

St Paul's Racers "On a mission"

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Greenpower National Final at Goodwood 16th October 2011

Following a season which saw the arrival of our new car Stealth Aero, new batteries with some 20% less power than previous years, the loss of Matt and Niall who had been racing since 2007, we managed to get both cars qualified for the Final which was held on 16th October at Goodwood.

Stealth Aero qualified in 12th place having done 94.4 miles and Zytec Aero in 27th place having done 85.8 miles both at Dunsfold in June.

We have been learning all season how to best operate the NuVinci gearbox in Stealth Aero which has proved far more challenging than we first anticipated and the process continues.

The day of the Final started off misty but with promise of good sunny autumn weather based on the forecasts. We arrived early to make the best of practice having had the cars scutineered the day before at the Greenpower Centre. Tom went out with Stealth Aero but we quickly found it was doing 8 minute laps which would have indicated another poor performance. Having invested in a new data logger we can analyse power consumption and discovered we were not using anywhere near the power we could. We altered the program for the NuVinci which improved the lap times by some 2.5 minutes but ran out of practice to improve further before the F24+ final heat began.

In the F24+ race iWhoosh run by Horsfall Racing came an emphatic 1st finishing some 5 miles ahead of the second placed car, averaging over 36mph and top speeds over 42mph. iWhoosh is the sister car of Stealth Aero and also sponsored by Passivent, Garmin and Thermacore Europe, sharing many of the same internal features.

At 1.00pm after the parade, the F24 race began with both cars getting off to a steady start. Nathan in Zytec Aero drove for the first 80 mins and in Stealth Aero the race was started by Harry and followed by Leonie. The first set of batteries were changed at 80 mins in both cars. The new batteries this year meant that the field remained extremely tight for most of the race with pit changeovers becoming increasingly important. Both cars held their own maintaining position within the top fifteen. In Zytec Nathan handed over to Connor who pulled out the fastest lap for the car and he then handed over to Dom. In Stealth Sam drove for 80 mins delivering another solid performance. For the final 80 mins Dominic followed Dom who then handed over to Joe for the final run in to the finish, Zytec Aero finished 11th having completed 98.4 miles and one lap of the magical 100 miles.

When Sam came in to changeover to Henry he reported the car had a blowout and was pulling to the right. We quickly got the car back into the paddock and changed the tyre losing some 9 minutes off the track and lost three places. Henry got out onto the track and was followed by Tom who brought the car home. Unfortunately the NuVinci auto gearing system does not allow us to "catch up" so Stealth finished in 18th place having done 93.6 miles.

So the season has ended for another year and Zytec Aero being in the top 15 has again qualified for the Corporate Challenge at Silverstone in April next year. It has been a steep learning curve with our new car Stealth Aero and whilst the NuVinci gearbox is very clever, following data logging of the power use at the Final we will need to review over the winter whether we continue with it or not. We will keep you posted!

From everyone in the St Paul's Racers team.



