

## Round 4 Report - 2007

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Pro Class Winning Driver Phil Glew - Zen Performance

What a fantastic end to the 2007 Time Attack Series, the ideal setting of Brands Hatch in Kent coupled with the perfect weather meant that the final round of the series was the best meeting yet. We would like to thank everyone for turning out and making the day such a special event, spectators, sponsors, car clubs, thank you.

A special thank you to everyone from the Mitsubishi Lancer Register for turning out in force to provide a parade lap in the lunch hour which saw over 60 Mitsubishi Evolutions on track from Evo 1 to 9, for more information on the MLR visit [www.lancerregister.com](http://www.lancerregister.com)

### CLUB N/A CLASS

The N/A class at the before today's round was wide open and was anyone's title, today was the decider and what a decider it was.

The first warm up saw Jeff Mileham putting in a 57.734 lap of the indy circuit, Dixon Cheng behind with 58.415, Simon Miskelly and Nadine Geary bringing up the rear both posting 59 second laps.



(Nadine Geary - Viper)

First practice session saw a slightly different picture being painted as Nadine put on her heavier shoes and stuck the Viper out in front with a 56.590, Dixon trailing behind with a 58.467, Jeff easing back slightly with 58.280 and Simon on his bumper with 58.467, In the last practice before the all

important final Nadine kept the right foot planted hitting 56.637, Jeff had moved up again with a respectable 57.426, Dixon out running Simon with a 57.784 compared to a 58.393 from the DC5.



(Dixon Cheng Integra DC2)

The hot lap final pushed the pressure to the max but Nadine performed faultlessly, her first run being baulked by another car she ran again and posted a 55 second lap, she should have returned to the pits and so this lap time was not counted as her tyres etc would have been up to temperature and she would have been on a faster entry for the second lap, she rolled back into the pits to await a decision on her time, next up Jeff Mileham pushed the BMW to its full potential hitting a 57.248 under pressure, his garage and crew were ecstatic as this put him into first place, Dixon peddled the DC2 around very quick but could only manage a 57.880 putting him behind Jeff, Simon Miskelly's DC5 had a tall order, his best time so far of the day being in the 58 second bracket he knew he had to find some magic out there but it wasn't to be, He came in with a 58.135 his personal best time of the day!



(Jeff Mileham - BMW 3 Series)

The judges decided to allow Nadine another chance in the awesome Viper and she jumped at the chance, the monster burbled out of the pits and onto her warm up lap.... A roar was heard from the exit of Clearways corner and a black flash flew over the start finish line for a hot lap, Sector 1 on the timing gear flashed up with a 33.490 this was quick, through Surtees, around clearways and back

towards the start finish like a bat out of hell, Nadine hit the line in 22.057 seconds meaning an eye popping 55.547 lap, enough to take her on to the top step of the round 4 podium.

#### CLUB FORCED INDUCTION CLASS

Round 4 started with Kev Atkins sitting at the top of the points table with a 2 point lead over second place Kev Horsley who in turn had a 2 point lead over Ron Kiddell, Kiddell dropping down in the points after missing the Knockhill round last month. a total of 10 points separating the top 5 drivers everything was to play for.



(Kev Atkins CP9A Evo 6)

From the warm up session first thing it was apparent that Atkins wanted to go home with the silverware, a man on a mission he was going to be hard to beat, it was up to Kiddell, Horsley and Kerr to challenge him for the trophies, warm up saw Kev hit a 54.581, things were looking good, the competition over 2 seconds per lap slower but that is warm up and a time to test the car so maybe Kev was trying harder than the rest of the field, time would tell.

First practice and the rest of the drivers seemed to wake up and get on the pace, Kiddell posting a 54.589, Steve Darley just fractions behind him with a 54.644, David Harrison a one off entrant for this round third with a 55.202. Sam Kerr back on the gas 55.230, Atkins was nowhere to be seen, was he taking it easy, was he checking the competition? A 57.820 was the best he could manage, 33 drivers made it out in this first practice and the top 29 having just 5 seconds between Kiddell in first and Mike Commons in 29th with a 59.275 in his SW20 MR2 turbo. Another one off entrant Rich Gasson came from nowhere with a blistering 55.606 from his Evo 5RS Mitsubishi, Phil Burdock on form behind him on 55.635, Joe 'The Spinner' Lockett tucked in behind with 55.888, Horsley keeping constant 55's with Mike 'Big power' Payne landing just outside the 55's with a 56.075, Buckel hot on his heels this was exciting stuff!

Second practice saw Kev Atkins back on form and once again hitting the top spot in this session with a 53.725, Ron Kiddell breaking into the 53's by the skin of his teeth with a 53.914, Harrison & Gasson in

the 54's, Steve Darley & Sam Kerr managing 55's with Steve Linton in the JZA80 Supra close behind, followed by DCY George Beavers & Irelands Phil Burbock in the ultra load Impreza GC8, Things were definately hotting up, the pressure and atmosphere in the pits electric!

As 31 of the original Club cars lined up in the pit lane, the heavy hitting Atkins, Horsley, Kiddell & Kerr knew they had to perform, this was it, no second chances no extra laps, put up or shut up time..

The teams sat around various TV outlets as one by one the times flashed up on screen, Tony Charles... 56.809, Oliver Crawford... 56.804, Kev Horsley...56.215, Phil England... 56.123, Steve Linton...56.011, Warren Kelly...55.858, Terry Buckel... 55.684 this was close, all the top challengers and points scoreres from the earlier rounds still to come..

Sam Kerr...55.231, Richard Gasson..54.735, Steve Darley..54.493, David Harrison...54.316 now the final 2, the tension mounting who is it going to be.... Ron Kiddell 54.149 that's quick but wait, Kev Atkins FLYS under the gantry this looks fast, very fast, 52.914!!! outstanding, Kev takes the win.

See how those times effect the overall standings [HERE](#)

### PRO CLASS



(Phil Glew - Zen Performance)

The situation in Pro was identical to the club challenge class, it was tight, very tight, one false move from any of the top drivers could mean the difference between a top spot and a series win or going home second or lower.

Many of the drivers had been down to Brands earlier in the week to get a few laps under their belts as for many this would be the first time at the track, some of the cars were looking extremely quick and first indications were that times would be amazing and very close.

Warm up saw Steve Guglielmi pop out for 2 laps and post a 51.909, Clive Seddon out for 4 with a 53.154 followed by his team mate Martin Green and a 53.435, with Mark Lemmer, a new driver to Time Attack behind the wheel of the Sumo Power pink 350z we saw it move higher up the ranks with

a 53.737 things were looking up, it would become apparent that the drivers were all using this session to get used to the cars and the circuit conditions.

The first full on practise sessions saw a few changes to the times, Phil Glew in the Zen Impreza out on track and straight into the top spot with 49.894 seconds, amazing, Seddon shifted up a gear and into the second place with 51.212 closely followed by Steve 'spaghetti' Guglielmi with a 52.096, A car plagued with teething troubles this year was the RSE Motorsport Evo 8, no such troubles in this session, 52.444 landed them 4th, Olly Clark into 5th with 52.541 being chased by Green fractions of a second behind on 52.619, Darren Robinson found his form and hit a worthy 52.724, what a transformation from his previous outings in Time Attack, Mark Lemmer in the pink Z bettering his earlier time with a 53.580, 0.441 of a second in front of Adrian Smith of Fensport in the Celica, Rob Barnes's Sumo Evo 8 with a 54.053 followed by our Greek entrant John Terzidis with a 54.983. The Autsporitif Impreza behind John with a 55.414, sadly retiring from the session and also the day after oil surge problems whilst pulling 2G around Clearways meant bearing troubles for the team, Mick Wade seemed to have lost his mojo today with a 56.615, Andy Harvey also off of his usual pace with a 57.354, A new entry for this round was Martin Hadland in his awesome Ford Escort Cosworth, He managed 6 laps and a 57.599 just pipping Renton in his Sierra Cosworth who managed a 57.660, Jophn Goodwin finishing off the final runners with a 59.116 in his FC3S Mazda RX7.



(Olly Clark - Roger Clark Motorsport)

It was time for the all important qualifying session for the Pro Superbattle, the top 10 drivers going into the points scoring final of the day, Once again Glew was on fire, attacking the circuit in 50.596, enough to land him in first, Steve Guglielmi in the Lotus in 2nd, 51.758, Olly Clark back on track with a 52.266 and 3rd, Darren Robinson in the FD3S RX7 taking the 4th place qualifying position with a 52.575, Clive Seddon 5th 52.749, Green 6th 52.884, Lemmer behind in 7th 53.240, the RSE evo snatching 8th with 53.727, John Terzidis battled for 15 laps for a 53.740 and 9th and the final driver for the final Rob Barnes in 10th with a 53.939.

All drivers pushed to the limits of both car and themselves and it was evident that nobody wanted a second place finish!



(Steve Guglielmi - Guglielmi Motorsport)

And so into the Superbattle, the final point scoring chance for the 2007 Series and the bar was raised yet again.

20 minutes were allowed in the final to post your quickest time over the 1.1984 miles course, Oilly Clark making the most of the session and getting 18 laps in that time, everyone knew the final times were going to be close.

Out came Glew in the baby blue Impreza from Zen, his first lap and a time of 49.771 hit the screen, top spot, as the time passed, tension in the Zen Garage was high, Guglielmi increasing the pressure on the 5th lap with a 50.967, he was getting close, Seddon posted a 51.113 and into 3rd place, RSE flashed a 51.855 onto the screen, competition was mounting, 8 laps in and Robinson flew by with a 52.117 followed by Lemmer with a 52.621 where was Clark? The 10th Lap and Oilly appeared near the top 51.791, surely there was more to come, Green with a 52.789, Barnes close behind with a 53.016 his best time of the day and Terzidis with a 54.135, there was everything to play for.

The clock ran into the final seconds, it seemed to take for ever, tick, tick, tick.....0.

Zen had done it, Glew first lap was untouched try as the competition might it wasn't happening, Guglielmi's earlier close call of 50.967 saw him in 2nd, Seddon's 51.113 was as good as it got and a 3rd place, Clark staying in 4th with his 51.791, the RSE Evo taking 5th with 51.855, Robinson despite his trip to the gravel found 6th with 52.117 he posted on his 8th lap, Lemmer stayed in 7th with 52.621 followed by Green in 8th 52.789, Rob Barnes could quite manage to break into the 52's and settled for his 53.016 and 9th with John Terzidis hot on his tail in 10th with his 54.135.



This was clearly the most exciting, memorable and close meeting of the championship, never before had the whole field been so close from start to finish but there was one man who started and remained untouchable... PHIL GLEW.



So as the 2007 series comes to an end see how the points from the final change the top places for the series, We have our winners!

Click [HERE](#) for the full 2007 series champions information

Download the MST timings [HERE](#)

The gallery will be updated shortly [HERE](#)

And here are the winners...

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## ***PRO CLASS***



Pro Class Winners

(L-R Steve Guglielmi 2nd / Phil Glew 1st / Clive Seddon 3rd)

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## ***CLUB CHALLENGE***



Club Challenge Naturally Aspirated Winners

(L-R Jeff Mileham 2nd / Nadine Geary 1st / Dixon Cheng 3rd)



Club Challenge Forced Induction Winners

(L-R Ron Kiddell 2nd / Kev Atkins 1st / David Harrison 3rd)