

WSCC Curborough Sprint June 2008

Class A

Sean Baker was quickly on the pace setting a class winning run in 2nd practice, improving on this to win with his T2 run of 68.84. Meanwhile 2nd slot looked to be Richard's, but Trevor put in an excellent time on his last run to beat him by nearly a second. Close on their heels was Graham only .15 behind Richard.

Class B

Anthony Burris was the clear winner in the class by 1.57 seconds, but behind him Ian Morrison and Neil McKinstrie were having a good battle, but Ian managed to stay in front on Neil to take 2nd place

Class C

Mark Leybourne was on form from the start and easily took the class, behind him Paul, Martin and Chris were having a very close battle, with it looking like it may go Martin's way, but on T2 Paul just nipped ahead to win, followed by Martin and Chris in 4th.

Class D

D was poorly attended, but I am sure this didn't put Paul Edden off, his form coming back after a few years "rest" he was quicker than all the comparable B class competitors, but was obviously trying a little too hard on his last run !!!

Class E

Andy Rushworth dominated the class to take the win, behind him was Paul Jones in 2nd and then Kevin in 3rd, who was having a close battle with Stew, but obviously too close as neither of them got down to their 2nd practice time. Following them were Mark, Andrew and Emma, with Tom having a problem and not completing a timed run.

Class F

Curborough has always been special to me because it was my first taste of sprinting. Although the track is relatively short in comparison to some, it can be quite tricky especially the dreaded "Fradley Hairpin" which is a double apex jobbie.

I tried to get to the track early on Saturday for the free track period but was unable to due to other engagements which turned out to be a bit of a blessing as from what I heard; it was like dancing on ice because the track was so wet.

Anybody trying to get a bit of track familiarity was out of luck as most of them only got to see what the grass verges were like.

The weather was great for Ducks but was promising to be a better day on Sunday thank goodness.

After camping down for the night, the wind decided to wind itself up and almost flattened our tent. For once, Me Julie (not Ginge) brought some sensible footwear in the form of Wellies but this was thwarted by the nights wind and more rain and they got filled with water so she still ended up with wet feet!!

Sunday morning was dry but very blustery, when walking the track with Matt Hillam, we almost got blown clean off our feet. It was also blowing the wrong way so the wind was against you going up the straight – hey ho!

Due to this being a WSCC organized event, there were many new faces that don't frequent the sprint/hillclimb circuits of which Daniel Morris and Graeme Whitaker were two. Sorry I didn't get chance to chat to everybody but they all seemed to be fitting in nicely.

Both practices went well with some decent times being put in from all 14 competitors in Class "F" and the morning went really smoothly. Peterg and all the Marshalls were doing a grand job so many thanks to them.

Pete G had problems with understeer and I had too much oversteer due to a new rear anti-rollbar. Barry Slingsby' was cleaning his car AGAIN LOL.

During the break, Richard Kerr developed a problem in the form of an oil leak so he was out but typical of the Westfield fraternity, he got offered a double drive by no less than 3 competitors. He finally took Matt's offer (don't blame him) and everybody in our class was asked if we minded. In true sportsmanship, nobody complained.

Big Fish looked so effortless going round the track and from what I could see at the start line, plenty of drivers were locking up wheels on the Flagpole hairpin including myself.

Gary Bunn's car went off the line like a rocket unlike Darren Berris with his V8 which was equally as fast but soooo quiet. I was just behind Howard Gaskin and I thought he was going to knock over the marshals at the start line when warming up his tyres, he was really going for it!

Cameron Forbes and Richard James seemed to have quite an un-eventful day unlike John Shepherd who developed an electrical fault on his 2nd timed run which then cleared itself – strange. Other problems were set by Matt Hillam who overshot the flagpole turning Big time and had to abort the run, just goes to show it happens to the best of us ☺ and Pete Goulding who decided to emulate Barney's 360 degree off Fradleys hairpin.

All in all, it was a fantastic day although very tiring due to the constant battering by the wind, just to show how bad it was, there were a total of FIVE gazebo's by the Skip which had been totaled LMAO.

At the end of the day, we just had the long 2 hour drive down the M1 to look forward to

– Enjoy and drive safely

Paul Dew

Class G

Barney was in very slick form right from the off, straight on the pace and took the win. Andy had the legs on Mark all day who was pushing very hard and suffering quite a bit of roll at the Fradly hairpin (see boardroom pics)

ClassH (The Big Slicks class)

Well, this was the big one, certainly as far as entrants were concerned with 9 competitors in our own WSCC event. Julie had escaped from the massage parlor for her first event of the year, Adrian and Mike were double driving the Busa V8 beast. The SBD Duratec (304bhp) was double driven by Dick Hulbert and Carol Torkington and John Bradburn was a visitor in his awesome 5.2 litre V8 monster that has done so well in the Midland speed series. Peter Bishop , Del and Tel completed the line up of some very quick machines

Our prayers were answered as the wets stayed wrapped up all day whilst the sun shone on our slicks despite threatening clouds late in the afternoon. The morning practice sessions were led by Tel (56.44secs) and Del (56.68secs) and with little seat time this year for some drivers this was perhaps predictable. However with so many powerful cars and experienced drivers in the class the afternoon would prove challenging as the times tumbled. First timed run saw the quicker cars down into the 56secs – 57secs bracket with few mistakes (Mike had a moment in the V8 Busa in practice but changed his underwear quickly so no one noticed!) Del had checked his datalogger over lunch and was convinced he could save more time and proved it by promptly posting a very hot 55.62secs to lead Tel who had improved to 56.06secs. Julie was glad to be back in the seat and made full use of Del's very effective launch control. Adrian and Dick were chasing hard and with only one more run to count the pressure was really on. Gary Smith was heard to say to Tel “ there's nowt wrong with the car settings, you will just have to get your arse in gear and drive faster” which is about as technical as the advice got. Del was seen to be mumbling and looking up at the sky as he hopped from foot to foot doing something that resembled a rain dance as the clouds gathered overhead but never delivered the wet stuff.

The last run saw Dick unable to improve on his first run of 56.68secs to take 4th place but Adrian got down to 56.13secs to take 3rd spot. Del couldn't improve on his first run so took 2nd as Tel blasted his way to a 55.50secs to just pip Del by only 0.12secs and take 1st place with FTD as a bonus. As well as David Hussey's big 60th birthday celebrations in the paddock this was a good result for the “old farts “ over 60 club

Tel

Class J1

It was obvious that Chris Hussey had already given his Dad his birthday present that day, as there was no way he was going to let him win the class as an extra present !! He was straight on the pace and finished a clear 1.4 secs ahead of David, relegating him to 2nd place. Behind them was the other double driven car of Mark and Tina Kelly, with Mark taking 3rd and Tina 4th.