

Mira 12 July 2008 WSCC Commentary

Class A & C

From Chris Ford

Only 3 People in the combined A & C at Mira. With Paul Pocklington and Chris Ford battling in C and Sean Baker doubling driving Chris Fords car in A. There was good competition between Paul and Chris – Both improving by over a second on their final runs when the sun came out, but Paul just taking the lead by 0.2 seconds – another great close battle between the 2 as it has been all year so far. Sean made improvements every run, with a fantastic final run of 57.67 – on his first time at Mira, and only 2nd time driving the car !!!

From Paul Pocklington

First practice saw Sean Baker double driving Chris Fords car take a cautious lap on this his first visit to the venue with Chris and Paul Pocklington taking up where they left off in May by being 3/10ths apart. 2nd practice and Sean took 4 seconds off as he got used to the track and Paul and Chris swapped places 4/10ths apart. Third practice(don't ask why) came just after a sharp shower and Sean and Chris both dropped back by 1 second whilst Paul decided to throw it off the road at the control tower due to a total lack of concentration.

After lunch and more showers we were into the timed runs, fortunately the track at MIRA does seem to dry remarkably quickly and Sean pulled back the second he had lost and a little more besides, Chris jumped in front of Paul by 3/10ths again to record a 57.31 to Paul's 57.66 exactly the same time I posted in May on my first run. Last runs saw Sean pull out a very good 57.67 , Chris threw down the gauntlet with a 56.28 and Paul managed to respond with a personal best of 56.28.

Once again a very enjoyable day with close competition even though we could have done with more entrants.

Class B

From Neil McKinstrie

A close contest looked in store as Steve Lewis, Jonathan Sheldon and Neil McKinstrie lined up at MIRA for the second time this year. After the practice runs Neil had a slight edge over Steve with all three running faster than in May. After the first timed run normality was restored and Steve had eased ahead of Neil leaving it all to play for in the final run. Steve had a 'moment' at the control tower and had to abort his second run leaving the door open for Neil and Jonathan to try to improve. Neil went quickest to take the win despite an excellent drive from Jonathan that saw him knock over a second and a half off run 1.

Class E

Despite a more attractive looking car, Stuart couldn't get the better of class leader Andy, who was over 2 seconds quicker.

Class F

From Garry Bunn

Saturday morning soon came around and as always with a MIRA event it's no use getting there early because they don't let you in until 8am.

Normally you have to negotiate one of the internal side roads and turn around to join one of the queues. As I was in the new addition to the Bunny Racing fleet, the ex Peter Cox motor home, I got ushered to the front slot....mainly because with the trailer on the back it's too damn long to turn round!

Any way the security guy shouts to follow the Mira emergency vehicle with its yellow lights at full wack and we set off with me leading the way. He soon disappears and I realise I have always followed the pack into the circuit and don't really know where I am going. Anyway after a couple of panic stops we all arrive safely in the centre of the circuit(s).

Missing is Richard Kerr still fitting his new dog box I believe, and making the front of the engine oil tight.

There seemed to be a lot of electrical gremlins over the day, at least in our bit of the paddock.

Rich James had a flat battery from the outset, a hangover from Curborough and a new battery not fixing things. A fast charge by one of those flash DMS chargers got him going and things pointed to an immobiliser draining the battery.

Terry Everall running with us in the HSA class but not class F had his alternator fail.

Yours truly jumped into the car for the first timed run to find no electrics at all.....the master isolator had failed (this explained why the car was cutting out at Curborough!)

Those isolators are really poor quality, if you ever get electrical gremlins this is always a good place to look. The quality of the contacts inside are very poor.

David Hussey, with a fresh engine, (again not F but running with us), went out for his first practice run and returned with a worried look and a strange metallic clonking from the bell housing/front of gearbox. He retired the car.....sad to see the car on the trailer so early.

Anyway...Matt Hillam ran strongly all day and eventually piped me by 50.76 to 50.98. Peter Goulding ran a good time of 52.71 and Richard James ran a respectable 57.37, nice to see him improving and getting some confidence in the car.

Barry Slingsby was there in body but without his car, he only lives 10 mins down the road and came to spectate.

Overall a good day, one worrying thing was the delay in getting to a crashed single seater by the safety team. In fact Mira had their own safety vehicles there (they stopped the testing on the outer circuit and scrambled a crash tender) as quick as the event crews! The driver was ok, but the minutes it took could have made a difference.

Class H (The Slick Boys)

From Tel (Terry Everall)

For some reason there was a reduced Westfield entry compared to earlier in the year which is strange as Mira is a fast demanding track and an exhilarating drive

Derek Hodder (Del) and Terry Everall (Tel) were the only two entries in the class and were out to grab the available points even if it wasn't 17. Extra interest was there with the SBD Duratec car driven by Dick Hulbert and Carol Torkington

The weather was showery (some heavy) but amazingly all our runs were dry and the track grip was good all day.

The three practise runs in the morning were led by Tel who unofficially broke the class record on his 3rd practise run with Del under the 50secs as well. As the clouds grew in size and showers started there was concern about that the afternoon timed runs would not be as quick.

First timed runs saw all cars pulling about 125mph through the speed trap with a bit of sideways buffeting by the crosswind down the straight towards tower bend. Dick led on 48.03 with Tel on 48.88 and Del on 49.69secs

Del was having problems with his front brakes being soft and he and Gary Smith tried bleeding them to improve the pedal. Tel's alternator had stopped charging after the first practise and he was crossing fingers and everything else hoping that he had enough residual battery power for the ECU. Gary Bunn loaned him a battery and inverter to keep the charge up.

Final runs saw Tel pull an awesome run out of the bag with 47.45secs to break the class record of ACW's (48.35secs) by nearly a full second. Del tried hard to match this and also got under the old record at 48.03secs. Another close battle with Tel taking the points this time.

Other observations include an early retirement by David Hussey with a problem clutch/gearbox problem. Richard James arrived with a flat battery probably drained by fitting an immobiliser. Stuart Hill had painted up his car into almost concourse condition but he wasn't happy with the Toyo 888 tyres performance. Thanks to Julie McIntrie for being my "power pack pal" and

assisting in the paddock whilst Neil had a good outing improving his times all day in his lovely blue car. Hope my technical advice, given to several people during the day was useful It was simply “get your foot down”!