



# LIGHTWORK — R A C I N G —

AUGUST 2017 NEWSLETTER

Newsletter date 12.08.17

Volume 3 Number 4

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## Latest News

### Great Race comeback at Croft & battle with the Minis at Castle Combe



Passing four cars before the first corner

This is a busy newsletter as I am covering 2 races , Croft in North Yorkshire and then Castle Combe in Wiltshire.

Croft was a 250 mile drive up the A1 on Friday as we had to be in scrutineering at 9am on Saturday. The weather on the way up was warm and sunny, but heavy rain overnight and a damp morning led to the decision to practice on wet tyres for the qualifying session. As the time to qualifying grew closer the rain stopped but was still threatening more downpours, so we went out on wet tyres which, unfortunately, was the wrong decision as the rain did not return for the practice session - it arrived 20 minutes later! The result of this was a poor handling car, 4 seconds slower than the comparable cars and a trip through the gravel trap, as the car would not turn in. So, after 9 laps we abandoned qualifying hoping for a better race. The race was an amalgamation of the New Millennium series and the Modern Classics as not everyone travelled up North, so the grid for the race was 36 cars. We qualified 26th- 6 places behind the next Lotus Elise. Our best lap was 1.48.482. We also we were able to pay back the favour to Tina and David by lending them our spare alternator and belt as theirs packed up this time!!



### Contact Us

[simonhands@lightworkracing.co.uk](mailto:simonhands@lightworkracing.co.uk)  
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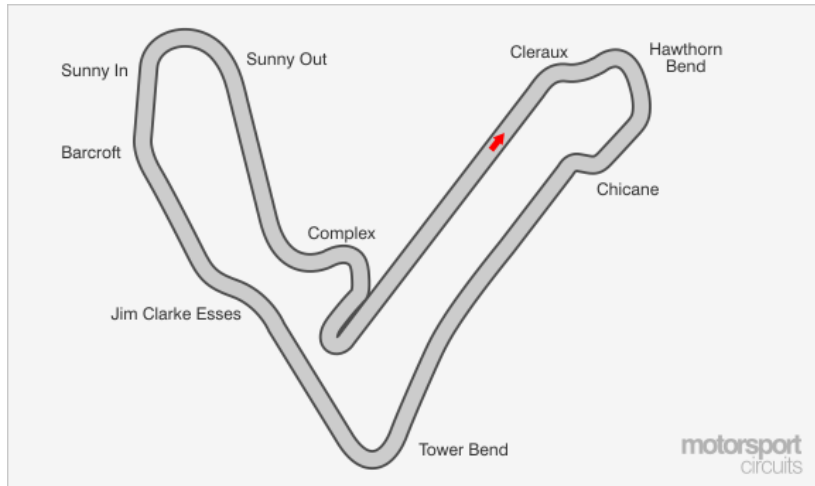


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### Croft Circuit

The start was taken in warm sunshine, so the car was set up for dry conditions, and this made for a much nicer car to drive. A rolling start meant I was a little caught by the lights going green, as I was so far back, but we managed to overtake 4 cars by the first corner, fifth by the third corner and a sixth by the fourth corner so I was back with the other Lotuses by the end of the first lap.



Finally stuck it up the inside to get past the Elise

We then had a great tussle with Tina in the yellow Elise and got past the second Elise after 2 more laps. Next I set about passing 2 Porsches and was carrying too much speed into the hairpin bend when I spun and let 5 cars back past, so I had to go and do it all again. The pit stop was completed in 68 seconds so we lost a bit of time there but we were soon back out trying to make up for lost time. I had a novice pit crew, my brother-in-law and my nephew but in fact they did a great job considering it was their first time at a race meeting. Added to this I lost time trying to get the car in first gear to restart.



The remainder of the race was spent getting quicker and passing cars whilst keeping out of the way of the leaders. By the end of the race our best lap time was 1.39.380 - 9 seconds a lap quicker [that would have qualified us 11th—15 places higher]. Some good radio calls from Julia gave me a good idea of position and distances to the next car to catch.

On the last lap I again was tussling with 3 Porsches and getting past one I went for a late braking move into the last but one corner on a BMW M3, but he covered off the gap, so we came across the line 13th overall and first in class. We beat all the similar cars from Modern Classics and beat 4 Porsches and 2 BMW M3's! as well as a Ferrari 355! So a great finish. Following an overnight rest we headed back home the next day ...another five hour journey.





## A big thank you to:

At Croft:

**Duncan Ford**

**John Ford**

**Great Pit Stop Guys** - thank you.

To **Peter Ford** for chauffeuring about all weekend.

And to **Beryl Ford** - who saw her daughter for all of 2 meals and a brief pause for a cup of coffee during the whole weekend!

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

At Castle Combe:

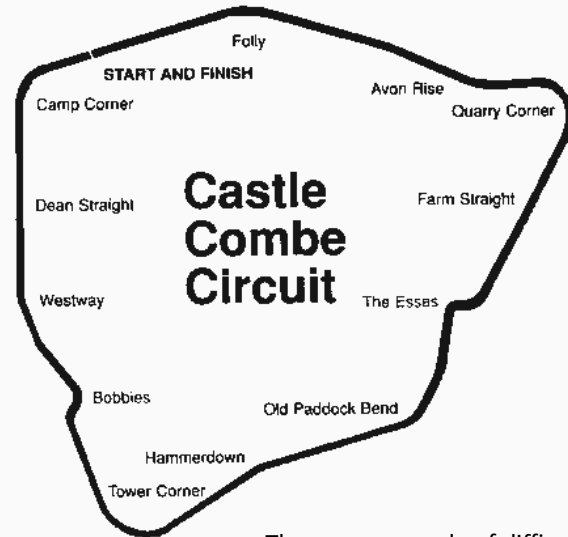
**Joseph, Tim & Ryan** for the excellent pit stop and efficient working on the alternator swap.

**Kevin, Mark, and family and Matt & Dawn** for coming to support us.

And **Julia** for telling me to drive more slowly when running out of fuel...which of course I ignored!!

Castle Combe in Wiltshire is, like Croft, an old airfield circuit, and is not visited by the CSCC that often. It is a difficult circuit to learn and is well known as a "specialists" circuit, because it takes time to learn it properly. We arrived on Sunday morning to another beautiful day having stayed locally the night before. Unfortunately the grid for this weeks race was only 15 cars—too many to amalgamate with the Modern Classics as at Croft, but a small grid for the race.

Practice was held in dry weather, and it took the whole session to really get used to the circuit.



There are a couple of difficult corners - Quarry Corner approached in 5th gear over a blind crest, brake over a bumpy part of the track then a second gear corner ....and Tower which you approach in 4th straight towards the barriers and turn in and drift through in 3rd, plus two chicanes [The Esses and Bobbies] to slow you down.



My best two laps were disqualified due to cutting the corner in the chicane [exceeding track limits] so my qualifying time of 1.19.043 was actually 3/4 of a second slower than my best lap. We started 12th out of 15, sandwiched between 4 Mini Coopers plus a BMW M3 who had all his laps disqualified as he exceeded track limits on every lap.

The race was a standing start, and this time I could see the start lights and as the red lights went out I made a blinding start, moving into 7th position by the first corner [ taking 5 cars ] and entering the first corner in among the BMW M3's.



The race was a great battle as the faster cars caught me up and passed whilst I tried to make it difficult for the 2 Mini Coopers to get back past. As one passed me I tried to repass him into the chicane...completely missed my braking point, missed the back of his car by inches, and had to take the escape road to avoid hitting the tyre barrier.

We made a good pit stop, and actually got back in front of one of the Mini Coopers...so he had to get past me all over again.





## 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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There were a few casualties during the race... minor compared with the Tin Tops race where that was stopped twice for major accidents ...barrel rolling through the cornfields!!! With 3 laps to go the car started to falter on fast right hand corners [ we had reduced the fuel in the car for the race to save weight], so the last 3 laps were a bit tense whilst we had radio checks to see where the leader was as 40 minutes were up, but we did cross the line and came in 9th beating 3 Mini Coopers and 2 BMW's. After the race we measured the fuel and only had 1.5 litres left!!!! - too close for comfort. Another class win which is good for the overall years' results.

We now have a day to prepare the car before we go off on our annual holiday then get back at midnight and at 6am the next day head off to Holland for the Wings and Wheels event at

### Gilze-Rijen Airport in Holland.

It was great to see our Sponsor Invek and their guests at their local event, and I hope you enjoyed the day.

### 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 1<sup>st</sup> in Class
- Castle Combe Sunday 13<sup>rd</sup> August 1<sup>st</sup> in Class
- Gilze-Rijen Airport -Holland Saturday 26<sup>th</sup> August **Confirmed**
- Donnington Park Saturday 9<sup>th</sup> Sept **Confirmed**
- Oulton Park Saturday 7<sup>th</sup> October



The boys working on the car after practice

