



Moss-Europe BCV8 Championship Round 1, MGCC Donington Park, Saturday 4th April 2009

12 out of 32 - could do better - or could we given the worldwide financial constraints?

A disappointing entry level for Donington of just 12 drivers has certainly given cause for concern for the Championship status and for the remaining calendar for 2009. This was reduced to 11 entries as BCV8 had to be split between two different races, Classes C & D to race with the MG Midgets due to the cars being on slick tyres and the remaining BCV8 Classes, A, AB and B, to race with the Zero Exhaust Thoroughbred and Sportscars.

The entry level was then immediately reduced by one when the split left Paul Sibley in his Class D car with no option but to withdraw as he had entered his full race MG Midget for their Double header at this race meeting. In a way I hope it is purely the current financial situation (I know it is in my case and a few others) that sees such a low entry. There will be a committee meeting and possibly an extraordinary drivers meeting before the **next round at MGCC Oulton Park on Saturday 9th May 2009 (closing date 24 April 2009)** to discuss the situation and try to determine any changes necessary or possible for the rest of the season.

Round 1 - Practice.

All drivers were given briefings throughout the day regarding track safety and the use of the yellow flags from McLeans to Coppice as well as the penalties for infringement. So no driver took to the track without being well aware of the situation. MSA Observers would also be in place as well as the regular Marshall's, Clerk of the Course and Observers so it would not pay to make any mistakes at this meeting (or any other meeting for that matter!!)

Class C & D cars went out first with a welcome return to Peter Collis in his familiar Class D roadster joined by Joe Parrington with just Phil Walker out in Class C



Peter Collis returned to BCV8 at Donington and gave everyone a good view of his rear end!!!!

Joe Parrington managed just 3 laps before ignition and oil feed problems ended his day leaving Peter Collis to take Class D pole. Phil Walker completed practice without problems.

Roy McCarthy found he could not enter his V8 in Class D when, in spite of being advised that the rev limiter chosen for introduction to Class C and D cars from 2009 would work with all ignition systems, it would not work with the type of system he had fitted to his car which effectively makes his car ineligible for BCV8.

Classes A, AB and B took to the track with newcomer to Class A **Victoria Stones** in her MGB roadster only allowed on track after doubts about her MGCC membership were clarified.



Victoria Stones first race went very well.

Bob Fisher rejoined BCV8 in his Class A MGB GT for 2009 and so with Terry Savory also in a MGB GT there were 3 drivers in Class A, Brian Smethurst in the revised Class AB for Standard MGB GT V8 and MGC cars, and just 4 cars entered in Class B.

At the end of the session, Jonnie Wheeler had just pipped Ian Prior for Class B pole with Simon Cripps in his newly prepared MGB Roadster ahead of Christina Totty. Brian Smethurst cleared practice without any problems in Class AB whilst Victoria Stones settled in to her first practice session very well taking Class A pole ahead of Terry Savory and Bob Fisher, a great start.

Fortunately we did not lose any more cars after practice and so 10 cars and drivers were ready for the race later in the day.

Moss-Europe BCV8 Championship Round 1

Race Report

Class C & D.

Peter Collis made a fantastic start to challenge Paul Sibley (Pole position but in his Midget for the Lenham Sports Cars Midget Challenge element of the race) eventually taking the lead and open up a slight gap which he retained to the flag to take race and his Class D win.

Phil Walker had a lonely race but brought his car home to take Class C.

Unfortunately even after such a good race out on their own, because there were no other entrants in their class for the race, there are only half points awarded.

Class B Road going Modified

The four Class B cars were mixed amongst the T & S cars but Jonnie Wheeler and Ian Prior were next to one another on the grid. This proved to be a good thing as Jonnie and Ian gave the crowd and the commentators plenty to get excited about as they swapped places lap after lap with close but clean racing and yet managed to cope with the caution yellow area from McLeans to Coppice.



Ian edges ahead as Jonnie kicks up the dust

Jonnie led for the first few laps but then Ian seemed to get fired up and nosed ahead only for Jonnie to challenge and get his bumper in front for a while after setting what turned out to be the fastest lap before Ian finally made it stick to take the Class win at the flag. A fantastic display of determined yet clean racing from both Ian and Jonnie without any paint changing places, a credit to them both.

The result of their close racing between Ian and Jonnie was that the commentators judged Ian Prior to be the driver of the race which, surprisingly for Ian, actually had him speechless and brought a smile to his face. A choice well deserved.

Simon Cripps spent time learning his new car but could visibly be seen to be getting faster each lap until he made an error out of McLeans and spun off which saw him paying a visit to the Clerk of the Course for a reprimand and 2 points on his licence. Christina Totty in the Wilshire Garages car normally run by Rob Huff had a close race amongst the T & S cars for the first few laps but managed to bring the car home to take 3rd in Class B.

Class AB

Brian Smethurst had a lonely Class AB drive in his MGB GT V8 but brought the car home but as the only entrant took half points.

Class A.

Victoria Stones could not hold on to her pole position but made the boys sit up and take notice as she came home a competitive second in class to Terry Savory and ahead of Bob Fisher who is still coming to terms with his newly acquired MGB GT.

Practice and Race times can be seen on the BCV8 web site, www.bcv8.co.uk or via the MGCC web site www.mgcc.co.uk with a link to the official timing sites.

So, did the drivers think it was a RACE DAY or a TRACK DAY?

All BCV8 drivers had clearly enjoyed being at Donington and the banter in the paddock after the races had finished indicated they had enjoyed being out racing again. It was also evident that at least one BCV8 driver had planned his strategy to win his class by actually using the Yellow flag situation to his advantage in the same way some drivers regulate the time to start racing again after the Safety Car pulls of a track to release the field so, the yellow flag actually had some advantages for those using their head!!!!

Overall, at the end of the day I got the impression that drivers had accepted IT WAS A RACE DAY!!!!

Well done to all concerned for the determination to ensure everything was in place so that the race day went ahead safely and to all the drivers who accepted the restrictions and came determined to make a race day out of the situation.