



SPEED SERIES 2005 RESULTS

WSSC Speed Series Round 1 North Weald

It was a fine day all across the south of England on Sunday March 20th, except for in North Weald of course which was cold, wet and windy. The track was mostly damp apart from braking points and turning points which were wet. No rain fell through of the day, though, and the fresh wind helped dry the track out for the timed runs in the afternoon. Speed Series competitors who had not driven at North Weald before were more than a little alarmed by the bumpy track, and nearly all had to change their underwear between the first and second practise runs. Sanitation aside, the day passed off well and it was a fun start to the season.

Class A

After a delay caused by one of the TVR entrants taking out the timing gear on the finish line (as if anyone in the WSSC would do such a thing), first practise got underway with David Hussey demonstrating how slippery turn 3 was. Those watching took notice and the rest of the morning passed more successfully for the A's. Times continued to steadily improve into the afternoon's timed runs, and it was close between Richard Green and David up to the last run. At this point Richard unfortunately took the scenic route at the tear-drop, sliding some way under a marker rope in the process and cutting his GPS antenna clean off. John Pearce meanwhile was keeping it on the black stuff and steadily improving too, but, unfortunately, had to retire after the first timed run with mechanical failure.

Guy Hussey took the win with a time of 77.87

Class B

Barry Slingsby and Nigel Tye turned up to compete in Class B. Nigel Tye, however, didn't turn up in time to walk the course (the queue for scrutineering was kinda long) and so on his first practise run he just had to wing it, inventing corners and lines as he saw fit. So while Barry settled himself in for the morning, Nigel's second practise was his first ever lap round the course. After lunch Barry's first timed run was to set the benchmark for the afternoon, and even he failed to improve on it later. Nigel on the other hand improved steadily throughout and he managed to hit his personal target on the last run making it a successful and fun day.

Barry Slingsby took the win with a time of 77.98

Class C

Class C consisted of Team Smallridge, Neville Thomson and George - "Why do you all think it's impressive that I drive to all these events?" - Newrick. Philip and Richard were also amongst those that hadn't had time to walk the course after the scrutineering. As practise started they were watching the early runners to get a sense of where to go, but quickly saw that many people were driving different courses, so they took a statistical view and drove the most common line. The timed runs started with Neville and George both failing to improve on their last practise runs (too big a lunch gents?) but Richard took the opportunity to sneak in front of Philip after having been slower all morning. At this point though the harsh bumps were getting a little much and the Smallridges decided to head home as the car was taking too much punishment. George and Neville stayed on to improve further on their times and were competing quite closely with each other at the last. But...

Richard Smallridge took the win with a time of 80.78

Class D

Being the only entrant in Class D, John Hoyle was destined to be both the slowest and the fastest in class, and he approached both jobs very seriously. Turning his sleeves up he settled down to business after lunch to set easily the fastest time recorded in his class during the day, knocking seconds off both practise runs. It was also the second fastest lap by a Speed Series entrant on the day. For the last run, though, duty called and he put his other hat on to do what was by far the slowest class run of the day while humming the national anthem.

John –“Consistency”- Hoyle took the win with a time of 76.75

Class E

Class E saw a baptism of fire for new boy Mal –“The Bear”- Gwynne. Not having even done a track day before this event Mal was in the enviable position of “not having a clue” (welcome to the club). To make things even more interesting, Mal turned his first wheel on brand new, un-scrubbed tyres. The rest of Class E stayed well out of the way at home. Practise started cautiously but Mal soon got the hang of it and in the afternoon set 2 times which were consistently his quickest (despite “at least 5 seconds fecking about”). He thus won arguably the hardest fought 16 points of the day. More importantly he thoroughly enjoyed it and will be back for more.

Mal Gwynne took the win with a time of 94.23

Class F

Right, well, as you may have already heard class F out on quite a show on the day. Jan Coombes was having trouble getting the twin engine beastie to behave (when I walked past only one engine was running) and was a massive 90 bhp down for the whole day, so was not really in contention. Chris “the lightweight” Mithen learnt a harsh lesson about suspension setup as he bottomed out in the first chicane and was literally launched into the scenery. He was seen washing the mud and grass off soon after “in the interest of weight saving”. Ian Conibear took a panoramic view of the second 180 corner on his first timed run, but came back strongly on his second run to very narrowly beat Ray Turner into second place. For his part Ray had shown his speed in the practise runs in the morning but couldn’t quite reproduce it in the afternoon. It was all academic in the end anyway as Simon Beasant posted an awesome time in the V8 to take the win and the undisputed fastest time for a Speed Series entrant on the day.

Simon Beasant took the win with a time of 71.77

Guy

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