

## Road Sport Cup 2010, Race 3

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The 3rd Event of the Season was being held at Westhill International, probably the fastest track in Live for Speed with it's long sweeping corners. Missing curbs on the corner exits make the track also very demanding for the driver.

Gavin, starting for Triple 7 Racing kindly enough provided us with a report about the event .

Qual, 20 mins

Coming up to the event I couldn't remember what I had used previously for this track, and was forever swapping between the usual ones I use to decide on the best. I eventually found another one on-line that I modified with my limited knowledge for things like gearing. It seemed an easy setup good for racing - I don't bother with hotlap setups. 2nd lap of qualifying got my best time which was half a second off a very old pb, only 8th position start in a field of 14 (numbers well down on previous rounds). Should have done better.

Sprint Race, 10 laps

Exciting start as usually, as everyone is bunched up. I managed to defend from two FZ50s behind while following a group of 3 FZ50s. Ahead Klouczech lost out to a touch with Niall09 which resulted in a spin.

The 3 FZ50s were then fighting with each other through the fast esses of Westhill, were I was needing to make the handling of the RAC count. Then I ran wide and lost a place to GFresh with sokke level with me down the start finish straight, but maintained 8th through the double apex of turn 1-2. I was then catching GFresh and Jouman and looking forward to a good race. bacabinha ran wide at T1 so fell behind GFresh and Jouman, but closed the door on my attempt up the inside of the 2nd apex. I then had Klouczech right behind me as well. bacabinha had pretty hot tyres and I passed around the outside on the final turn after he understeered a bit at the previous corner, he was level again by T1 due to the greater speed of his FZ50. There was a slight touch at the first apex which seemed to kill all my momentum (must be due to the greater weight of the FZ50), we're level again at the second apex and again a slight touch has no effect on bacabinha but looses me lots of speed. Klouczech walks past me with ease - I was miffed. bacabinha retired on the next lap, probably due to the deteriorating condition of his rear tyres. I tried to keep with Klouczech as he caught and passed the next two FZ50s, but my front tyres were overheating and making the handling about as much fun as a shopping trolley. I was relieved to finish without loosing another place after repeatedly running wide with less and less front grip, so 6th position only due to others disconnecting or retiring.

Feature Race, 21 laps

It was a benefit for me with the top 6 being reversed, therefore I was on pole position for the main race. Klouczech got a good start from 3rd and braked so late into T1 that he was ahead but sideways. I had to back off at the second apex where he got the back under control just in time. I'm sure he didn't intend to do that but it worked for him.

He regained his composure and maintained the lead without problem, with me close behind. A few laps later I fell back after going sideways at the second esses which brought the next five cars close to me. Niall09 seemed to get a massive tow off me the next lap as though I had the handbrake on. This was lap 6 and already my front tyres were way too hot. I was about to pay for lack of preparation during the week, I hadn't realised the nature of this setup over extended periods. It's possible to control the overheating of the rear tyres on the RAC by reducing the aggression only slightly, I had not come across problems with the front tyres before and I couldn't stop it getting worse.

Troy passed me and went on to win, as he had done in the first race, his practice had paid off. A major understeer by me at T1 on lap 13 let Jouman and GFresh through. I just had to concentrate on not losing more positions, which wasn't helped by getting a back wheel on the grass and spinning on lap 19. I was glad to finish the race, albeit in 6th. Roll on next event.