



## Pedders Racing Team Update



### Australian Production Car Series – Round 2, Sydney Motorsport Park NSW

06.07.2016



### Fueling the passion for production success



Round 2 of the Australian Production Car Series started with a Class championship for Pedders / Motorsports Training Australia Racing.



Friday practice opened well with Turpie and Phillips feeling good at the wheel in the sunshine, P1 unfolding as a good re-introduction to Sydney Motorsport Park where the Series competes twice this season. As Phillips headed on track for P2, the Pedders 86 decided that it was time to throw in a little challenge, dropping into limp mode with what appeared to be sensor issues. With the Motorsports Training Australia crew investigating and clearing error codes, as well as making changes to handling to look to improve the speed of the car, Turpie took the wheel for final Practice, P3, and all was good once more, #86 putting down times that were now more than a second faster than previous.



Saturday's election day would open with Practice 4 and it became a case of another day, another drama. #86 was now suffering suspected fuel starve issues through sections of the Gardner Circuit. Back into the garage and the MTA crew were back to work, looking to find the source of the fuel delivery problem ahead of qualifying.



Turpie stepped in for qualifying, going on to outperform not only the Class D group, but impressing with times ahead of some higher classified entries. With another Class D pole position and the vital two points in the bank, things were looking good ahead of the afternoon's Race 1 of Round 2, a 250km endurance.



Race start had the Pedders 86 in good stead with the car performing well under Turpie's control. Speed was strong, handling was in the zone and reliability bred confidence, until lap 13. Limp mode kicked in, Turpie pulled off of the circuit and with no power to restart, the yellow flags came out as did the tow vehicle to bring #86 back to pit lane. With the crew immediately to work on the fuel system in the hope for a mid-race fix, there was soon life in the system allowing Phillips to get on board and back on track even if for just one lap.



The fuel surge was back and from the Class lead, Phillips too had lost power at turn three, with 86 again stranded and needing rescue by track officials under Safety Car. On return to the pit garage, the crew swung into action removing the fuel pots from the tank to find around 20 litres of fuel still in the driver's side compartment. As the team accepted there would not be a quick fix on this occasion, as lap 29 ticked past, #86 committed to its second ever DNF and full focus moved to developing a solution that would see the Pedders entry through the Sunday race.



Saturday afternoon became one of suited crew, holding fire extinguishers close as fuel continued to leak from the system, while support vehicles travelled between a local wrecking yard to purchase fuel pots and parts to fit to the driver's side components, creating a higher pressured fuel transfer to keep up with ever increasing performance of the 86. With every component replaced, still the 86 started, coughed and stopped again, but the determination of the Motorsports Training Australia crew and some engineering genius from Crew Chief Matt combined with a key electrical component with thanks to our mates at Melbourne Performance Centre (#21 Mitsubishi, #21 Class A), under the cover of darkness #86 was back to life and running well.



Warm up opened the Sunday sessions, Phillips heading out on track with the same level of fuel that saw the problem in Race 1 for the team to really test if the Chief's fuel transfer fix had worked. The news was good, the fuel issue appearing to be solved as even with low levels of fuel, no surge was detected as the higher rate of transfer from the driver's feeder side to passenger sides main pump was keeping the engine able to perform.



On exit from pit lane mid-session after a test pit stop and refuel for the race weekend debuting Motorsports Training Australia student crew, a slight trail of fuel was noticed as the car re-entered the session. At session close with #86 having run faultlessly, a complete refuel saw the fuel system overload and litre after litre of fuel was spilling from below the tank so once again the team was back into full fire suit and extinguisher mode, with fire officials on site to ensure the safety as the crew worked to stop the flow and find the cause of the latest issue.



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Another journey to the local wreckers for yet another fuel pot to be installed ahead of Race 2, the issue was located with the delicate top of the first second-hand fuel pot having been slightly cracked with a leaking seal on the sender unit, allowing fuel under the pressure of on track mode to slowly leak. The leak exacerbated once the tank was at full fuel capacity.

The latest issue fixed and the Motorsports Training Australia crew had a renewed confidence leading into Race 2. Lining up from the rear of grid can often be seen as a long way to go, we chose to see it as a long way that we had come and from there, the team could only keep improving and keep fighting. From the green, Turpie was feeling good at the wheel while the team were keeping in contact with a close eye on lap and sector times to watch for any suspected surge points. Within the opening two laps, Turpie had taken the Class lead and four positions to be into a battle with the higher classes, and #86 was on her game.

Pitting on lap 11, Turpie had built a comfortable lead to hand over to Phillips in a clock work pit stop. The task was ahead for Phillips, even with a swift stop in the bag, #86 was now back to the rear of the field as pit stops unfolded all around. Working his way closer, bridging the gap with every lap and setting times equivalent to qualifying performances, Phillips' mission brought #86 onto the verge of the outright top ten where he held strong to the final turn of the 250km race, taking the chequered flag 11<sup>th</sup> outright, and first in Class D.

The impressive come back from the adversity of fuel dramas to a Class race win on Sunday gave Pedders / Motorsports Training Australia Racing second in Class for the weekend. Leaving the Sydney circuit, the team was incredibly proud of the hard work, the commitment to always being back on the grid for the flag, and to being able to leave happy, knowing that together, this first-year student crew were instrumental in keeping #86 on track.

A truly passionate team is what drives us each weekend, each day of preparation and competition. To know that the future of motor sport is in the hands of the students and teachers of Motorsports Training Australia who always impress when offered the chance to gain real world experience, we should all be happy and supportive of the amazing program.

Pedders / Motorsports Training Australia Racing and #86 will be back in just a couple of weeks when the Australian Production Cars Series heads north to Queensland Raceways for Round 3 (29 – 31 July) and the annual 300km Fight in the Night, and a 250km race to come before the season finale 4 Hour back at Sydney Motorsport Park in November (11 – 13).

**Pedders Racing is proudly supported by** Motorsports Training Australia, Pedders Suspension, Borneo Bears Australian Rules Football Club, Pitman Trucks, Evans Waterless Coolant, MSC Signs, Bears AFL AusKick, Sportsnet, Euro Truck Spares, Reliable Rack & Pinion, AMG Australia, DBA (Disc Brakes Australia), Nameless Performance, Exedy, Heidi Yi, Harrop Engineering, Moro & Dooly Accident Repair Centre (Bendigo), Valvoline, Total Tools Dandenong, ssMEDIA, Motor GuardianCam, OZ Racing, CC-MW, Ozygen Chemicals, J&A Logistics, Driveway Labs, CIMA Media, and of course our fans!

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