



# LIGHTWORK — R A C I N G —

## JULY 2017 NEWSLETTER

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### In This Issue

- Third race of the year – Silverstone International report
- Updated 2017 Calendar newsletter
- New Videos on YouTube Channel

### Racing Links:

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**Please follow our Facebook page for latest news and photos plus our new YouTube Channel - Lightwork racing**

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### Contact Us

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### Updated news

## Silverstone International - third class win of the year.



The winning team.

Our third race of the year was on the International Circuit at Silverstone which meant we were using the Formula One Pits complex, referred to as the Wing Building which is a bit special. The pits are so large they have a grass strip between the pit wall and the pit lane.



Silverstone's Formula One Pits building

We decided to go up the night before and stayed locally and had a great evening with our sponsor Phil from Workplace Group, and it meant not a too early start the next morning.

The day started bright and sunny and with only a 15 minute drive to the circuit – not too early. We were joined along with Phil by team stalwart Harvey Pitt and some new assistance – Joseph Roach and his two friends, Tim

& Ryan. Joseph is one of my work colleagues, so he got roped in to help as unfortunately Mike was unavailable this weekend. We were also joined by my sister Kirsty and nephew Alex who was making his first visit to watch us race.



## Sponsors & partners links



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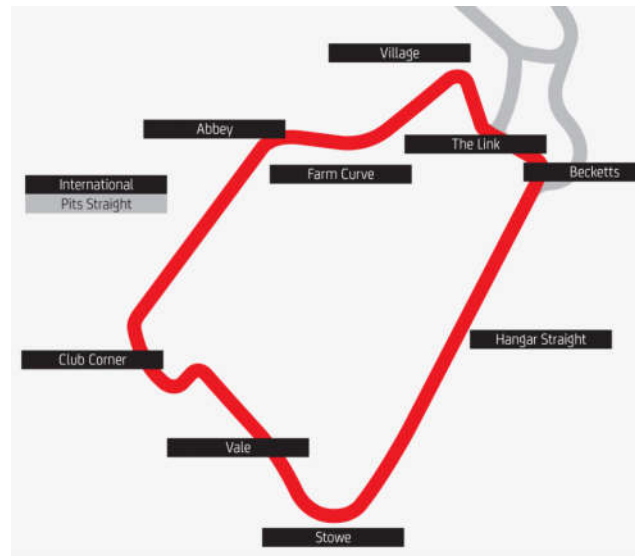


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Since the last race, the car had its new replacement driveshaft fitted and the old one returned back to its owners, plus we had fitted a new roof aerial to try to improve the range in the pit to car radio, so we were ready for qualifying.



Silverstone is referred to as a "Power Circuit" – as it is an old airfield and flat with long straights and fast corners, it suits the bigger engine cars so we were going to struggle to worry the faster cars and would have to keep a close eye out when being overtaken as the speed differential was quite large.

### Silverstone – Qualifying

Qualifying went well and we got the full 20 minute session in, including a practice of entering the pit lane and controlling pit lane speed. The car ran really well, we qualified 18<sup>th</sup> with a time of 1.19.768 [average speed 83.5mph] and was fastest in class, but only by 0.5 of a second.



We had a small issue in practice, the new driveshaft's CV boot was on too tight meaning it heated up as it runs so close to the exhaust and could not allow the air to release, it burst spreading grease all over the underside of the engine [again] and requiring the removal and replacement. So the new pit team got to work removing the new driveshaft and stripping it down to replace the CV boot, and clean the underside of the engine and exhaust

As we had a new pit crew we practised our pit stop several times to get the stop as quick as possible. We are not the fastest in the pit stop as we have the biggest driver in the smallest car, so it does take some slick organisation and we knew that a poor stop could lose us over 30 seconds in the race. The weather was by now 30 degrees plus, and doing all this in a race suit is not very easy, but is important. We had Phil on the stop/go board, Joseph helped me out of the car and refitted the RHS belts, and Tim and Ryan dealt with the LHS belts and opening and shutting the driver's door [ a pit stop regulation], and Harvey checked round the car for any obvious issues.



The team working on the driveshaft in the mobile workshop

A big thank you to:

Harvey Pitt, Joseph, Tim & Ryan - Guys, you have to come to Castle Combe and the rest of the races!

Julia Hands - LWR team manager - who keeps allowing me to do this!

### Silverstone - The race.

As we formed up on the grid for the standing start we were directly behind two BMW M3's. As the lights turned green we made a good start beating the car next to us off the lights. Immediately a car in front swerved to avoid a stalled car so we jinked left to avoid it only to find a second car also stalled! We again jinked left in an instant missing both cars but as the jink was so violent, the car went sideways as it lost grip and for a second we were facing the pit wall. We collected it all back up, but by then we had been passed by 3 cars so a frantic first couple of corners where we pushed back up to regain our position by the end of lap one.

See <https://www.facebook.com/lightworkracing/videos/1448286925226820/>  
For a taster of the race - the first lap excitement.

After 5 laps I noticed the ignition light on the dashboard had come on, indicating the car was not charging the battery! I suspected alternator failure as this had happened before, and we carry a spare one just in case, but there was no way we could change it in the race. I radioed the pits to advise them but also told them there was nothing we could do and we had to hope the battery would last the race.

We came in for our pit stop after 15 minutes as the pit window opened to get our pit stop out of the way whilst the pits were quiet. All the practice came into play as we carried out a very slick stop, only stationary for 40 seconds - a new record for us and we were back out in the race. The car in second in class had 2 drivers, one who was very quick and one a bit slower. We had built up a lead of 30 seconds so Julia the Team Manager kept track of his position in the race and communicated by radio our relative positions, so I could ensure we were not losing too much time to the fast driver whilst keeping an eye on the slowly dropping volt meter in the car. We had a couple of great laps working our way past some of the slower cars whilst trying to keep an eye out for the front runners. Eventually the race finished and we had increased our lead over the second placed car to 40 seconds, and actually finished 14<sup>th</sup> overall and first in class with a best time of 1.19.345 [half a second quicker than practice].



Collecting our trophies in the Formula One Press briefing room!

Acknowledgements

A big thank you to

David Stallard

<http://www.davidstallardphotography.com/>

<https://www.facebook.com/davidstallardphotography1>

plus Laura Manning and Steve Cross

Twitter: @SportscarFan917

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Heading past the Wing building on the Silverstone International Circuit



Young member of the team Alex Hands trying out his seat ....for the future?

### Lightwork Racing 2017 calendar- provisional dates

- Snetterton 300 Sunday 2<sup>nd</sup> April – 1<sup>st</sup> in class
- Thruxton Saturday 22<sup>nd</sup> April - 1<sup>st</sup> in class
- Silverstone International Sunday 28<sup>th</sup> May - 1<sup>st</sup> in class
- Spa 23<sup>rd</sup> – 25<sup>th</sup> June **Not attending**
- Croft Saturday 22<sup>nd</sup> July **Confirmed**
- Castle Combe Sunday 13<sup>rd</sup> August **Confirmed**
- Gilze-Rijen Airport -Holland Saturday 26<sup>th</sup> August **Confirmed**
- Donington Saturday 9<sup>th</sup> Sept
- Oulton Park Saturday 7<sup>th</sup> October
- Brands Hatch Sunday 12<sup>th</sup> Nov [Night Race!]



On the grid ready to race

We are still looking for sponsors & commercial partners to get involved in this exciting form of motorsport. It's cost effective and gets you closer to the action than anything else. Please contact Simon Hands for further details.