



## Time Attack Round 2: Snetterton May 2015

### Sunday 31<sup>st</sup>

The team were in high spirits, even after spending a very wet night in May under the stars in Norfolk.

The technical team were having trouble with the dash display setup but after a lengthy telephone conversation and an awful lot of help from Dr Martin Hill from Race Technology the correct flash file updates was downloaded and the problem was rectified. Our huge thanks and continued gratitude to Dr Hill.

The sky was dark with cloud and it had threatened heavy rain all morning, but as the first session loomed, the track was dry. It was a last minute decision as to tyre selection, does the team run the risk of not going out on dry tyres or do we quickly change to the wets? The decision was made to go with what was already on the car and hope it stayed dry.

Whilst waiting in the pit lane to go out on track for the practice session, the car refuses to restart to go out on track causing a flurry of activity. The car had to be rolled out of position and put right at the back of the pack so as not to interfere with other drivers exiting the pit lane. Members of the team armed with jump leads headed off down the pit lane. A few minutes later the car sputtered back to life and off down the pit lane it went, unfortunately the problem was a drained battery from the electrical problem earlier that morning.

The team's target of being out for all three sessions had started to look in doubt, worse still the clouds had decided to empty their payload. Now the car was out on a wet track in dry tyres and not enough spare time to pit and swap to wets, despite the limited run and the slippery conditions our driver managed to put in two laps with a time of 1:58.

The driver felt sure there was more in the car and with the track remaining damp with intermittent rain the car was swapped onto wet tyres. The qualifying session proved the drivers feeling to be correct, with more grip (and more confidence) a new best lap time of 1:44.453 was achieved.

With the final preparations done on the car it was time for the final. The team were feeling quietly proud yet nervous as it was looking like the car was going to complete the three sessions, a first for us this season. The car was looking and sounding good and really needs to be heard in all its glory to fully appreciate the beautiful sound of the Burton Power engine. The driver was confident with how the car was handling in the final. He came back in to the pits for a quick tyre pressure adjustment (increased by 10psi due to heat) and back out on track, finally setting a best lap time of 1:32.346 which gave the team a finishing position of 8<sup>th</sup> in Class C FWD Category.

Take a quick look at our final round, follow the link below:

<https://www.youtube.com/watch?v=BvPrtu9GBVg>

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