

Mike Jenvey – Round 2 news letter

23rd May 2010



Brands GP – Disappointing retirement but high potential

Testing on Friday the 21st at Brands Indy offered an opportunity to try a number of major upgrades. A new front bulkhead, updated wiring loom and lightened rear bulkhead offered a very significant weight reduction and we are now on the weight limit.

The first session highlighted significant understeer, a minor victory, which over the course of the day we were able to dial out for both low and high speed.

With only 15 minutes qualifying on Sunday morning we made sure we were near the front of the queue. Unfortunately an oil pressure warning meant I had to pull over. Quick discussion with the team and we decided it was a faulty signal. So out of the pits at the back of the queue.

Gradually warmed up. Lap 4 was the first fast lap and at that time put me first on the grid. Thereafter I never had another free lap so very relieved to end up 3rd on the grid behind the usual pretenders Neil and Patrick with a resurgent Miles alongside me. But this was a great result. We were only 0.6 seconds off pole despite being held up and competing the session with no rev counter.

Only a 1.5 hour gap before the race. An okay start maintaining 3rd, but I was slow down the back straight and unable to get full throttle. Miles got alongside on the run into Westfield and as I braked the throttle momentarily hung-up. This put me onto the gravel, as I switched off on the master switch. Rejoined the track but I could not get the key back in the switch. By the time it was back in I was down in 11th. A couple of gentle laps to ensure there was no repeat and started pushing again.

The next 20 minutes were flat out. I was still not getting full throttle so had to rely on outbraking and huge corner speed advantage to get past people. Chris Yarwood proved to be the biggest challenge getting back past down the straight after I had got by the first time. But managed to outbrake him again into Surtees. I caught the 2 seconds up to Robert Oldershaw in 5th position within a lap but entering Clearways for the penultimate time I had a repeat of the first lap issue. This time it was a big trip through the gravel and with the risk of serious engine damage I pulled over into retirement.

So disappointing, but my best lap, only 1.2 seconds off the Gunn was set with way less than full throttle available. Our pace has definitely improved and the throttle problem was permanently fixed within 2 minutes of returning to the paddock.

With more upgrades planned on the car for Cadwell we are going to be close!



Chasing Chris Yarwood with Robert Oldershaw ahead

Updates:

- March are now taking orders for the first customer cars and can be contacted via: Kieron Salter at www.kwmotorsport.com or Alan Hudd at www.marchracing.co.uk
- Follow progress of Mike Jenvey and the March 09R on Facebook <http://www.facebook.com/pages/MARCH-Racing-Academy/190124322871?ref=nf>
- All upgrades being made to the car are production ready upgrades.