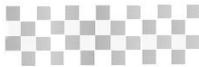


*SPRINT
SERIES*

TOYOTA  **2011**

Event Report - Round 4 Cottesmore 14th August 2011

From the tight confines of Barkston Heath, round four of the Toyota Sprint series moved on to the daunting 3.5 mile Cottesmore layout in Rutland, the smallest county in England. This was the first time the series had competed on a track of this length, it's fast, flowing nature making it a new and challenging experience for everyone.

As has been the case all season, the weather stayed dry all day, providing a level and consistent playing field for everyone to compare times with other competitors, and to try and improve their own times over the subsequent eight timed runs.

Due to the nature and length of the circuit, for the first time in the sprint's history, it had been announced at the drivers briefing that overtaking would be allowed. However, due to Javelin's normal slick organisation and care when it came to releasing cars, this scenario didn't actually come to pass throughout the day. The course consisted of only one really slow corner, all of the others being very fast and flowing, ranging from quick chicanes to long sweeping corners, all of which testing both mechanical grip and driver bravery.

And so with 21 cars and 25 drivers doing battle over 9 classes, on a track only a select few had even seen before, it was even more impossible than usual to predict who would come out on top.

Results in class order:

Class F Pro – Up to 1.0



Class F Pro is the home for the TRD built 1.0 Vitz shared by Jane Newsome and Tim Cogman. By her own admission Jane feels much more at home on the shorter tracks, and entered this event with some trepidation. Handicapped by not being able to remember which way the track went and so taking a different route on each lap, to her credit she managed to complete all eight timed runs and finish the day with a best time of 200.93. Tim by contrast much prefers the longer tracks, and proved it by getting the absolute maximum from the car to win the class with a 175.76 best lap.

Class D Pro – Up to 1.6 Normally Aspirated



Guy Bentley made his series debut at Cottesmore, and it was nice to see a Corolla AE86 on the startline. Sadly Guy only managed two runs before technical issues intervened. Despite the help of Merlin and Phil Cutler, the recalcitrant car refused to take any further part. Being the only entrant meant that he won Class D Pro with a time of 179.11, but saw and enjoyed it enough to promise returning once the problems have been ironed out.

Class C Pro – Over 1.6 Normally Aspirated



Jamie Clare returned for the first time since Rockingham when a broken cambelt halted his ST202 Celica. He would be up against it though, as Craig Storey (above left) had once again entered his immaculate V6 Celica, and Paul Thomas (above right) was looking forward to stretching the legs of his normally aspirated Supra. Despite improving throughout the day, setting his best time of 171.17 on his last run, Jamie had to give best to Paul and Craig who were extremely close over the first two runs before Paul found his feet and put some very quick laps in to not only win the class but finish a creditable ninth overall. Craig's valiant second place was with a 165.50 lap, but Paul's best effort of 160.62 also earned him the Hard Charger trophy for surprising cars in much higher classes with his speed. This was particularly fitting as due to a couple of absentees, Paul is now one of only three people to have taken part in every event since the series inception.

Class B Street- Up To 1.6 Forced Induction



Gavin Mycock made a welcome return to the series at Cottesmore in his unusual Sera. With the sun shining brightly, temperatures became a little uncomfortable for Gavin in a car with so much glass, and despite suffering brake fade on a few occasions, thoroughly enjoyed his day to win Class B Street, claiming his best time of 177.26 on his final run.

Class B Pro – Up To 1.6 Forced Induction



Class B Pro once again turned into a closely fought battle between Barrie Newsome's Starlet turbo (above left) and Phil Cutler's supercharged Mk1 MR2 (above right). Phil went fastest over the first two runs, (scaring series photographer Andrew Cliffe in the process!), but Barrie bounced back to go quicker on his third run. Phil came very close to Barrie on several occasions thereafter, but by run five Barrie had set a time that Phil was unable to match for the rest of the day. And so Phil took the runner up spot, setting his best time of 161.03 on his eighth and final run, also finishing tenth overall. Barrie's best time of 157.43 was set on lap five, giving him not only the class win but an excellent fifth overall. Through her husband Phil's encouragement, Vykki Cutler overcame her initial fears of the track length and speeds attained to share the MR2, and steadily improved in confidence and speed to complete all eight runs with a best time of 176.88.

Class A3 Street – Over 1.6l Forced Induction



The largest class entry of the day once again fell to A3 Street. Diane Turner made a welcome return in her ST205 Celica after missing the last round due to work commitments. Di made constant improvements throughout the day, and recorded her best time of 169.21 on her seventh run. Husband Jake was back in his normal MR2 steed, and he too made good progress in the morning. Jake's afternoon times remained very consistent, and fourth in class with a best of 164.65 was his reward. Roger Greaves had obviously gained in confidence since Barkston, a 162.71 on run three securing third in class in his ST205 Celica. Danny Bark claimed second in class and the fastest lady of the day with a 157.46 on run three. Danny is one of a long list of people growing in confidence and enjoyment with each passing event. However, it was Ash Simpson (above) who reigned supreme on the day. A string of very fast and consistent times resulted in not only the class win, but a very impressive and deserved fourth overall.

Class A3 Pro – Over 1.6l Forced Induction – Modified



Joe Tapply's lovely sounding supercharged ZT231 Celica finished third in Class A3 Pro, recording his best time of 175.30 on his fifth run. Ziggy Dykes (above right) took advantage of the track day he had previously taken part in at the same venue, although a hurried morning spring change meant his MR2 didn't handle quite to his liking throughout the day. His best time of 162.93 coming on his fifth lap. With the absence of his son James, Andrew Falkingham (above left) had things all his own way at Cottesmore, finishing over 8 seconds clear of his nearest class rival to take both the class win and the third place overall trophy.

Class A2 Pro – Over 1.6 Forced Induction



The only opposition the Servicetune ST185 Celica faced in A2 Pro was the lovely looking MR2 of Luke Watson (above left), but a void second run and non appearances for runs five and eight restricted Luke to third in class with a 168.71 on his sixth run. Nigel Levinson and Andy Bunney again shared the Servicetune Celica. Nigel (above right) took an early lead, but by run three Andy had responded to create a great battle between the two that would last all day. Nigel eventually took the win with a 157.69 on his sixth lap, but there was very little between the two, Andy only .41 of a second behind in the final standings. A great effort by both drivers seeing them finish seventh and eighth overall.

Class A1 Pro Over 1.6 Forced Induction



Each round brings the anticipated titanic battle between Adrian Smith (above right) and Jonny Milner (above left), and as usual neither driver disappointed.

Craig Attard drove well throughout the day on a track more suited to his beautiful JZA80 Supra, but had to settle for third in class with a 162.47 attained on his fourth lap.

By the end of the fourth run, a scant .23 of a second separated Jonny and Adrian, but a stunning 138.21 fifth run by Jonny gave Adrian a huge but achievable target for the afternoon.

Jonny followed his best lap with void runs on laps six and seven, and although very fast and consistent, Adrian's sixth and seventh runs didn't quite reach the time needed.

So with everything still to play for, both drivers set out for their eighth and final runs.

Jonny blasted in a 138.40, only .19 of a second shy of his best.

Adrian was confident that this run would at least bring him level with Jonny, but only four corners from home disaster struck, and the Celica came grinding to a halt.

Further inspection revealed a bolt had worked loose in the cam cover, had proceeded to get caught up in the cambelt and pulleys, bending all eight intake valves in the process.

And so Jonny took a well deserved victory, leaving the season totals at two wins apiece with all to play for over the remaining two rounds.

Results – Simplified:

1st Overall: Jonny Milner – Celica GT4-TC

2nd Overall: Adrian Smith – Celica GT4-X

3rd Overall: Andrew Falkingham - Celica GT4

Class A2 Pro Winner: Nigel Levinson - Celica GT4

Class A2 Pro Runner up: Andy Bunney Celica GT4

Class A3 Pro Winner: Andrew Falkingham - Celica GT4

Class A3 Pro Runner up: Ziggy Dykes – MR2 Turbo

Class A3 Street Winner: Ash Simpson - Celica GT4

Class A3 Street Runner up: Danny Bark - Celica GT4

Class B Pro Winner: Barrie Newsome – Starlet Turbo

Class B Pro Runner up: Phil Cutler - MR2 SC

Class B Street Winner: Gavin Mycock - Sera

Class C Pro Winner: Paul Thomas – Supra

Class C Pro Runner up: Craig Storey - Celica GT V6 Guy Bentley – Corolla AE86

Class D Pro Winner: Guy Bentley – Corolla AE86

Class F Pro Winner: Tim Cogman - Vitz

Class F Pro Runner up: Jane Newsome - Vitz

Hard Charger: Paul Thomas – Supra

Summary:

Cottesmore proved a worthy addition to the TSS calendar, being hugely popular with the vast majority of drivers.

With plenty of paddock space and good facilities, everyone would like to see the venue remain on the calendar in years to come.

To allow overtaking and to create the course they did showed Javelin's belief in the professionalism in the series, and the driver ability that has now been attained throughout the classes.

Javelin, Adrian, and everyone involved in the series welcome fresh faces, regardless of ability, as has always been the case throughout the series history, there is always someone on hand willing to offer advice, whether it be on car set up or repair, or to help gain faster times through circuit and driver advice.

Nowhere will the community spirit of the series be more evident than at the next round at Croft, whether it be at the hotel the night before, or at the circuit on the day.

Look forward to seeing you all there, don't miss it!



Some more photo's from the day:





Photo's courtesy of Andrew Cliffe at www.norwichphoto.co.uk

Event report by TSS Tim

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 5 at Croft on the 4th September !!

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

Toyota Sprint Series 2011 is sponsored by

