



Race Report

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Top five for 360 in strong end to season

The final round of this year's European Le Mans Series at Portimao brought a strong finish from the 360 Racing trio of Terrence Woodward, Ross Kaiser and Tony Wells.

Qualifying had been rather chaotic and with only minutes to set a time for the grid, the pressure was on Kaiser. He rose to the task magnificently to secure sixth for the Silverstone-based team's Ligier JSP3. "There had been two red flags and the second was as I had crossed the line. We were then held in the pitlane and released with 30 seconds to go. I hung back to make sure my one lap was clear, so I was reasonably happy with that," he explained.

Due to the undulations of the circuit, part of the grid couldn't see the lights as they approached the start, which brought more chaos as there was contact with cars locking up.

Kaiser had a stunning start and made two places into Turn One. "Then I got Boyd's United Autosports car around the outside at Turn Four and was second into the next left hander," he said as he chased Mikkel Jensen's AT Racing Ligier for the lead.

But the safety car was out immediately and gradually Kaiser found Alex Kapadia closing in on the RLR Motorsport car. My tyres had been really good for the first five or six laps, then started to off at the rear," he added.

Kapadia had just got by as a full course yellow appeared 40 minutes in and Kaiser headed for the pits early for the handover for Wells.

Wells had rejoined 12th but having already raced in the Michelin Cup earlier in the morning, he was quickly up to pace and began to progress again.

From 10th at the first hour Wells hunted down his rivals, into eighth on lap 37, fifth on lap 39 and fourth on lap 44, holding the place for the next 13 laps before he pitted to hand to Woodward. "There was a full course yellow again before Tony pitted and he had managed to gap Patterson's United Autosports car before that," said Kaiser.

Progress soon followed again and Woodward was into eighth at the second hour and gaining on the Duqueine Engineering Norma. Three laps later he was through to seventh, before an entertaining duel with Lahaye's Ultimate Ligier followed, which saw a number exchanges between the battling duo. "He was about my pace but then I realised I could get him. I went for the inside and the Norma came too, so we were three abreast at Turn One," he explained.

Woodward made the final stop on lap 95 which coincided with the end of the third hour, too. As Kaiser rejoined he quickly retook Lahaye, then reeled in John Farano's RLR car.

Having taken Farano for sixth on lap 117, the AT Ligier was the next target and Kaiser succeeded in the quest for fifth only two laps later, when the AT car had to pit.

Time was running out though and the gap to fourth-placed Nicolas Schatz' Norma was somewhat bigger. Their pace was fairly even and over the final 20 laps the gap came down slightly, but Kaiser was still 17 seconds off of fourth as they took the flag.

"We were unlucky with the full course yellows, as it looked like a podium otherwise. We were ahead of the winners at one point, so probably third would have been right for our pace. I reckon we lost over a minute but had a great time," said Wells.

"It was a gamble on strategy; we performed well and I was proud of the whole team. The full course yellows did us though, when some were able to make their final stops. It could so easily have been a podium as we had the pace," Woodward concluded.



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