



By Dan Day



2011 World Time Attack



In the lead up to the Australian round of the International World Time Attack series Ian Baker from High Octane Direct personally offered me a sponsorship deal to assist me to compete in the event they call "Superlap". This coupled with the usual help from SA Motorsport Tyres, Hankook, MRT Performance, PPG, Xtreme Clutch, ULX-110 and Exhaust Technology made our decision easy, and we proudly entered this very high profile World Series event to be held at Eastern Creek Raceway in Sydney.

Dad and I flew into Sydney on the Wednesday night to pick up the rally car from the trucking company. A visit to MRT on Thursday morning gave the mechanics there an opportunity to go over the car and perform their usual pre-event safety check, this was comforting for sure. I was particularly excited about using the new PPG 6 speed Dog-Box combined with the extra power and torque Dad had found. The "Club-Sprint" class that we had chosen to enter in only allowed tyres with a tread wear rating higher than 120, so this means no R-spec tyres. This was not a huge concern as the Hankook R-S3 range of road tyres that we have placed on many client's cars for road and track day use had already proven very worthy. With Mark from SA Motorsport Tyres actually heading over to the event and the Hankook Competition crew themselves at the track we knew that we were in good hands as usual. I was also very proud when I heard that Brett Middleton himself from MRT would be service crewing for me for the entire three days. Brett's experience at Eastern Creek and with track set-up was something that we were very keen to learn from.

Following the MRT check-up we headed to the circuit where we found our pit shed, and were immediately impressed with the set-up and organisation along with the huge amount of beautifully prepared Time-Attack cars. Within an hour I headed out on the track to get a feel of the car and the challenging circuit, I pitted every second lap for Brett and Mark to record and tyre temps and adjust pressures. Wow what an awesome track, 13 corners, 2 of which are hairpins, and that incredibly long pit straight with the massive sweeping fast turn 1! The perfect weather allowed us to test in even conditions all day. By the end of my 4th session we had confidently adjusted the Teins and tyre pressures to maximise grip from the R-S3's which had already proven beyond my expectations, especially given that I had only ever driven on R-spec tyres before. We certainly enjoyed our first day and the STI ran faultlessly on the 300kw ATW boost setting (19 psi).

Friday was day one of the competition, which gave us 3 sessions to set our best lap times, typically there was an opportunity to do 2 complete hot laps separated by a cool down lap within the allocated 15 minutes of each session. By the end of the day I had set a handful of solid 1:47 lap times, which apparently is very respectable for a car with no aero at all. We had turned the boost up to 21 psi now, giving the STI its whole 330kw ATW. While the car is quite a handful with all that torque and power out of the tight corners, I was still very impressed with dependability of the Hankook R-S3. I know that what Mark, Brett and Dad had learned in regards to tyre temps and pressure will be invaluable for their track clients in the future. We really enjoyed the spectating also, the Pro cars were really something else and the venue is certainly very spectator friendly.

Saturday's early morning session allowed me to set my best time for the weekend, a 1:46.75, the second and final session was awkward to get any complete laps in unfortunately due to traffic on the track, but still a lot of fun and you can't beat the experience. Every opportunity to drive is an opportunity to learn so I am very grateful to my family and sponsors for heavily assisting me to get to these events. As far as outright "Club Sprint" placings go I finished 13th from 36, only 0.8 second behind Tristan Catford in his EVO 9 who was running the 265 version of the Hankook R-S3's and had some aero. I must add, well done to Tristan to make it into the Top Ten.

As for the performance and reliability of the STI, we could not be happier. To think that it is pushing out over 400 kw at the flywheel with a top mounted intercooler lap after lap on an engine that has done 10,000 km competitive says a lot for the EcuTek Tune and the supporting hardware.

Overall, the three days of racing could not have been better.

Thanks very much to all of my sponsors, with special thanks to:

- Brett and his crew from MRT Performance for the help and support of the S&J team once again.
- Ian Baker from Hi-Octane Direct for his invite & sponsorship of me.
- Hankook for supplying such an awesome tyre, even after three days of hard track work, we believe these R-S3's would still be useable on the road for at least another 10,000 kms.
- Mark from SA Motorsport tyres, who's help and tips are invaluable with his knowledge of tyres and settings. It was great having you there Mark and I'm sure many other competitors appreciated your help too.
- Simon Pfitzner for supplying his newly designed STI 6-speed Dog-Box, this was the most enjoyable gearbox that I have ever driven with, and it ran perfectly every day.
- Gavin from Adelaide Clutch Services for prepping the Carbon Twin-plate Clutch & Drive-shafts, which once again coped with lots of hard driving.
- Brett from Graham West Workshops for the on-going use of his Dyno Cell and his personal support of my Motorsport.
- Sebastian Lip from Pilatus Aircraft for flying us to and from the event.
- Mum, Dad and Brad, none of this could happen without you. You are all so supportive of me and my motorsport.

Please also see some of my YouTube footage, under Dan Day, Superlap.