



## **BRSCC LMA Euro Saloon & Sports Car Championship 2009**

In association with Mark Fish Motorsport, [www.mse-performance.com](http://www.mse-performance.com), LMA Performance & DKM Labour Solution.

### **Rockingham**

I won't be able to make Rockingham, but others will be there to help out. Hopefully Simon Jackson will be there and Fiona will be on hand, so will Stuart from LMA.

On a similar theme, the LMA office is closed from the 27.07.09 until the 10.08.09. I am on holiday from the 04.08.09 until the 07.08.09. I will pop in the office during the closure, but can be contacted on my mobile 07880 794201 or at home on 01234 741462.

### **Awards Evening**

Don't forget this is on the 14<sup>th</sup> November 2009, at Horwood House where it was last year.

### **David Pierce**

As some of you may know, David Pierce has broken his arm in a mountain bike accident. I know you all wish him a speedy recovery.

### **Heel & Toe Technique.**

With apologies to all of you who know and use this technique, but I thought it might be helpful to new drivers to run through the finer points.

**Misnomer?** Off course! No-one uses their heel, or toe! (or certainly I don't know of anyone). The technique requires the use of the left side of your right foot to brake, whilst rolling the right side of the same foot over to the throttle, and "blipping" the throttle at the same time as shifting down a gear (or 2 or 3)

**Object of the exercise.** To match the engine revs to the road speed when engaging a lower gear, and thus smooth out the downshifts

**Why Heel & Toe?** Firstly I must state that this is not an essential technique. I know of many successful drivers that can't, or don't bother to heel and toe on downshifts, and certainly many modern 2 peddle or paddle shift cars won't allow this. The advantages of using the technique are however two-fold.

Primarily it will always smooth out the downshifting in the braking area. If you are on the limit of braking (i.e. with the driven wheels almost, but not quite locked) if you just shift down and let go of the clutch the driven wheels will then lock. By "blipping" the throttle as you let go of the clutch the engine will be at, or close to the revs in the lower gear, and you won't get sudden engine braking, thus locking the driven wheels.

Secondly it enables a much smoother and easier gear engagement, and thus saves wear on synchro or dog-rings.

**How to learn the technique.** The good news is that you don't really need to spend hours testing to learn and refine this technique. As long as you drive a conventional 3 peddle manual road car you can quite easily teach yourself how to heel and toe during your normal daily driving, as long as it is safe to do so.

**One final word!** I have yet to come across any car with a peddle layout that stops you from heel and toeing. Some drivers install pedal extensions to assist, but be careful of this, as if you end up with the pedals too close together it is easy to accidentally catch the throttle pedal when braking.

Go on, have a go, and try to improve your technique, after all the super-car manufacturers wouldn't bother putting a "throttle-blip" in their paddle-shift downshift software if it wasn't beneficial!

John Hammersley (Honda Accord No 50)