

# DMAX

## The TW Steel DMAX Champs 2014 – Round 10 – Daytona Sandown Park

### Enduro

### Inters

### Qualifying

With the Championship sewn up at the previous round, this year's champion, Joe Holmes was nowhere to be seen. Greasy conditions greeted the drivers for the final round of the 2014 season and despite an off at the end of the straight on the first lap, Andrew Knapp was quickly on the pace setting a 1:00.721 to sit in provisional pole after 5 minutes of qualifying with Booby Trundley a quarter of a second off. Knapp found an extra 2 tenths as William Topp moved up into 3<sup>rd</sup>. Trundley got the gap down to 0.033 seconds on Knapp as the times began to tumble across on the time sheet. Allan Curtis was sitting in provisional 4<sup>th</sup> ahead of Anthony Kirk who soon jumped Curtis to take 4<sup>th</sup> with Oliver Peacock and Ben Oliver dropping Curtis further down the order. With 5 minutes remaining, Knapp and Trundley were unable to improve on their times with provisional pole at a 1:00.552 for Knapp, still just 0.033 seconds ahead of Trundley, but in the dying stages Trundley set a 1:00.390 to snatch pole only to have Peacock steal it on his last lap by a mere 0.042 seconds. Trundley had to settle for 2<sup>nd</sup> ahead of Knapp with just 0.139 seconds covering the top 3 with Tim McKeegan, Alec Tucker and Andrew Tempest filling up the front three rows.

pos	competitor	best time	In lap	best speed	diff	gap	laps
1	Oliver Peacock	01:00.3	14	53.689 km/h			15
2	Bobby Trundley	01:00.4	13	53.651 km/h	0.042	0.042	15
3	Andrew Knapp	01:00.5	14	53.565 km/h	0.139	0.097	15
4	Tim McKeegan	01:00.7	14	53.35 km/h	0.383	0.244	14
5	Alec Tucker	01:00.8	15	53.267 km/h	0.478	0.095	15
6	Andrew Tempest	01:00.8	13	53.265 km/h	0.48	0.002	15
7	William Topp	01:00.9	6	53.226 km/h	0.525	0.045	15
8	Matthew Conroy	01:00.9	14	53.219 km/h	0.533	0.008	14
9	Anthony Kirk	01:00.9	9	53.176 km/h	0.582	0.049	15
10	Ben Oliver	01:01.0	9	53.13 km/h	0.634	0.052	14
11	Allan Curtis	01:01.2	6	52.976 km/h	0.812	0.178	15
12	Ben Chapman	01:01.5	9	52.721 km/h	1.108	0.296	14
13	Daniel Vary	01:01.5	15	52.721 km/h	1.108		15
14	Stuart Foster	01:01.7	14	52.521 km/h	1.342	0.234	14
15	Stuart Shearman	01:01.8	14	52.463 km/h	1.41	0.068	14
16	Bruno Botelho	01:02.5	12	51.849 km/h	2.141	0.731	14
17	Simon Gibson	01:02.7	14	51.67 km/h	2.358	0.217	14

### Race

Oliver Peacock held off Bobby Trundley as the field slid through turns 1 and 2 but Trundley was on the attack, grabbing the lead as they made their way into Vale. Peacock came back at him straight away, regaining the lead with better traction out of the final corner to take the lead into turn 1, only to lose out to



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Trundley once more out of turn 2. The rest of the field then pounced on Peacock with both Tim McKeegan and Andrew Knapp getting passed him and allowing Trundley to build a lead of nearly 3 seconds with a couple of fastest laps. William Topp was getting stuck in at the front following Peacock passed McKeegan as they moved into 3<sup>rd</sup> and 4<sup>th</sup> respectively.

Trundley and Knapp were matching each other for lap times, keeping the gap at just under 3 seconds. They did have Peacock starting to reel them in however as he looked to get back on terms with the leaders, getting onto Knapp's rear bumper after 8 laps of racing. Peacock was the first to break the 1 minute barrier, setting a new fastest lap of the race on lap 9 with a 59.945, increasing the pressure being applied on Knapp. Peacock grabbed 2<sup>nd</sup> from Knapp at the far end of the track, but Knapp came back through the final three corners as the pair went side-by-side. Peacock stayed in front with better traction through the final corner but the pair now had McKeegan with them and he had just set a new fastest lap of the race - a 59.731.

Stuart Foster and Anthony Kirk were squabbling for 7<sup>th</sup> as they repeatedly swapped positions around the slippery circuit with Foster managing to get a small gap over Kirk on lap 18 only to have Kirk close it back up again under braking at the end of the main straight. Peacock was starting to edge towards Trundley after 20 minutes of racing with Trundley losing a second to Peacock on lap 19 as he had a bad lap. Trundley quickly responded however, once again matching the pace of the drivers chasing him to hold the gap at 2 seconds. Peacock had been getting away from Knapp, opening up a gap of 2 seconds as the race approached half distance with McKeegan keeping Knapp honest as he lapped only a second behind him.

Peacock was beginning to pile the pressure on Trundley as he strung together some fastest laps of the race to get the gap down to 0.363 seconds by lap 41 with Peacock sneaking up the inside at the final corner on lap 42 and holding him off into turn 1. Trundley came back at turn 3 however, sliding up the inside to regain the lead with Peacock having to follow in his wheel tracks around Vale and down the straight. Peacock regained the lead into Vale on the following lap as they took different lines through the corner with some minor contact occurring between them. Their fighting was making Knapp's life easier as he quickly closed in on them to soon making it a three-way scrap for the lead. The leading pair continued to swap positions at the front, lapping side-by-side through most corners, all the while Knapp watched on, waiting for his chance to get ahead. Knapp made his move on Peacock into turn 1 as Peacock was slow out of the final corner, having had a look up the inside of Trundley. This gave Trundley some breathing space, but it was short lived as Knapp closed down Trundley and repeated the move he pulled on Peacock to take the lead on lap 49 with 12 minutes of the race remaining. Trundley came back straight away once more however, retaking the lead at the far end of the circuit as Peacock now played the waiting game.

Knapp regained the lead once more with Trundley hot on his heels, but as their differing lines out of Vale and onto the main straight, Trundley was caught on the outside and Knapp was left on the slippery side of the circuit with Knapp understeering wide and just tapping Trundley who clipped the tyre wall, costing him 2 places. It was deemed as a racing incident with 10 minutes remaining. The incident allowed Peacock to get back on terms with Knapp as McKeegan joined the pair of them once more and the recovering Trundley began to close them back down. With 4 minutes remaining, it was set to be close for the top 4 positions. A move on Peacock from McKeegan to take 2<sup>nd</sup> gave Knapp a 1.5 second lead as Trundley got back on Peacock and McKeegan's case, first dispatching Peacock before passing McKeegan into turn 1 with 2 laps remaining.



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Knapp was 2 seconds up the road and was out of danger as he took the chequered flag to win and promptly spun it into turn 1. Trundley recovered to 2<sup>nd</sup>, losing out by 2.173 seconds with McKeegan completing the podium a further 1.209 seconds behind. Peacock and Alec Tucker completed the top 5.

pos	competitor	laps	diff	best time	best lap	best speed
1	Andrew Knapp	60		59.004	57	54.912 km/h
2	Bobby Trundley	60	2.173	59.202	57	54.728 km/h
3	Tim McKeegan	60	3.382	59.102	53	54.82 km/h
4	Oliver Peacock	60	4.283	58.781	41	55.12 km/h
5	Alec Tucker	60	33.028	59.689	58	54.281 km/h
6	Anthony Kirk	60	39.851	59.548	43	54.41 km/h
7	Stuart Foster	60	46.886	59.594	42	54.368 km/h
8	Ben Oliver	60	47.566	59.646	39	54.32 km/h
9	Andrew Tempest	60	54.534	59.021	58	54.896 km/h
10	Matthew Conroy	60	55.217	59.856	53	54.13 km/h
11	William Topp	59	1 lap	59.526	46	54.43 km/h
12	Stuart Shearman	59	1 lap	01:00.3	45	53.765 km/h
13	Allan Curtis	59	1 lap	59.812	48	54.17 km/h
14	Simon Gibson	59	1 lap	01:00.3	43	53.729 km/h
15	Bruno Botelho	59	1 lap	01:00.4	10	53.628 km/h
16	Ben Chapman	58	2 laps	59.713	53	54.26 km/h
17	Daniel Vary	27	33 laps	01:01.3	25	52.813 km/h



Tim McKeegan

Andrew Knapp

Bobby Trundley



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## Heavies

### Qualifying

Malcolm Clark was the first of the Heavy drivers to go sub one-minute in the slippery conditions with a 59.988 after 5 minutes of qualifying with Jamie Pender shaving 0.369 seconds off his time to sit in provisional pole. David Vincent was sitting in 3<sup>rd</sup> before bettering his time to take 2<sup>nd</sup> from Clark with James Griffith dropping the pair of them to go just 0.107 seconds off Pender's provisional pole time. Pender improved his time to a 59.513 as Clark also improved to get within 0.029 seconds of Pender at the top of the time sheet. Vincent joined them at the top, grabbing provisional pole by 0.005 seconds from Pender with 3 minutes of qualifying remaining. Chris Carter had been struggling in the middle of the session but as the chequered flag was being readied, he snatched pole from Vincent by 0.001 seconds with a 59.073. Pender qualified in 3<sup>rd</sup> a further 0.108 seconds behind and just 0.029 seconds ahead of Clark in 4<sup>th</sup>. Andrew Haine and Ian Brooks completed the first three rows.

pos	competitor	best time	In lap	best speed	diff	gap	laps
1	Chris Carter	59.073	13	54.847 km/h			14
2	David Vincent	59.074	15	54.846 km/h	0.001	0.001	15
3	Jamie Pender	59.182	10	54.746 km/h	0.109	0.108	15
4	Malcolm Clark	59.211	10	54.72 km/h	0.138	0.029	15
5	Andrew Haine	59.371	15	54.572 km/h	0.298	0.16	15
6	Ian Brooks	59.671	12	54.298 km/h	0.598	0.3	15
7	James Griffith	59.726	7	54.248 km/h	0.653	0.055	15
8	Chris Munro	59.785	15	54.194 km/h	0.712	0.059	15
9	Gareth Holt	59.911	15	54.08 km/h	0.838	0.126	15
10	Michael Mckeegan	01:00.1	15	53.884 km/h	1.056	0.218	15
11	Adam Daly	01:00.2	10	53.838 km/h	1.108	0.052	15
12	Laurie Marshall	01:00.9	14	53.173 km/h	1.86	0.752	14
13	Tomasz Zaustowicz	01:01.0	8	53.076 km/h	1.971	0.111	12
14	Peter Gillett	01:01.2	15	52.911 km/h	2.162	0.191	15
15	Russell Phillips	01:01.9	14	52.315 km/h	2.86	0.698	14

## Race

Despite the slippery conditions, the entire field made it around turn 1 without any issues. Chris Carter held onto the lead, holding off a determined looking David Vincent with Jamie Pender hot on his heels. Vincent was not hanging around, grabbing the lead on lap 3 from Carter and setting the fastest lap of the race in the process. Vincent then proceeded to get away from Carter in the first 5 minutes of the race as Carter began to gap Pender in 3<sup>rd</sup>. Ian Brooks was following in Pender's wheel tracks with Malcolm Clark just a kart length behind the pair of them with the greasy conditions making overtaking a bit of a gamble. Vincent was enjoying a three second lead over Carter with plenty of clear track ahead of him, allowing him to pump in fastest lap after fastest lap – a 58.514 was his best effort after 10 minutes.



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Pender had closed back on Carter, leaving Clark and Brooks to fight it out over 4<sup>th</sup>, but Carter was just out of range for Pender to make a pass in the crucial braking zones with Carter soon responding to put two kart lengths between them. The gap continued to gradually increase as the laps ticked by, all the while Vincent was getting away at the front, extending his lead to 7 seconds after 20 minutes of racing.

Vincent continued to pull away and had a 10 second lead over Carter at the half way stage with Pender a further second behind in 3<sup>rd</sup>. Clark was doing well in 4<sup>th</sup>, a second and a half behind Pender and still had Brooks for company, but with very little grip available to the drivers, getting close enough and challenging for the position was very difficult. Carter seemed to have found some extra grip as a dry line slowly began to appear at the end of the straight, setting a new fastest lap of the race with 25 minutes remaining and an 11 second deficit to make up. Carter continued to chip away at Vincent's for the next 5 minutes and was taking a few tenths out of his advantage each lap, but Vincent appeared to have things under control.

Clark and Brooks had caught Pender through some traffic with Brooks sneaking past Clark and attacking Pender through Vale. Their differing lines converged as they exited Vale with Pender coming out crossed up, but crucially, still ahead of Brooks and Clark. The trio continued to squabble for position with the advantage between them swapping depending on who happened to have the most grip through any given corner. Pender soon managed to break free of Brooks and Clark as they continued to change positions and held each other up and allowing Griffiths to close in and pass Brooks as they exited Vale onto the straight with 10 minutes remaining. The group soon hit some traffic with Griffith taking advantage to get ahead of Brooks for 4<sup>th</sup> and was soon on Pender, challenging for 3<sup>rd</sup> as the track continued to slowly dry out and Pender appeared to lose pace.

Vincent came home in 1<sup>st</sup>, winning by 17.999 seconds as Carter struggled to get the kart slowed down in the remaining 5 minutes. Griffith completed the podium ahead of Chris Munro and Brooks.

pos	competitor	laps	diff	best time	best lap	best speed
1	David Vincent	62		56.828	53	57.014 km/h
2	Chris Carter	62	17.999	57.408	49	56.438 km/h
3	James Griffith	62	38.475	57.449	60	56.398 km/h
4	Chris Munro	62	40.773	57.01	57	56.832 km/h
5	Ian Brooks	62	40.81	57.408	61	56.438 km/h
6	Gareth Holt	62	43.374	57.159	57	56.684 km/h
7	Jamie Pender	62	44.849	58.022	57	55.841 km/h
8	Malcolm Clark	62	48.08	58.035	53	55.828 km/h
9	Adam Daly	62	51.118	57.178	58	56.665 km/h
10	Andrew Haine	62	53.541	57.162	60	56.681 km/h
11	Michael Mckeegan	61	1 lap	57.729	56	56.124 km/h
12	Laurie Marshall	61	1 lap	58.201	51	55.669 km/h
13	Peter Gillett	60	2 laps	58.19	59	55.68 km/h
14	Tomasz Zaustowicz	59	3 laps	58.023	57	55.84 km/h
15	Russell Phillips	58	4 laps	01:00.7	46	53.387 km/h



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James Griffith

David Vincent

Chris Carter

## Lights

### Qualifying

Tim Sibley was quickest to find his rhythm around the drying track, setting a time of 56.462 after 5 minutes with Ben Leslie sitting in 2<sup>nd</sup>, 0.180 seconds off provisional pole. Joseph Conroy was sat in 3<sup>rd</sup> a further 0.068 behind, just 0.165 ahead of Dom Whiting. Championship protagonist James Baldwin was up into 3<sup>rd</sup> behind Sibley and Leslie, but Whiting and Championship rival, Chris Hackworth, soon dropped him down to 5<sup>th</sup>. Sibley was pushing, dropping down to a 55.228 with Steve Moody dropping into 2<sup>nd</sup>, just 0.068 seconds behind. As the track continued to dry out, times began to tumble but Sibley held on to take pole with a 54.494, 0.278 seconds ahead of Baldwin. Hackworth qualified 3<sup>rd</sup>, just 0.058 seconds behind Baldwin with Josh King, Jonny Spencer and Marco Coltelli completing the first three rows – just 0.465 seconds covering the top 6.

pos	competitor	best time	In lap	best speed	diff	gap	laps
1	Tom Sibley	54.494	16	59.456 km/h			16
2	James Baldwin	54.772	15	59.154 km/h	0.278	0.278	15
3	Chris Hackworth	54.83	13	59.092 km/h	0.336	0.058	16
4	Josh King	54.896	16	59.021 km/h	0.402	0.066	16
5	Jonny Spencer	54.929	13	58.985 km/h	0.435	0.033	16
6	Marco Coltelli	54.959	15	58.953 km/h	0.465	0.03	16
7	Mez Evans	55.054	13	58.851 km/h	0.56	0.095	16
8	Steve Moody	55.097	16	58.805 km/h	0.603	0.043	16
9	Ben Leslie	55.111	14	58.79 km/h	0.617	0.014	16
10	Joseph Conroy	55.142	13	58.757 km/h	0.648	0.031	16
11	Kamran Moussa-Zadeh	55.36	12	58.526 km/h	0.866	0.218	16



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12	Dom Whiting	55.457	12	58.424 km/h	0.963	0.097	16
13	Jane Gibbons	56.132	16	57.721 km/h	1.638	0.675	16
14	Tanzi Besant	56.313	15	57.536 km/h	1.819	0.181	16
15	Paul Cox	56.678	13	57.165 km/h	2.184	0.365	13
16	William Thomas	56.879	14	56.963 km/h	2.385	0.201	17
17	Chris Graco	57.101	12	56.742 km/h	2.607	0.216	15
18	Nikolay Angelov	57.125	15	56.718 km/h	2.631	0.024	15
19	David Glover	57.588	11	56.262 km/h	3.094	0.463	15

## Race

Chris Hackworth made an aggressive start, passing Tom Sibley into turn 1 to take the lead, dropping Sibley to 2<sup>nd</sup>. James Baldwin was tucked in behind them in 3<sup>rd</sup> with Steve Moody in 4<sup>th</sup> and Jonny Spencer in 5<sup>th</sup> at the end of the first lap. Hackworth was a little too eager on lap 2, getting wide at Vale with James Baldwin sneaking up into the lead and Tom Sibley getting into 2<sup>nd</sup>. Baldwin used the incident to pull out a 3.5 second lead by the end of lap 3 as Sibley and Hackworth fought over 2<sup>nd</sup> with Moody and Spencer getting involved too. Moody made the most of Sibley and Hackworth's fighting to slip ahead of Hackworth for 3<sup>rd</sup>.

Baldwin spent the first 5 minutes of the race building as big a lead as he could, pulling 5.595 seconds over Sibley in 2<sup>nd</sup> as he chased after the 2014 TW Steel DMAX Lights Enduro title. Sibley soon started to match Baldwin's blistering pace as he led Moody in 3<sup>rd</sup> by 1.191 seconds with Dom Whiting moving into 4<sup>th</sup> ahead of Hackworth with Spencer next to put Hackworth under pressure. As the track continued to dry out, the lap times dropped with Sibley seemingly finding an extra gear, putting in some fastest laps and coming back at race leader Baldwin.

The next 10 minutes saw Whiting move further up the field, passing Moody for 3<sup>rd</sup> and setting after Sibley in 2<sup>nd</sup>. Spencer had also been on a charge, catching up to Moody and putting him under pressure for 4<sup>th</sup>. Meanwhile, out front, Baldwin and Sibley were matching each other for lap-times with the gap holding at around 4 seconds. Hackworth seemed to be struggling since going through the mud at Vale with the kart's airbox more than likely field with water and dirt, restricting performance. Whiting continued to hound Sibley, eventually catching him and passing him through the final corner on lap 41 to take 2<sup>nd</sup> place – Baldwin was his next target, 6 seconds up the road. Whiting wasn't going to have it all his own way however as Sibley gathered himself up, chased after him and regained 2<sup>nd</sup> through turns 2 and 3. Whiting almost immediately took 2<sup>nd</sup> back through Vale however as Sibley had to settle back in behind him.

As the race entered the final 10 minutes, spots of rain were beginning to appear around the circuit with the circuit becoming noticeably slippery and times beginning to drop off. Baldwin appeared unfazed however as he enjoyed a 14.331 seconds lead over Whiting in 2<sup>nd</sup> and was extending it as the race approached its conclusion. The rain continued to dampen the track but Baldwin held on and took the win and with it the 2014 TW Steel DMAX Light Enduro Championship. Whiting came home in 2<sup>nd</sup>, 15.299 seconds behind with Sibley completing the podium. Joseph Conroy had made steady progress through the final stages to take 4<sup>th</sup> with Moody completing the top 5.



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pos	competitor	laps	diff	best time	best lap	best speed
1	James Baldwin	69		50.246	52	64.483 km/h
2	Dom Whiting	69	15.299	50.567	38	64.073 km/h
3	Tom Sibley	69	25.3	50.496	43	64.163 km/h
4	Joseph Conroy	69	26.945	50.449	53	64.223 km/h
5	Jonny Spencer	69	28.225	50.837	46	63.733 km/h
6	Steve Moody	69	35.458	50.566	52	64.075 km/h
7	Chris Hackworth	69	53.085	50.601	44	64.03 km/h
8	Josh King	69	53.342	50.853	47	63.713 km/h
9	Ben Leslie	68	1 lap	51.066	47	63.447 km/h
10	Mez Evans	68	1 lap	50.876	46	63.684 km/h
11	Paul Cox	68	1 lap	50.822	44	63.752 km/h
12	Kamran Moussa-Zadeh	68	1 lap	50.942	42	63.602 km/h
13	Jane Gibbons	67	2 laps	52.344	45	61.898 km/h
14	Nikolay Angelov	67	2 laps	52.283	43	61.97 km/h
15	William Thomas	66	3 laps	52.071	42	62.223 km/h
16	Marco Coltelli	66	3 laps	51.381	36	63.058 km/h
17	David Glover	66	3 laps	52.786	38	61.38 km/h
18	Chris Graco	65	4 laps	52.582	44	61.618 km/h
19	Tanzi Besant	65	4 laps	52.677	42	61.507 km/h



Tom Sibley

James Baldwin

Dom Whiting

