

WSCC Speed Series – Croft Report 24th March 2008

The Weather forecast was horrible and we were all slightly worried about how the day would turn out, and we even had flurries of snow during the day, but overall the day was dry on the only effect of the weather was the cold, which didn't let the tyres work!! Unfortunate the timing developed a glitch after lunch, but this was by a set amount, so we have applied the factor to the results. Overall a good day's Motorsport was had by most.

Class A

Jason put the fastest time in class, helped by a rebuild of his gearbox over the winter? Andrea's first event went well, no offs and a credible time. Most of us spent the day in our cars with the engines running trying to keep warm. I threw in the towel after the car developed a misfire on the first timed run; it was just too cold to be messing about trying to track it down. (Steve)



Andrea "leaning" on Mark's car, when will he get a stiffer roll bar?

Class C.

Martin Hepworth's first time out with his new Toyota 4AGE engine.

Paul Pocklington discovered the cause of a long-term fuel starvation problem on long bends - a collapsed piece of fuel hose coming out of his tank.

Steve Pritchard's car developed a misfire resulting in him only taking 1 timed run Mark Leybourne claims to have run out of fuel on his 2nd timed run. Perhaps his pre-warmed tyres evaporated it all? :-) I had a slight off on the last bend of 2nd practice and my timed run 1 had 2 were identical times thus arousing suspicion of an error. If I am that lucky I will be doing the Lottery this week. (John)



Nice line up of Westies

Class E

Andy Rushworth showed he had not gone rusty over the winter break taking 1st, followed by a very closely grouped bunch of Mark Williamson, Stewart Pickles and Andrew Hargreaves, with Emma just behind them. Peter Cox was driving very quickly, but unfortunately just over the limited on the first timed run, resulting in a trip to the “beach” called Clervaux, hopefully all will be well with his engine and we will see him out again soon.



Peter visiting the beach!

Class F

'F' was again a compact class with just three entrants for Croft. Messer's Kerr, Fisher and Shepherd baaaa took their grid positions.

Team Jocksport's motor was being hastily completed after a winter "refresh"

The last few bits being bolted on Sunday at 4.00pm.

Mr Fisher in his V8 machine was having some engine troubles early on, but seemed to clear for the timed runs. Some mods to the suspension at a Curby test day meant some new wishbones and the addition of a roll bar meant the Big Fella's car was handling a bit differently, something for John to adapt to.

Mr Shepherd made a rare outing in his immaculate Zetec, some winter jobs included an exhaust fix, something that had been omitted from the rebuild last year after the excursion at Thorsby. The car is now fit and ready for a few events this season. Watch out for an "Injection" of speed on this car over the year?????

We all had drama free runs, Mr Kerr very pleased with the pull of the Jocksport machine with a consistent pull through the rev range, a noticeable difference in bottom end grunt. By the time 3 sisters and Aintree come round she'll be ready for full beans. Special thanks to all those who assisted with the car over the winter.

Timed runs soon came around with Jocksport leading the way, followed by Fish then the Shepherd baaaa. This remained the scenario for both runs, nice to get this one out of the way for me, event too early, however nice break before three sisters. (Richard)

ClassH

Peter Hayter had a rude awakening to his trip north commencing with a discussion with Mr Plod about the merits of using mobile phones whilst driving and also realising what cold really means. Richard Carroll forgot his logbook but blagged his way through scrutineering. Derek Hodder had lots more bhp following his winter engine upgrade. Terry Everall had a new quaife 4-speed dog box and an altered suspension set up.

Due to the sub zero air temperature everyone but Del's car refused to start but jump leads and some cursing and swearing resolved the problems and we all fired up.

First practise saw Terry way off the pace partly due to only having 4 gears and not 6 with a sequential box! Apparently his drinking the night before was not an issue.. Rumours of ice patches on the track made us a bit wary but Richard was already on the pace and off to a good start.

Second practise saw some improvements and Gary Smith was seen changing the camber on Terry's front wheels as well as altering ARB settings etc. Most cars were experiencing lots of understeer due to cold tyres etc

After lunch the first timed runs saw that Terry had cured the understeer but now oversteered taking an interesting line (without getting off the gas)onto the grass exiting Hawthorn bend. Richard was pushing hard and at high speed found the ice near Barcroft and just survived. Peter kept wishing he knew the circuit better as it was all a bit quick and tricky especially the finish.

Del was trying hard to get into the top 12 run off and he was fastest on first timed run, so the pressure was on for the final run. In the end Terry pulled off the win just beating Del, with Richard in third holding off a charging Pete.

This was a great start to what looks like being another closely fought season sadly without Julie Black who performed a great role as paddock crew for Del and battery carrier for (Terry)



Terry "smoking" off the line !!

Pleased for Dell boy getting in the top 12 on his new engine, he must feel it was all worth it.

Got home at 12.30 that night, must go to croft again fantastic circuit, one more lap and I would have got into the bunch on there times, but they all went too well for me on last years tyre. (Peter)



"Del boy" in his first run-off, well done.

Class J

All the competitors in the class drove like a muppet all day, to end up a couple of seconds slower than last year (if timing to be believed -- but probably). Serious flat spots on both front tyres caused by rather over-enthusiastic approach to Tower really does cause car to shudder through JC2 and Barcroft (David)

Thanks to:-

Steve Prichard, John Loudon, Richard Kerr, Terry Everall, Peter Hayter and David Hussey.

Pictures: Andrew Dixon.