

Knockhill Report

The trip started on Wednesday evening. We got the ferry from Dublin to Holyhead. Upon arriving in Holyhead around midnight we were told we could not disembark due to a hazardous waste spill in the port area. This delayed us for 45min. once we got on the road we pulled in at the first free rest area for a few hours sleep in extremely comfortable accommodation of a sprinter van. We were expecting the artic truck with most of the cars to pull in behind us but the driver didn't want to stop so continued on up the road along with my sleeping bag.

After a few hours sleep we hit the long road to Knockhill, about 8 hours later we arrived and began setting up for and getting cars unloaded - a pretty uneventful day.

Friday was the first day of play. While unloading the cars we discovered that there was an issue with my car it was much harder to push around. After a quick inspection of the callipers there was a bit of wear where the disc had rubbed against it and created a burr which may have been catching the pads. A new clutch was fitted and we were all set for practice.

The first practice session was purely just a sighting session to try learn the track and get a rhythm going. It was fairly uneventful. So out again for the second session after 2 laps I start to smell burning brakes or clutch and the car is starting to feel laboured then no drive at all so I just manage to get on the grass session over. Back in the pits wheels off and it's obvious the piston seals have melted in the calliper. So off with the callipers and put fresh ones on quick bleed of the brakes with new pads and I manage to get an out and in lap done in the final practice session. These laps the brakes felt better than ever so all set for qualifying.

Saturday morning out for qualifying get 4 laps done and heading down the dip towards the blind chicane when I see yellow flags and all the marshals waving their arms frantically, so make my way slowly over the crest of the chicane not sure what to expect and I'm greeted with the site of an upside down global in the gravel. First Irish global to go over. Everything was ok was a slow incident and the driver was fine and the car repaired for that evenings race. So the session was stopped. At this stage I thought I was getting that smell again but the car was fine so I put it down to the new pads bedding in. Session restarts and finish up last but not miles off the pace so relatively happy.

Race 1: Get a good start made up one spot at turn 3 only to lose it again. For the next 2 laps maintained the gap when "here we go again" get that burning smell and the car is labouring. So a slow lap was on cards debating where to just retire or try nurse car to the finish. Come round the last corner and I'm not going to make the pits so try get off the track. I end up stopped half on half off the track at the corner exit and I can hear the leaders fast approaching so a quick exit was made and I hoped the others saw my

stranded car. As all the cars pass smoke is billowing out from my wheels and there was even a lick of flame. One of the marshals goes for his extinguisher, but thankfully he was happy it was just the brakes and didn't spray them. The safety car is deployed and my car is towed to safety.

Diagnosis; so obviously the callipers were not the issue, the focus moved forward to the pedals and the master cylinders, here lies the true cause of the problems. The master cylinder for the rear brakes is sticking. First set of callipers are re-sealed and a new master replaced we're ready for racing on Sunday. At this stage I was really regretting selling my Uno.

Sunday Race 2; get a good start in a battle for 6th to 10th place. And boy is I having the fun this is the first time the car was as it should be ever. I could drive it the way they're supposed to be driven. All I was thinking is this is quick. 3 quarters through the race I ran out of talent and went skipping through the gravel at turn 3 nothing left to do but finish I didn't care though it was brilliant. when I we got our lap times I found my times had dropped by 2 seconds and my time were comparable to the mid pack 🏁

Race 3: This was a non championship fun race, where my luck left my again and I was drawn 3rd last for the grid. On the opening lap I got a great run out of the second last corner to out drag one of the others, unfortunately I was over optimistic with my breaking point and I hit another car. I spun but the other driver continued thankfully, was happy it was only my race I ruined. Nothing to do from there but finish last again.

All in all I left hooked and happy with the car again.

And a massive thank you to Alan Byrne ABR, Peter Drennan and all the global drivers who dug in to get the car right.

Boris