



*SPRINT
SERIES*

TOYOTA  **2011**



Event Report - Round 3 Barkston Heath 24th July 2011

The Toyota Sprint Series found itself back in familiar territory for round three of the 2011 championship. Barkston Heath in Lincolnshire had played host to six rounds of the series since the inaugural event in 2007, but this years round had an unusual twist. Four timed runs were to be made in the morning in an anti clockwise direction, and four in the afternoon clockwise. Each drivers fastest time from the morning and afternoon would be combined to decide the final results.

The day brought constant sunshine, warm temperatures and a dry track, giving everyone an equal opportunity to try their very best to beat opponents, and to improve their times through car set up or changing lines and techniques over the course of the day.

As thirty two cars lined up to do battle, the usual diversity was in evidence, ranging from standard road cars in the street classes through to the high tech monsters found in the upper Pro classes. Rally replicas, show cars, shopping cars, as always the TSS has something to offer everyone.

It quickly became apparent that overall victory would be fought out between the two usual suspects. Jonny Milner had altered his car back to Sprint specification after his nearly all conquering Goodwood Festival Of Speed outing, and Adrian Smith had also "detuned" his Celica from around 800bhp down to 660bhp to cope with the tighter confines of Barkston Heath compared to Goodwood.

So with close battles being fought throughout the field, who would it be that rose to the top step of the podium in each class and overall?



Results in class order:

Class F Street – Up to 1.0



Although alone in Class F Street, as usual series stalwart Dan Quinn gave his all in his 1.0 Yaris. Dan finished the day with a combined time of 131.21.

Class F Pro – Up to 1.0



Jane Newsome and Tim Cogman shared the little 1.0 Vitz in Class F Pro, and they had their usual fun throughout the day. Jane steadily improved over the course of the day on a track she has always enjoyed and finished up with a combined time of 135.76. Tim claimed he could have taken another half a second off his fastest clockwise run, but still ended up with a very respectable combined time of 128.91 to take the class win.

Class D Pro – Up to 1.6 Normally Aspirated



Everyone welcomed Rob Pierson for the first time as a driver in his Starlet. As a member of the Class A2 Servicetune team, Rob is no stranger to the series. He took this opportunity to have his first experience of competitive driving, and with confidence gained on the previous day's track day at the same venue, ended up with a 137.8 combined time. Rob thoroughly enjoyed his day, and has promised to return in a driving capacity on a more regular basis.

Class C Street – Over 1.6 Normally Aspirated



Along with Adrian Smith and Dan Quinn, Scott Briance has contested every round of the series since it's first event.

After the embarrassment of being beaten by his novice brother at Woodbridge in the previous round, Scott was out to reclaim the top spot this time.

Although invited by Scott, sadly Tim couldn't make this round, so Scott was again joined by his father Anthony. Scott had the upper hand all day, his best times coming from his final runs in each direction to finish the day with a combined time of 125.99.

Anthony again enjoyed himself, ending up with a combined time of 131.18.

Class C Pro – Over 1.6 Normally Aspirated



After missing the previous round, the MRS of Anthony Day made a welcome return shared with Patrick Mortell. Paul Thomas found his Supra slightly cumbersome compared to the little Aygo he has used so successfully in the past, but still ended up beating his long held bogey time of 62 seconds in each direction. Paul has suspension upgrades and some weight loss (the car, not him!) planned for the future, and ended the day with a 123.15 combined time.

Anthony and Patrick traded very fast laps throughout the day, with Patrick just pipping Anthony by .9 of a second to not only win the class, but finish third overall with a 111.00 dead. Anthony finished fifth overall, with a 111.90, an excellent showing from both drivers.

Class B Pro – Up To 1.6 Forced Induction



Phil Cutler (above left) is another series faithful, having competed in every event bar the inaugural meeting back in 2007. Phil again shared the bright orange supercharged MR2 with wife Vykki, doing battle once again with Barrie Newsome (above right) in his Starlet turbo.

Toyota reliability once again came to the fore with Phil admitting his only preparation for this event was to simply drive up the road to clean the brake discs up!

This didn't stop him being consistently fastest throughout the day, avenging the defeat he suffered at Barrie's hands at the previous round. Phil took the class win with a 114.64, Barrie battling hard to finish with 116.41.

Vykki appeared to drive with more confidence than ever, and finished her day with a combined time of 124.57.

Class A3 Street – Over 1.6l Forced Induction



Four cars were entered for the A3 street class, but two separate battles took place throughout the day! Danny Bark and Roger Greaves posted similar times over the course of the day in their ST205 Celica's, with Danny eventually beating Roger to post a 123.01. With wife Diane absent through work commitments, Jake Turner (above right) decided to forsake his normal MR2 for Diane's ST205 Celica. He made the transition from the rear two wheel drive to four wheel drive very well too, and was leading the class right up until the very last run, only to be pipped at the post by Ash Simpson (above left) in another ST205. Ash came in a creditable 12th overall with a 115.9. With several notable absentees, class A3 street is sure to get even more competitive over the three remaining rounds.

Class A3 Pro – Over 1.6l Forced Induction - limited Modifications



The largest class entry once again fell to the A3 Pro runners and riders, and again they didn't disappoint when it came to close battles. Chris Cooke's MR2 (above right) suffered overheating issues restricting him to third in class and 7th overall with 112.73, leaving the win to be fought out by father and son pairing Andrew and James Falkingham (above left). Father Andrew held a slender lead after the mornings anti clockwise runs, but Andrew turned the tables in the afternoon. However, it wasn't enough of a winning margin to prevent Andrew taking the class win by a mere .99 of a second, and finishing fourth overall.

Class A2 Street – Over 1.6 Forced Induction - Modified



Dave Ellen once again was the only entrant in class A2 Street, and as usual complained of how the electronics were preventing him from getting the best from his Lexus IS350. Dave has since found out how to switch off the unwanted safety features, and looks forward to improving his overall position at the next round. His final time at Barkston was 126.46.

Class A2 Pro – Over 1.6 Forced Induction - Modified



Nigel Levinson made a clean sweep, beating his Servicetune team mate Andy Bunny on every run to take the Class A2 spoils. Nigel's ST185 Celica finished a creditable 11th overall, and also won the hard charger award for his 115.77 total time. Andy finished his day with a 118.12. Luke Watson inadvertently left his air conditioning on (it was a hot day!), and hadn't realised his boost wasn't as high as it should have been, and has vowed to make both car and driver improvements to make himself more competitive in future. His final combined time for the day was 121.49.

Class A1 Pro - Over 1.6 Forced Induction - Unlimited



The friendly but serious rivalry between Adrian Smith and Jonny Milner continued once again at Barkston in the A1 Pro "Monster" class.

A combination of both cars being constantly refined, and both drivers driving better than ever, made it impossible to predict who would come out on top.

Adrian's final morning run saw him going into the afternoon with a 1.02 second lead with everything still to play for.

Jonny responded as everyone expected claiming his fastest time during the last run of the day to beat Adrian best afternoon run by a slender .13 of a second margin.

This of course meant that on aggregate Adrian took the spoils by .89 of a second, to claim his second win of the season.

Results – Simplified:

1st Overall: Adrian Smith – Celica GT4-X

2nd Overall: Jonny Milner – Celica GT4-TC

3rd Overall: Patrick Mortell - MR2 Spider V6

Class A2 Pro Winner: Nigel levinson - Celica GT4

Class A2 Pro Runner up: Andy Bunney - Celica GT4

Class A2 Street Winner: Dave Ellen - IS350 SC

Class A3 Pro Winner: Andrew Falkingham - Celica GT4

Class A3 Pro Runner up: James Falkingham - Celica GT4

Class A3 Street Winner: Ash Simpson - Celica GT4

Class A3 Street Runner up: Jake Turner - Celica GT4

Class B Pro Winner: Phil Cutler - MR2 SC

Class B Pro Runner up: Barrie Newsome – Starlet Turbo

Class C Pro Winner: Patrick Mortell - MR2 Spider V6

Class C Pro Runner up: Anthony Day - MR2 Spider V6

Class C Street Winner: Scott Briance - Celica

Class C Street Runner up: Anthony Briance - Celica

Class D Pro Winner: Robert Pierson - Starlet

Class F Pro Winner: Tim Cogman - Vitz

Class F Pro Runner up: Jane Newsome - Vitz

Class F Street Winner: Dan Quinn - Yaris

Hard Charger: Nigel levinson - Celica GT4

Toyota Sprint - Barkston 2011 - Trophy Winners



Toyota Sprint Series 2011
Overall Results

Barkston Heath - Round 3
24-Jul-11

Pos	No	Class	Name	Best Time			Run							
				Total	Clockwise	Anti - Clockwise	One	Two	Three	Four	Five	Six	Seven	Eight
1	1	A1-P	Adrian Smith	101.55	50.68	50.87	52.39	VOID	51.17	50.68	51.64	51.29	50.87	51.65
2	2	A1-P	Jonny Milner	102.44	51.70	50.74	52.65	61.67	51.99	51.70	51.72	59.26	51.52	50.74
3	62	C-P	Patrick Mortell	111.00	55.87	55.13	57.39	56.96	57.19	55.87	55.45	55.13	55.59	56.58
4	24	A3-P	Andrew Falkingham	111.68	55.41	56.27	58.90	57.92	57.78	55.41	59.23	58.11	58.36	56.27
5	67	C-P	Anthony Day	111.90	56.48	55.42	56.95	56.52	57.05	56.48	57.96	56.86	55.97	55.42
6	29	A3-P	James Falkingham	112.67	56.55	56.12	59.17	57.61	58.69	56.55	57.80	56.95	56.88	56.12
7	21	A3-P	Chris Cooke	112.73	56.59	56.14	57.30	56.87	56.59	56.60	NR	57.65	NR	56.14
8	3	A1-P	Barry Watling	114.10	56.01	58.09	56.77	76.37	56.01	NR	61.71	VOID	58.09	58.17
9	23	A3-P	Duncan McMath	114.18	56.63	57.55	58.67	58.09	57.35	56.63	69.88	58.43	58.05	57.55
10	45	B-P	Phil Cutler	114.64	57.03	57.61	57.43	57.37	57.08	57.03	58.31	57.85	58.02	57.61
11	16	A2-P	Nigel Levinson	115.77	56.83	58.94	57.07	56.85	56.83	56.88	58.94	59.70	59.38	59.73
12	35	A3-S	Ash Simpson	115.90	57.67	58.23	59.15	58.28	57.84	57.67	59.40	59.02	VOID	58.23
13	40	A3-S	Jake Turner	116.25	58.67	57.58	60.60	60.00	58.67	59.18	60.66	59.96	58.69	57.58
14	46	B-P	Barrie Newsome	116.41	58.39	58.02	61.33	59.89	58.63	58.39	59.75	58.51	59.27	58.02
15	6	A1-P	Andrew McCormack	117.46	58.67	58.79	60.29	VOID	58.67	59.01	VOID	58.79	62.47	60.37
16	15	A2-P	Andy Bunney	118.12	59.16	58.96	60.56	60.16	59.78	59.16	60.58	61.12	60.13	58.96
17	22	A3-P	Steve Lawson	119.97	60.33	59.64	62.14	60.89	60.33	60.90	62.43	60.50	60.07	59.64
18	25	A3-P	Ziggy Dykes	120.35	60.12	60.23	64.30	61.22	61.64	60.12	60.95	61.31	60.96	60.23
19	17	A2-P	Luke Watson	121.49	59.85	61.64	61.50	60.41	59.85	60.95	63.31	NR	61.64	61.87
20	8	A1-P	Craig Attard	121.50	61.96	59.54	64.28	61.96	VOID	69.83	60.18	60.48	59.54	VOID
21	38	A3-S	Danny Bark	123.01	61.49	61.52	65.92	63.87	62.36	61.49	65.00	64.38	62.74	61.52
22	58	C-P	Paul Thomas	123.15	61.50	61.65	63.02	61.50	62.48	62.34	63.90	61.90	VOID	61.65
23	48	B-P	Vykki Cutler	124.57	61.32	63.25	62.85	61.32	61.36	61.83	64.39	63.57	63.25	63.54
24	41	A3-S	Roger Greaves	124.99	62.72	62.27	64.77	63.29	63.00	62.72	62.54	62.27	62.31	62.58
25	65	C-S	Scott Briance	125.99	63.40	62.59	66.50	64.50	63.93	63.40	63.87	62.94	62.70	62.59
26	20	A2-S	Dave Ellen	126.46	63.85	62.61	64.56	65.27	64.07	63.85	64.19	62.94	62.77	62.61
27	26	A3-P	Joe Tapply	128.74	64.96	63.78	66.22	65.54	64.96	66.57	64.97	63.78	64.00	64.98
28	81	F-P	Tim Cogman	128.91	64.41	64.50	79.66	64.51	64.62	64.41	65.14	64.70	79.05	64.50
29	66	C-S	Anthony Briance	131.18	66.13	65.05	67.77	66.13	66.95	67.37	65.94	66.43	65.05	65.05
30	85	F-S	Dan Quinn	131.21	64.81	66.40	65.34	65.23	65.53	64.81	66.80	66.94	66.44	66.40
31	80	F-P	Jane Newsome	135.76	67.54	68.22	69.66	68.30	69.43	67.54	72.13	69.59	68.56	68.22
32	72	D-P	Rob Peirson	137.80	67.87	69.93	69.81	69.11	68.89	67.87	70.13	71.65	69.93	71.09

Pictures of the day are available here www.racingexposure.com/tss/2011/r3



Barkston - Round 3 - Summary:

Barkston is a short course which rewards precision, with its narrow roads and tight chicanes the track is a true test of both driver and car setup. The ultra smooth tarmac demands respect as it's easy to make a mistake but hard to make time on your competition. The 32 finishers thoroughly enjoyed their day with close fought battles on the track, and the camaraderie and big "family" atmosphere "off track" being more obvious than ever before.

The Toyota Sprint Series goes from strength to strength, and with round four at RAF Cottesmore only just around the corner on August the 14th, many look forward to renewing long rivalries, many look forward to just having some fun, and a few are preparing to dip their toe into the motorsport waters for the first time.
See you there!

This year also marks the return of series sponsor Toyota GB along with support from Blitz-UK, CTC Performance, Fensport, Javelin Trackdays, Merlin International, Millers Oils and SuperPro. All of which give great support to the series and are willing to help out both novices and professionals alike.

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 4 at Cottesmore on the 14th August !!

For General information on the sprint series please visit www.toyotasprint.com

Report by TSS Tim

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