

## **WSSC Welsh Weekend – Llandow & Lys y Fran 19/20 July 2008-07-26**

As you will see from the commentary below an absolutely excellent weekend was had by everyone in the WSSC Speed Series, with many examples of what makes this one of the best series to be in. Some close but friendly competition, excellent banter and help in abundance when problems hit ! Can't think of a better way to spend the weekend ( with your clothes on !!)  
Nick Algar – Championship Coordinator

Picture of the weekend goes to our in house professional Photographer Nigel Ash – see more at <http://se7enimaging.com/index.html>



Class E

*From Andy Rushworth ( the driver of the car above, pushing the limits as usual )*

### **Llandow**

For a few of us the Welsh summer weekend started Thursday afternoon with a 6 hour drive to Llandow so we could be fresh and ready to practice on the Fridays trackday. Unfortunately the trackday was almost a washout with only a few dry runs in the morning.

Never mind the forecast for Saturday was supposed to be a lot better with some sunshine. And in fact the forecast turned out to be correct and Richard had the proof with his sunburnt head.

With six of us in class E it was a good turnout. First practice and Nick Lear put in a blistering time of 74.13. Unfortunately for Nick we were later told there had been a problem with the timing on Nicks run. Tom Caldercourt was turned away from the start line and sent back to the paddock as the marshals had spotted a quite bad oil leak coming from the sump. Tim Pennington spun going in to the bus stop. The rest of us managed to get round ok. Myself heading the field on a 81.68 but closely followed by Stuart Hill on 82.55 and then Mark Stanton.

Second practise I lost it and spun coming out of the bus stop and everyone apart from Tim went slower.

The day was dragging on and the timed runs didn't start until around 2.30

### **Lys Y Fran**

Mark came first in the motorhome race but we had to go shopping for more supplies (so that's my excuse). I can also report my Garmin satnav worked a treat, now I have told it we are truck and not a motorcycle. No more miles of single track roads and definitely no trout farms.

First practice didn't go so well for me I over cooked it going round the right hander before the hairpin and launched it backwards into the scenery. Luckily I found a gap in the barrier and beached the car in a ditch buried in brambles. Eventually the marshals with the help of the recovery truck pulled me out and back on to the circuit. The brambles did an excellent job in slowing the car down, much better than recticell.

Tom's car was playing up and wouldn't start without the use of the hammer to the starter. Fortunately there are plenty of places to bump start cars at Llys y Fran.

The highlight of my day was that four Westfield's made it to the top ten runoff and I managed to finish fourth overall with a time of 45.71.

We finally set off home at around 7pm a six hour drive that turned in to nine and a half as I needed to stop and sleep in the services. Pulling on to the drive at 4.30am. It's a long way. It's very tiring. Would I go again? HELL YES what a fantastic weekend. Thank to all for making it one not to forget.

Andy Rushworth

Llandow class C  
*From John Loudon*

The event 2A entry list brought about much talking with several well known quick competitors making an appearance including the class record holder.

After Friday's wet weather, the morning started off reasonably well only for it to let itself down for a short period but it soon changed its mind and behaved itself for the rest of the day.

Chris Ford put in a solid performance and if I am not mistaken making an improvement on previous years times. Certainly looked to be trying around the bus stop as I was watching from the start line queue

Myself putting in a better performance than in previous years at Llandow and setting a new PB by over a second even after a mistake on T1 and sailing straight past the bus stop

Drive of the day has to go to Mr Nunn who putting in a cracking time for both runs to just take the class. It seems he is back to his best as I predicted he would be a few events ago!

John

Class F  
*From Richard Kerr*

Having made the short trip down to Wales on Friday, 347 miles and arriving at a rather damp Llandow, murmurs of WTF am I doing here again were muttered under my breath.

As it turned out it was a fantastic weekend, 811 miles and home at 2.30am on Monday morning, but faith has returned in the Jocksport camp today.

A blast out on a wet track was had, first time I've driven the car in anger since the engine and new box were fitted. Other than a couple of very small issues all seemed well, hurrah. Finally the last two weeks in the garage had paid off, thanks to Mr Shepherd for his help. Thanks also to Del for his subtle adjustment of the gear lever works a treat mate.

Saturday saw some sunny skies and the occasional threat of rain, thankfully it mainly stayed dry and we all had dry runs, first practice saw some great close times in our class, that pesky HILLAM leading the way, although only by 0.02 Barry and Pete were also very close, well done to Pete, your getting quick mate. Despite it being a very long day, first timed run for us wasn't till 2.40pm it was still a good one, at one point it looked like we might only get one timed run, not good as I managed to chuck the car off backwards at speed and made it 20-30 yards onto the infield. Matt, Barry and co posted good times so the pressure was on to get it right on the confirmed 2<sup>nd</sup> timed run. Commiserations to Dave who blew his engine on T2, look on the bright side mate you gave me a re-run, Matt still coming out the winner doing me by 0.13 from memory and Barry very close behind, managed to split you boys at last. Great competition, well done all.

The usual trailer race to Llys-y-Fran soon got under way, we got there eventually (didn't we Matt ) the bar-b-q's were fired up, some were better than

others, the beers were opened and a scene from Blazing Saddles re-created! a good laugh had by all.

Sunday competition, sun shining, silly hat adorned, what a fantastic day for Motorsport! Practice got under way and again times were very close with some great driving on display. I was over the moon with the car, what a feeling to have a working gearbox! P2 unfortunately saw Matt have a coming together with some scenery, glad your OK mate. In true SS fashion Matt was straight in to the organisers having been offered a double drive in the Slingsby mobile. Competition times were close all day with Mr Slingsby eventually winning the class with Jocksport second.

The true and unexpected highlight was finding out I'd made the top ten run off, fantastic with five Westies making it in the top ten. Well done lads. I eventually finished fifth with Mr Rushworth fourth. Apologies as I'm not sure how the rest were placed.

Well done Trident Sprint, first class event after last years hiccup!

Jocksport

Llandow Class G  
*From Brian Jones*

Class 3D on the day saw quite a varied mix of Westfield's doing battle, Brian Jones -slick shod (Class H), Andy Rushworth-bike engined and on ACB's (Class E), Mark Stanton and Nick Lear (both Class E) sharing Marks car and Tom Caldercourt (Class E).

Brian elected to put his track day / practice tyres on for the morning runs as the track surface trashes his slicks with the plan to change over to slicks for the afternoon timed runs.

Tigger stated that he expected to see a good display through the bus stop as many of the Westfield mob would be there spectating for the first practice run. They were not disappointed. BJ's car under steered through most of the early corners and was thrown into the entry of the bus stop with the same gusto as would be normal on slicks. This is where the cunning plan all started to go wrong. Hard ACB's v.s. soft sticky slicks do not promote the same handling characteristics.

Coming through the first part of the corner with the front of the car facing the control tower is not an ideal approach, many spectating expected Armco and car to come together, major application of opposite lock and right foot kept in saw his car scrabble on various degrees of opposite lock finding its way through and out of this corner unscathed.

On return to the paddock ACB's off and slicks onto the car pronto.

The first practice times posted caused a concern for all but Nick Lear (74.41??), Andy (81.68), Brian (86.55), Mark (89.22), and no time recorded for Tom.

Had all of this racing experience given Nick a real advantage or was a 'wonky' time recorded?

The second practice runs took place and to start with Nick had posted exactly the same time of 74.41. Did this show that all this racing was able to prove consistent times? Or had the timing become even more 'wonky'. After a correction times were then posted, a sigh of relief was heard from the rest of the class. These results showed Brian to be the quickest (82.99), followed by Nick (86.51), Andy (86.91), Mark (92.18) and then Tom with (93.33).

After lunch it was back to work and the first times run showed a different pecking order, Andy, Brian, Nick, Mark & Tom with 12 seconds separating the quickest to the slowest. Not totally surprising considering the significant differences between the relevant cars and drivers.

Then the final timed run confirmed the pecking order of the first run with Andy posting 79.55 to take the class win followed by Brian on 83.34, Nick on 84.28, Mark on 88.00 and Tom on 91.74.

During the awards presentation at the end of the event Tony the commentator presented Brian with an additional award with the inscription 'Nice One' on it. But when pressed to identify the reason for the award he stated it was either for entertainment value for the day or the biggest nutter of the day. Stating that you could make your own minds up on that one!!  
Brian Jones

Lys y Fran Class G  
*From Brian Jones*

The departure from Llandow on the previous evening was later than anticipated. No trailer race this year as we stayed for the awards ceremony and needed to pick up some provisions on the way.

Arriving on site at 9.00 p.m. did not leave a great amount of time for merriment, but the barbie was fired up and a few bottles of falling down water were consumed prior to tucking up for the night. Considering the very good weather conditions this year compared to previous years this was an unusually quiet time. Can only think that most drivers were planning on taking the following day seriously and had consequently gone to bed early!!!

Similar to the previous day at Llandow, Class 3D saw quite a varied mix of Westfield's doing battle, Brian Jones - slick shod (Class H), Mark Stanton with Nick Lear sharing a car and Tom Caldercourt (All in Class E). For some strange reason Andy Rushworth was entered in class 2A (road going) so he would challenge a completely different bunch of competitors.

Class 3D was bolstered by three vehicles from the dark side and also a Silva Riot.

Bright sunshine and near perfect conditions saw the cars queuing up for the first practice runs. The result showed that the dark side were in front With Simon Rogers (very well sorted R400) posting a time of 46.93 followed by Brian on 49.16, Nick on 53.21, Mark on 54.71 and Tom on 57.40.

The second practice runs continued to show the dark side still in front but Nick had made a significant improvement dropping his time to 50.78, our chairman must have had a minor miss-hap as he posted a time of 01:03:10 and Tom failed to post a time (having starter motor troubles).

The afternoon timed runs saw all competitors improve on their practice runs and at the end of the day the dark side were still in front. Simon Rodgers 44.69, Brian 47.98, Nick 49.10, Tom 51.73 & Mark 52.36.

As usual at this event Swansea Motor Club attempt to run a top 10 car run off if time permits and today it did. Reviewing the top ten results there were 4 Westfield's up amongst the single seaters and quick tin tops. Andy Rushworth 4th fastest, Barry Slingsby' 5th, Brian Jones 6th & Richard Kerr 7th. Barry Slingsby' elected not to enter the top 10 run off so that promoted another Westfield driver; Darren Underwood to have another 'crack' at the hill. Both of these additional runs were uneventful, with all cars safely arriving at the top of the hill recording the following best times.

1. Jedi Mk 1/6:- 43.34
2. Caterham R400:- 43.97
3. Jedi Mk 4 :- 44.67
4. Andy :-45.72
5. Richard :- 46.80
6. Darren :- 47.48
7. Escort Mk 2 :- 47.49
8. Brian :-47.52
9. Escort Mk 2:-47.94
10. Swift R1 :-48.47

Llys y Fran is a long way to travel to for most competitors but the sun was out all day, the timing equipment did not falter and Swansea Motor Club performed well all day. Excellent weekend.

*From Dave Thomas*

Not a good start to the Welsh weekend for me, did first practice then the drysump belt snapped, in the usual WSCC sprit it was all hands to the pump to get the car back together. Many thanks to all the guys who helped out it was truly amazing.

I then managed a fair 1st timed run looking closely at the oil pressure all the way round does not make for good lines into corners? but all seemed well.

2nd timed run it was time to go for it!! flat in 6th gear down the back strait 2 conrods decided to take a short holiday end of sports.

As I was meeting a mate down at Llys Y Fran and had foolishly offered to supply the burgers and baps for the Barby I threw the poorly car into the trailer and headed west.

A good night was has and a Lager assisted, plan hatched to run my tow car up the hill on the Sunday and just get my licence signed and some points towards the Welsh championship.

First thing Sunday morning the BMW was stripped of anything loose and a timing strut fitted, after searching for ages we failed to find the battery? so yellow tape was applied to the starter motor end?

The plan was a sedate drive up the hill and just get the points? being a 3 litre diesel and automatic the Scrutinizer (when he stopped laughing) was not sure

what class to put me in?? ended up in the same class as a TR7v8 & Quattro ?

Now to the strategy so many options as to the set-up of the car, aircon on/ off, traction control on/off etc decided to go with auto sport mode and keep the heated seats on as my back was giving me jip after a poor nights sleep.

Anyway had a bit of a battle throughout the day with a red Quattro, but he beat me in the end. My only claim to fame is a 1.54 seconds 64ft time? but I suspect that was a timing error.

All in all a brilliant weekend (But costly) working hard to get the car back together and do some more events. Hope Matt is well and his car gets sorted quickly.

All the best

Dave Thomas

Class C

*From Tim Nunn*

Both Llandow and Llys y Fran down on the usual numbers this year

Llandow- Class 2A- usually the road going up to 1700cc, was made up of a real cocktail of cars from all groups, some on list 1 A others, list 1B and no screens which proves to make things interesting.

As for the day I'm guessing in class C it was all down to John Loudon and rally boy Nunn .John came out on the first timed run clearly under a bit of pressure and really giving it hell up to the bus stop on to go on and on amidst the cloud of tyre smoke..... gutsy move John. Come with me and let me show ya said Tim "Rally boy" Nunn who was beginning to get to grips with the new Kermit car and learning to push like crazy on the toyos! Tim threw in a banker on the first run of 83.28 which finally beat Mr L's best from the second run that collected him a 83.43..... Close on but all good fun. As for all the other boys in the class on the day, Mr Pennington was pipped by Mr Hill who put in a superb 81.01 to bag the overall class just ahead of the infamous Mr Palmer. Mr Hussey and Chris Ford following not so far behind and keeping us all on our toes..... SUPERB stuff

Llys Y Fran

The one for the real boys..... and what a day. Sunshine helped given the past two years of rain!!

Yet another interesting class with Andy "show me your bush behind the armco" Rushworth (lucky lucky boy!) leading the board once he managed to get on in. Spectacularly driven, but I think the race to the car park at the top was probably more fun than the actual runs. (us westy boys know how to have a good laugh! particularly when no one's looking!) Stuart Hill and Tim Pennington also in the running with old rally boy Nunn just being piped on the

last run into 4th place by 1 tenth (not bad for a car on road rubber! but guess who wrote this??)

Great day with Ian Davenport showing up with a newly installed K series.....  
watch this man!

Tim Nunn