

Many thanks to the drivers listed below for joining the regulars in 2009 and supporting BCV8 at Cadwell without which it would have been a very low grid so on behalf of all regular drivers and those who have put in extra effort to support BCV8 on and off the track in a difficult year for the Championship.

**MANY THANKS; your welcome support may have helped keep Championship status for 2010.**

**Stephen Hall**

**Bob Luff**

**Kevin Swann**

**Rob Muir**

**Barry Proud**

**Bob Fisher**

**Russell McCarthy**

**Simon Cripps for loaning his car to Russell**

**Hopefully you all enjoyed the experience and will continue to support BCV8 at the last 2 rounds, a double header with the MGCC at Snetterton on 3<sup>rd</sup> October, closing date for entries was 16<sup>th</sup> September 2009, today, but I am sure MGCC will take some late entries.** A good turn out will help towards the seasons average of 18 to retain MSA Championship status for 2010.

Fortunately for me there has been some improvement in the function of my right arm so I decided to drive to Cadwell and see what it was all about (I also decided to give Pam a rest and try to put a Newsletter and race report and pictures together, well I am currently a one armed bandit!!!). It was good to see you all there and chat throughout the day in spite of a significant change in the weather and temperature, a typical Cadwell day, grey and cold!! Enough of the weather, it was definitely not grey and cold out on track for rounds 7 and 8.

**Moss Europe BCV8 Championship  
Rounds 7 & 8,  
Cadwell Park, Sunday 13 September 2009.**

**Practice**

After glorious sunshine on Saturday Moss Europe BCV8 Championship drivers awoke to a bitter cold early start with a hint of light drizzle just before practice started. Fortunately the rain kept away and 19 drivers took to the track to try to set two best times to form grids for rounds 7 and 8, both races taking place on Sunday 13 September. Joe Parrington was the first to hit problems after just 2 laps when a Panhard rod mounting bracket broke and a reversing light plug fell out of the gearbox allowing oil onto his rear tyres (and the track). Rob Muir returned to BCV8 only to find his engine had lost compression on one cylinder but in true Rob Muir fashion he soldiered on "to keep up the starter numbers and help BCV8". Rob even managed to set 2<sup>nd</sup> fastest time for both rounds.

For the rest of the drivers, James Wheeler had a wheel bearing tighten up but managed to fix it for the races later in the day, Russell McCarthy had Simon Cripps four cylinder car to try for both races after Simon kindly offered his car "to help keep up BCV8 numbers", Russell setting fastest lap in Class B for both rounds. Paul Sibley took pole position for class D, Phil Walker continues to be the lone driver in Class C as although he had entered, Andrew Riley didn't arrive. Howard Grundon took Class AB pole from Brian Smethurst in their Standard V8 cars, Stephen Okines took pole in Class A to keep his hopes of winning BCV8 overall and Bob Luff took pole from Steve Hall for the FIA cars now amalgamated back with Class B, Steve making a welcome return to BCV8.

Practice times issued by CSCC at 09:40.

<b>Class A Practice</b>	Positions	
Driver	Class	Grid Time
Steven Okines	1	13 1:57.871
Rob Muir	2	14 1:58.045
Victoria Stones	3	16 2:00.818
Bob Fisher	4	18 2:04.130
Barry Proud	5	19 2:13.157

<b>Class AB Practice</b>	Positions	
Driver	Class	Grid Time
Howard Grundon	1	15 2:00.500
Brian Smethurst	2	17 2:01.761

<b>Class B Practice</b>	Positions		
Driver	Class	Grid	Time
Russell McCarthy	1	3	1:44.610
James Wheeler	2	4	1:45.014
Ian Prior	3	5	1:46.759
Jonnie Wheeler	4	7	1:48.039
Brian Cakebread	5	8	1:50.442
Kevin Swan	6	9	1:51.648
Max Cawthorn	7	10	1:52.307
Bob Luff	8	11	1:55.697
Steve Hall	9	12	1:56.181

<b>Class C Practice</b>	Positions		
Driver	Class	Grid	Time
Phil Walker	1	2	1:44.012

<b>Class D Practice</b>	Positions		
Driver	Class	Grid	Time
Paul Sibley	1	1	1:40.077
Joe Parrington	2	6	1:47.654

### Round 7 Race Report

All 19 cars snaked round this picturesque circuit to form up on the grid and as the lights changed Paul Sibley took off using the full Class D power to open up an early lead from Phil Walker in his Class C car. Joe Parrington having fixed his problems by removing the Panhard rods from the car altogether and finding and fitting a blanking plug to his gearbox worked his way from 6<sup>th</sup> on the grid to 2<sup>nd</sup> overall by the end of the first lap chasing the now distant Paul Sibley. Russell McCarthy got bogged down at the start and found himself back in 4<sup>th</sup> place in the close battle for Class B with James Wheeler up front ahead of a determined Ian Prior and James Wheeler. Bob Luff held the lead of the FIA cars from Steve Hall. Howard Grundon headed the Class AB Standard V8 car battle but had Steven Okines leading Class A on his heels. Rob Muir managed to keep his car going for 3 laps but thought he had better preserve what power he had left so he could start the next round and pulled off after 3 laps.

**Class D** Joe Parrington chased after Paul Sibley in a strange handling car without the Panhard rods fitted even managing to set fastest lap in his attempt to catch Paul but had to settle for second in the end.

**Class C.** Phil Walker continues to support BCV8 even though he is the only entrant in Class C but admits it is a bit lonely out there. Come on you Class C drivers how about giving Phil a race at Snetterton, you know you want to!!!!

**Class B.** A close fought battle at the front kept the crowd on their toes with James Wheeler being challenged hard initially by Ian Prior and then a recovering Russell McCarthy who managed to pass both James and Ian for class lead just before the red flag came out, so results gave James first in class at the flag just ahead of Russell, (going back a lap when red flag came out), Ian and Jonnie Wheeler. Max Cawthorn made a fantastic charge to take 5<sup>th</sup> in class from Brian Cakebread and Kevin Swan after a close battle throughout the race. Bob Luff held off Steve Hall to take the FIA car honours.

**Class AB.** Howard Grundon managed lights to flag win of Class AB with the unfortunate Brian Smethurst being sidelined after an incident with Victoria Stones from Class A just after both had been lapped by the class D cars. Both cars stranded at the side of the circuit at Halls Bend meant there was no option but to bring out the red flag to end the race early.

**Class A.** Steven Okines had a lights to flag win with his challengers falling by the wayside to keep his hopes of 2009 Overall Champion a strong possibility. Bob Fisher and Barry Proud made a welcome return to BCV8 at Cadwell to take 2<sup>nd</sup> and 3<sup>rd</sup> in Class.

### Round 7 Race Results

<b>Class D</b>	<b>Best Lap</b>	
Paul Sibley		1:39.613
Joe Parrington	<b>FL</b>	1:39.536

<b>Class C</b>		
Phil Walker	<b>FL</b>	1:44.201

**Class B**

James Wheeler		1:44.791
Russell McCarthy	<b>FL</b>	1:43.468
Ian Prior		1:44.748
Jonnie Wheeler		1:58.049
Max Cawthorne		1:48.785
Brian Cakebread		1:48.669
Kevin Swan		1:49.097
Bob Luff		1:54.081
Steve Hall		1:58.466

**Class AB**

Howard Grundon		1:59.518
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**Class A**

Steve Okines		1:59.675
Bob Fisher		2:01.423
Barry Proud		2:07.115
Victoria Stones	<b>FL</b>	<b>DNQ</b>

**Congratulations to****Paul Sibley** - Overall and 1st in Class D**Phil Walker** - 1st in Class C**James Wheeler** - 1st in Class B**Howard Grundon** – 1<sup>st</sup> in Class AB**Steven Okines** - 1st in Class A**Practice times for round 8.****Class A Practice**

## Positions

Driver	Class	Grid	Time
Steven Okines	1	12	1:58:242
Rob Muir	2	13	1:59.207
Victoria Stones	3	17	2:03.778
Bob Fisher	4	18	2:06.088
Barry Proud	5	19	2:14.251

**Class AB Practice**

## Positions

Driver	Class	Grid	Time
Brian Smethurst	1	15	2:02.109
Howard Grundon	2	16	2:02.298

**Class B Practice**

## Positions

Driver	Class	Grid	Time
Russell McCarthy	1	3	1:44.669
James Wheeler	2	4	1:46.216
Ian Prior	3	5	1:46.925
Jonnie Wheeler	4	6	1:48.133
Brian Cakebread	5	7	1:52.205
Kevin Swan	6	8	1:52.348
Max Cawthorne	7	9	1:53.819
Bob Luff	8	10	1:56.857
Steve Hall	9	11	1:57.922

**Class C Practice**

## Positions

Driver	Class	Grid	Time
Phil Walker	1	2	1:44.580

**Class D Practice**

## Positions

Driver	Class	Grid	Time
Paul Sibley	1	1	1:41.172
Joe Parrington	2	6	2:00.950

## **Round 7 Race Report**

**Class D.** With Joe Parrington well back on the grid after his practice woes, Paul Sibley had an even easier race to take a lights to flag victory and set fastest lap, his 2<sup>nd</sup> win of the day and of the season so overall a satisfying days racing for Paul, results which put him in with a possibility of 2009 Overall Champion with the last two rounds to come at Snetterton on 3<sup>rd</sup> October. Joe Parrington had to work hard from 14<sup>th</sup> place on the grid to even get close to making a challenge especially with a forced change to his suspension set up leaving Joe to settle for 2<sup>nd</sup> in class.

**Class C.** After initially following Paul Sibley in 2<sup>nd</sup> place Phil had to settle for 3<sup>rd</sup> overall as Joe Parrington brought his Class D car up from a poor grid place. A credit to Phil for sticking to BCV8 knowing that he is currently the only class C runner and no one else to race with. Many thanks Phil for continuing to support BCV8 we hope to get you some other drivers out before much longer.

**Class B.** Once again, Russell McCarthy got bogged down at the start and went from class pole to 5<sup>th</sup> in class before taking Brian Cakebread to get back to 4<sup>th</sup> at the end of lap 1. Ian Prior held a good lead of Class B with James Wheeler in tow for the first 6 laps but a slightly ambitious move to get past by James Wheeler on lap 7 left Ian taking avoiding action all of which let a hard charging Russell McCarthy past and immediately onto the rear of James Wheeler who had managed to keep his car going. It took just one more lap for this close battle to change yet again as Russell McCarthy took the lead and Ian Prior recovered enough to get past James Wheeler for 2<sup>nd</sup> at the flag. Ian driving a sterling race with his sights clearly on winning the class. Further back Brian Cakebread stayed ahead of a race long battle between Kevin Swan and Max Cawthorn with no more than a coat of paint between them until Kevin made a mistake and Max pounced to head Kevin at the flag. Brian suffered mechanical problems and pulled off after 6 laps. Bob Luff kept ahead of Steve Hall in their FIA cars, Bob taking care of the car as he is due to race in the Spa Francorchamps 6 hour race with Ian Prior in a couple of weeks so good luck with that one Bob and Ian.

**Class AB.** After the incident in race 1, Brian Smethurst could not make repairs to his car to satisfy the scrutineers and had to miss round 8 which left Howard Grundon to take the class win and score just half points unfortunately.

**Class A.** Steven Okines again took a lights to flag win in Class A setting the fastest lap in the process. Rob Muir nursed his car onto the grid to start the race and surprised himself by keeping it going to take 2<sup>nd</sup> in class at the flag. Victoria Stones managed to satisfy the scrutineers with her repair work to get the car on the grid after her incident in round 7 to take 3<sup>rd</sup> in class ahead of Bob Fisher and Barry Proud.

## **Congratulations to**

**Paul Sibley** - Overall and 1<sup>st</sup> in Class D

**Phil Walker** – 1<sup>st</sup> in Class C

**Russell McCarthy** – 1<sup>st</sup> in Class B

**Howard Grundon** – 1<sup>st</sup> in Class AB

**Steven Okines** – 1<sup>st</sup> in Class A

All in all some very close racing and an enjoyable day at the challenging Cadwell Park Circuit. It was also good to see that in spite of low grid levels throughout 2009, the drivers and supporters were enjoying their racing with BCV8 and were enjoying the company and support of each other in the paddock area.

For those who had problems there were others only too willing to help out which just goes to show the BCV8 Championship has not lost any of its friendly approach we just need more drivers out on track and hope that will be the case in 2010 when illness, financial constraints and any other limiting factors have cleared up and we can get back to what we enjoy, Motor Racing with a friendly and yet challenging Championship.