

WSCC Speed Series Report - MIRA 24th May 2008

Class A & C – Paul Pocklington

Despite a brisk cross wind practice passed without any major dramas just the odd spin or two.

The first timed runs got under way with some visitors from class J namely David Hussey double driving Martin Hepworths car and Mark and Tina Kelly in the Caterham joining in the fun, 1st away was Andrea who knocked 7 seconds off her 1st practice time. John Loudon ran away and hid from the rest of us with a 53-17, followed by Mark Leybourne on 57 dead behind these two things were getting very close with David on 57-24, Keith Adams on 57-26, Martin on 57-44, Chris Ford on 57-53, Mark Kelly (though not in class A/C but having a good time with us) on 57-59 and Paul Pocklington doing the strongman bit and propping the rest up on 57-66. It was shaping up to be a great 2nd run for the minor placings, John dropped back by 7/100ths, Mark pulled a 55-70 out of the hat and Keith finished third on 56-52. Martin improved to 57-06, Chris dropped back half a second, Paul shaved 3/100ths off despite a moment in the sweeping left hander, Jason Lamb on his first visit to the venue did a creditable 59-04, followed by the off form George Newrick on 59-86 and the even more off form Steve Pritchard on 59-87. Andrea knocked another 3 seconds off to finish with a 65-15, 10 seconds off on your first visit cant be bad.

The visitors to the class well, David showed very bad form by beating Martin, that's gratitude for lending a bloke your car, Mark shaved another few hundredths off to finish with 57-52, and Tina spun it on her last run so had to be content with her first run time of 60-00

Another excellent day of good close racing and even better paddock banter, and from a personal point of view it was really good to see an old friend of mine on the rescue unit, John Felix who was chairman of the British Motor Racing Marshals Club when I started marshalling in 1976, John is also on several of the MSA committees, an International Clerk of the Course, was Race Director for all the Grand Prix for several years and to see him still turning out for a grass roots sprint was really good and must be to his credit.

Class B

Mira saw 4 class B competitors out for the first time this year and whilst Stephen and Jonathon were having a good battle for 2nd and 3rd, Anthony Burris took the win.

Class E

Only Stewart and Andy turned up for this class, with Andy taking the win.

Class F

Class F is proving to be the most hotley contested class this year with 8 competitors turning out. Garry Bunn has moved up to F from D and has been

quickly on the pace, but it's Matt, who is dominating the class, with Barry Slingsby and Richard Kerr close behind.

Class G

With only the double duo of Barney and Andy in G, the points would be low, but Barney put in a good time only just behind Del in class H

CLASS H – Terry Overall

The early morning queue to get into camera free MIRA were ready to roll at 0800hrs in anticipation of Del, Tel and Pete doing battle again on what is a very fast and grippy surface. Just before practice began Tel was checking the competition and whilst Del was present there was no sign of Pete Hayter even though he was shown on latest entry sheet (where were you Pete?)

The day stayed dry so it was all about grip and speed down the straights. Del's car was repaired after valve trouble and Tel's rear wing was still artistically taped up after his altercation with a Harewood flapper post when the post won. Del had also fitted a new rear tub and wings which looked great all in go faster black and would have taken the best-prepared car award if there had been one.

Practice saw Tel leading the way with good solid runs with speed trap speeds of 111mph and 124mph despite understeer issues. Gary Smith and Tel were seen whispering about altering a few settings and Del was concerned about his straight-line speed with hitting around the 110mph mark and was debating removing the rear wing if it was causing too much downforce and drag. The big problem was that all three straights had a very very strong headwind, which promised to blow away the portable loos.

Afternoon timed runs saw Tel and Del pulling identical speeds of 121mph through the speed trap to record 48.61secs and 50.01secs respectively with Tel nearly losing it with a big slide in the last bend. The final run was going to be all-important and Del removed his rear wing. Del's run was first and he hit a blue bollard and broke the nearside wing. Tel came back into the paddock having done a smooth error free run (for the first time that day) hoping for a good time but was immediately sent for a rerun much to his dismay! Del thought this was due to the bollard but was also summoned for a rerun due to the timing gear not working probably caused by the wind. So it was game on again. Del recorded 111mph and a slower time of 50.50 secs whilst Tel did 124mph and reduced his time down to 47.99sec.

A good day only spoiled by the wind and a lack of more Westfield in class H