1	73	1	73	221
Class B														
Barrie Newsome		Starlet Turbo EP82		41	B	1	66	1	57	1	65	1	58	250
Phil Cutler		MR2 MK1 SC		42	B	1	63	1	56	1	60	1	65	248
Peter Coleman		Starlet Turbo EP82		43	B	1	53	1	63	0	0	0	0	118
Gregory Jones		Starlet Glanza EP91		44	B	0	0	0	0	0	0	0	0	0
Vykki Cutler		MR2 MK1 SC		45	B	1	51	1	49	1	52	1	54	210
Pete Grimmer	Fensport / Blitz	Starlet Glanza EP91	175	46	B	1	56	0	0	1	53	0	0	111
Darren Burwash	TM Developments	Starlet Turbo		47	B	1	72	1	69	1	72	1	69	286
Rob Day		MR2 MK1 Turbo		48	B	0	0	0	0	0	0	0	0	0
Class C														
Jeff Lotts	Black Crow Racing	Celica 2.0GT ST202	170	51	C	1	55	1	60	1	55	0	0	173
Craig Storey	Celica Club UK	Celica 3.0GT ST182 V6	210	52	C	0	0	0	0	1	67	1	68	137
Scott Briance	Celica Club UK	Celica 1.8ST AT200	120	53	C	1	47	1	52	1	54	1	56	213
Jamie Clare		Celica 2.0GT ST202		54	C	1	44	1	47	0	0	1	53	147
Adam Wright		Celica 2.0GT ST202		55	C	1	48	1	50	1	56	1	57	215
Ian Johnson		MR2 MK2		56	C	1	52	1	58	0	0	1	64	177
Alex Meade		Supra JZA80		57	C	1	64	1	61	1	66	1	59	254
Class D														
David Brooks	Fensport	Starlet RWD 4age		61	D	1	70	1	68	1	68	1	70	280
Barry Cross		Yaris T Sport		62	D	1	49	1	48	*	*	0	0	99
Lee Chapell		Corolla Gti		63	D	1	50	1	51	0	0	1	55	159
Neil Latham		MR2 MK1 20V		64	D	1	57	1	53	1	57	0	0	170
Class F														
Paul Thomas		Aygo 1.0	68	71	F	1	45	1	46	1	51	1	52	198
Jane Newsome		Vitz / Yaris 1.0	68	72	F	1	41	1	44	1	48	1	50	187
Dan Quinn		Yaris 1.0	68	73	F	1	43	1	45	1	50	1	51	193
Barry Cross		Vitz / Yaris 1.0	68	62	F	0	0	0	0	1	49	0	0	50



SPRINT SERIES

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Summary

Another great day, professionally organised and with everyone smiling by the end, the true spirit of the Toyota Sprint Series was shown at Barkston Heath this weekend.

We would like to thank Javelin Trackdays for their professionalism and smooth operation of the day. Also thank you to all our sponsors for making the championship a reality.

MR2's, Celica's, Supra's, Lexus, Corolla's, Auris, Starlets, Sera.....If you like Motorsport and Toyota's then the Toyota Sprint Series is the place to be....

Don't miss round 5 which is at Woodbridge, Suffolk on the 19th September, All drivers and supporters are welcome.

If you want to get involved or for further information on the series, please visit: www.toyotasprint.com

Toyota Sprint Series 2010 is sponsored by

