



Late last year as we were planning our 2011 Motorsport calendar, we decided that our local SA "Autosport Time Attack" rounds were worth considering, for the reasons of further developing my experience on Tarmac and the opportunities to compete against similarly prepared AWD cars plus other "Time Attack" Specials. We already knew that we could not make it to all rounds, but with the super professional event management from the Mitsubishi GSR/EVO Club of SA and the building popularity, competitor and spectator wise, we planned to at least fit the first two into our season. I am glad we entered this event early as the maximum of 40 entries filled very quickly. Mallala is a very high speed circuit and I have had a reasonable amount of track time there in Dad's STI and Steve Glenney's Rally car. We decided that I would run Dad's STI in much the same trim as a practice day in October last year where Steve sat in with me for many of my laps, and gave me more of his extremely valuable tuition. The set-up of the MY99 STI was 270kw on 17psi (the car makes 320kw on 21psi), R-Spec Tyres (this time using our Hankooks), and a standard 6 speed '06 STI gearbox (definitely heavier plus slower shifting and ratios compared with our old PPG 5 speed Dog-Box). The reasons for the power remaining turned down were the forecast 35 degree day that we were in for, and Steve says that leaving the boost/power down will make me work harder for my results.

Session 1 included 4 individually timed laps with a 3-4 minute pit lane cool down in between each, the car felt sensational. Even though the standard gearbox was slow and awkward to use compared with the PPG gearboxes that I am used to, my times were already matching those set last year in similar whether conditions, and in fact the 4<sup>th</sup> run of this 1<sup>st</sup> session posted a 1:19.2 which was a personal best. This placed me 12<sup>th</sup> out of 40 entrants early in the day, and speaking to other drivers I found that I was not suffering with the same understeer and oversteer problems that they were on the track that had been used for a drift comp the night before. I must say the Hankooks definitely felt better than our other R-specs and Mark from SA Motorsport Tyres provided his usual awesome level of service, monitoring tyre temps and pressures, and even a couple of driving pointers. The reduction of 2 psi from the front tyres gave me even more grip for session 2 where I posted a few 1:18's and a 1:17.9, the car truly felt so grippy and I didn't feel like I was taking any chances to achieve these fantastic times. We had also heard rumours within the pits and amongst the spectators that the same Hankook Ventus C-70 Soft tyres had been responsible for a 2 second improvement on Brad Trenwith's RX-7 Time Attack Special. This was not only great news for me in regards to further confidence for the rest of my day, but also for S&J Automotive (Dad & Mum) as they are resellers for the Hankook Race Tyre range. By session 3 the Track was really hot and losing grip according to most competitors, I managed a few 1:18's again, and recorded a 1:17.3 from our in-car GPS, but the ever accurate track timing beacon system placed my best at a 1:18.4 which was still ok.

Proudly I had made it into the Top Ten Shoot-out at position 7, the cars ahead of me all had a lot more power except Nick in his EVO 8 RS which was a similar spec to my machine. Nick's tyres were no match for the Hankooks and he knew this as we both headed into the Top Seven Shoot-out, where I was able to manage a 1:17.6. I finished 6<sup>th</sup> Outright for the day, and was comfortable knowing that every car that fished above me had well in excess of 300kw ATW.

Congratulations to Steve Knight from SKR who won the day outright in his EVO, and thanks to the GSR/EVO Club and its members plus the Mallala officials for an outstandingly run event. Thanks also to all of my sponsors including my Mum who was moving house by herself while us boys were at the track!

Shane, Simon and Reece from S&J were all great support and help as usual. Their enthusiasm was brilliant which made the day even better, every time I came in after a run the car was thoroughly checked over and they were very happy to tell me how I went.

Brett Middleton from MRT Performance also sent us a set of front pads, which worked very well and were much appreciated as a gift towards the opening of my Motorsport season, thanks Brett.

We now look forward to The Mount Alma Mile Hill Climb in 4 weeks, we hope to have time to install the planned PPG Grp-N 5/6 Speed Dog Gear-set plus have a health check done on the Extreme Twin Plate clutch set-up which has been performing perfectly since its install last year.



Daniel Day, March 6<sup>th</sup> 2011