

**STRATA 21 BCV8 Championship
RACE REPORT – Round 1
MGCC Donington Park,
Easter Monday 24th March 2008**

The first round of the Strata 21 BCV8 Championship arrived at Donington Park on a Very cold and windy Easter Bank Holiday for the first meeting of the 2008 Season. On our arrival at around 4.30pm we found all the drivers who had already arrived lining up outside the Paddock entrance unable to gain access until the Motorbike meeting had cleared. At 7.15pm the gates opened and all poured into the unlit circuit, unable to see where to park and mostly dumping their cars, vans, Motorhomes, and trailers all over the paddock. A shambles to behold at daybreak.

An increase in the grid allowance last Season put the maximum grid at Donington National circuit at 36 and the first MGCC meeting of the year had been oversubscribed to the delight of M G Car Club. Mike Breedon and I were approached to see if we could allow some of the overflow from the Peter Best Insurance race onto our grid and as we had 23 entered we felt it would be petty to say no so thirteen "extras" from classes A and B of the PBI race came out with us but would have their start 15 seconds after the BCV8 start.

Practice

The 11.56 practice was in cold, cloudy but dry conditions with the full mixed field of 36 cars, 23 belonging to our BCV8 Championship. No problems occurred in practice and all BCV8 drivers completed between 10 and 12 laps.

BCV8 Grid

Overall and D Class Pole went to John Wilson with a 1.18.095 who sat alongside the only other D class entrant Paul Sibley in his newly painted blue V8 on a 1.19.740. Row two B class Pole Peter Samuels on a 1.25.205 alongside C Class Pole Phil Walker on a 1.26.448. On row three Jonnie Wheeler with a 1.26.603 alongside C Class Martin Hall on a 1.26.896.

Behind on Row four James Wheeler who achieved a time of 1.28.349 but problems with his water pump left his grid space empty but C class Andrew Riley took his spot with a 1.28.942, row five the Barry Holmes B class V8 testing out his new calipers on 1.29.691 alongside Ian Prior on a 1.29.781. On row six Kevin Swann on a 1.30.435 next to Ken Deamer, upgraded from class A to Class C in his ex Dave Parker V8 on a 1.30.581.

Row seven B class Brian Cakebread on a 1.31.152 next to Mike Harris on AB Pole in his newly built FIA type car on a 1.31.956. On row eight Chairman Mike Breedon in his Gulf coloured B class V8 on 1.32.383 next to newcomer to BCV8 AB Class Mark Humphreys on a 1.32.464. On row nine Paul Atkinson on a 1.33.740 alongside Richard McKeon who had upgraded from Class A to Class B during the winter on a 1.34.128.

Row ten saw Babak Farsain on a 1.36.256 alongside young Tom's dad Martin Jones out in the ex Peter Garton B class car on a 1.39.948, Martin pulling off from the grid on lining up with water pump problems.

Finally on row eleven A class Pole Brian Smethurst on a 1.40.041 alongside Terry Savory on a 1.40.162 with David Hill finishing the BCV8 field on a 1.40.210.

The Race

Race number 8 on the programme started at 5.32pm in cold but still bright conditions, the cars thundered away on the green flag lap to try and put some warmth in their tyres and returned to reassemble.

Lights changed and off stormed John Wilson closely followed by Paul Sibley pulling out a gap from the rest of the field by the time they reached the Hollywood and Craner Curves. Back round on lap two both John and Paul flashed past down into Redgate a few hundred yards in the lead, with Phil Walker now just in front of Peter Samuels and Martin Hall and Andrew Riley just behind. A flying Ian Prior and Barry Holmes then Brian Cakebread, Kevin Swann and Ken Deamer. Next down the start finish straight came the Gulf GT V8 of Mike Breedon with a hard pressing Mark Humphrey in the black FIA car and a sluggish Jonnie Wheeler,

his race soon to finish with oil pump problems, then Paul Atkinson and Richard McKoen, Babak Farsain then Dave Hill and with Terry Savory and Brian Smethurst finishing the BCV8 grid as at lap two.

John Wilson and Paul Sibley came round on lap three diving through Redgate tailpipes flaming with the C class now falling back slightly as the two D class cars started already lapping the back markers. B class Peter Samuels hanging on between Phil Walker and Martin Hall until lap three when Martin dived through to take fourth away from Peter and then third away from Phil.

Further down the field Mark Humphrey took the inside at Redgate to pass Mike Breedon's V8 and a great race long dice started developing with Terry Savory and Brian Smethurst sticking to each other at the back of the BCV8 field.

Mid field battles with Andrew Riley, Ian Prior, Barry Holmes and Brian Cakebread lasted for the whole race with Ian Prior just managing to take C class Andrew on lap ten and hold him off to the flag. First time out for Ken Deamer in the C class car and he maintained steady progress not quite catching up to the front of the C class field but managing to stay in front of Andrew Riley Race long battle with FIA MGB Mark Humphrey and V8 Mike Breedon swapping positions with finally the Gulf V8 taking the honours on the last lap and off and on dices with Paul Atkinson and Mike Harris with Paul just pipping Mike at the flag.

By lap 12 and the flag John Wilson took the honours with Paul Sibley second and Martin Hall third. All had been lapped but Peter Samuels, Phil Walker and Martin Hall.

An exciting first race of the Season

Well done to John Wilson for his Overall win.

To Martin Hall for his C class Win

To Peter Samuels for his B class win

To Mark Humphrey for his AB class win

And to a very hard fought battle for class A with Terry Savory and Brian Smethurst, Terry taking the honours by just .197 of a second.

For results see the Web Site which has now been fully updated by Martin Hall, Mike Breedon and a little bit of information from myself.

From a cold, tired, fluey with a headache

Pam McCarthy