

AT LEAST WE GOT A PB.....

Photos courtesy of Ivan Sansom/Rose Hughes and www.topnitro.co.uk

The Euro's started on Tuesday afternoon for the team because 5th gear were coming to the press day. In total we did 4 runs, 3 with Jonny (Smith) in the car and 1 with Express and Star reporter Pete Carroll. Unfortunately for them firstly track conditions and then a misfire only allowed us to run 8.0's with the passengers. Coverage was excellent though as was seen the following week with a full page feature in the E+S. 5th gear's feature will be shown a week on Monday. Watch out for Jonny's reaction to it all.....

The rest of the weekend didn't really go to plan, although we did win Comp Eliminator, ran 11 runs with 7 of them in the sevens, and reset our PB ET to 7.67! We also spent the whole time searching for niggly misfires and loss of boost on almost every run. We have found the cause of the problems now though. Not just one thing went wrong but 3 things!!

{gallery}RV1/euro07{/gallery}

Firstly the 1 and a 1/2 year old wastegates had worn out, which we cured at the track by changing one and lapping another one. That brought us instantly back to where we were... until the boost controller stopped working... doh! Having checked the car over this weekend courtesy of Nigel at www.altiss.com and with the help of crew chief Tony we've ascertained that the boost controller unit is faulty, but I'd ordered another one just in case so we're back in business on that front...

We've also bitten the bullet and gone with some new Turbosmart wastegates courtesy of AET turbos. They are a million times better quality than the old ones and work twice as good. Hopefully they'll last twice as long....

EURO FINALS 2007

Written by Frosty

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Lastly we hooked up with Michael Karlsson, crewchief for the Snowball pro stock team over the euros weekend. He owns a turbo beetle and is obviously into turbo cars. We got on really well, with Michael even coming up to the startline to give us some tips.... At the end of the weekend he'd spotted something and said he thought the valve springs might have gone "off". With that in mind we ordered some new ones and loaned the spring remover from www.knightracingservices.co.uk just incase..... on inspection it was clear what was wrong. All of the locks had almost pulled through the retainers!! Lucky for us Kenny Coleman at Engine Data analysis was at work and he had some retainers and locks in stock. Big thanks to him for staying over to wait for me to get there, to Michael who pointed us in the right direction, and for www.webster-race-engineering.co.uk for the great advice and the use of the spring checker.

So on to next week.... it should be very interesting. Steve Sczepanski is coming to tune the map and the car is better than it has been for quite a while. All it needs is for some good weather and a reasonable track. We know what we have to do..... See you all there...ANDY.