

**Strata 21 BCV8 Championship
RACE REPORT ROUND 10.**

**CSCC/BRSCC Silverstone International
25/26th August 2007**

Being in the unusual situation of spectating at Silverstone for Round 9, this was due to still needing a replacement cylinder head for my MG. I was therefore asked to do a race report!

Although twenty five cars appeared in the programme, twenty six cars practiced as Jeremy Cottingham joined the AB ranks for this the tenth round of the Strata 21 BCV8 Championship. The round being kindly sponsored by Sibley Haulage (from nearby Milton Keynes). I watched the race, from a vantage point at Luffield bend, accompanied by Ian Longhurst, following his swift and bumpy departure from the Brands Hatch race.

Practice was interesting. John Wilson took pole and class D with 1.30.793 from Adrian and Paul Sibley. Paul White secured his first Class C pole with 1.34.508 from Joe Parrington - Joe losing out for the first time this season. Next up was Piers Townsend followed by Roy McCarthy in his slim line D version from C runners Martin Hall and Andrew Riley.

Russ McCarthy secured Class B pole and then took Peter Samuels round towards the end of the session fast enough for Peter to pip Tom Jones! Brian Cakebread was pleased to be next from Max and John Hutson. Further back Jeremy Cottingham who had a huge advantage over Bob Luff in the Class AB battle with Gordon Bruce taking the next spot.

Class A saw Richard McKeon put his BGT on class pole ahead of Ken Deamer and Brian Smethurst. It shows the professional standard of BCV8 racing, over the years, when you note that on the very fast two mile Silverstone track, only 21 seconds separated the full race class D pole time and the A class road going cars.

Smoke seemed to be the order of the day for some during qualifying as both Paul White who had confused all by switching to his Class C V8 instead of the faithful Class AB car and Martin Hall produced large quantities of the stuff – well at least where I was standing! Neither were troubled, as Martin had a gasket replaced and Paul, well, was Paul! Ian Prior was in far more serious engine troubles and therefore a possible non-starter. However, Ian's problem was solved when Championship sponsor, Paul White, agreed to lend him his AB (FIA) car.

Ian sought agreement from the Clerk of the Course and spent most of the time up to the race getting the appropriate signatures and race numbers! 'Up North Racing' was seen working hard on Joe's car – but without Joe as he was off playing in Mike B's V8 in the Thoroughbred event! With foreign bodies in the fuel tank found to be blocking the pump, everyone was hoping for better come the race. Tom Jones tried to eek out every last bit of use from his tyres, by changing the worn left front to the right hand side for the race. Any more money saving tips ore most welcome.

The Race

In the race, as the lights went out, Adrian Beer got the advantage over a slow starting John Wilson who set off as one on the chase to Copse. Further down the field Richard McKeon made a meteoric start to pull alongside Ken Deamer. As we looked towards Bridge for the leaders to emerge, it was Adrian and John who hurtled into view first, in the big bangers, almost glued together and taking no prisoners with John having passed Paul Sibley at Abbey.

In class C Paul White and Joe Parrington were in similar mode, with Joe almost driving the wheels off his V8 trying to pass Paul.

Class B was like a scene from the film The Fast and The furious, Tokyo Drift, with Russ, Tom and Peter Samuels all in full blooded drifts round Luffield complex. These were followed closely by Brian Cakebread, Max Cawthorn and John Hutson.

Next up were the Class AB boys which saw the evocative sight of FIA MGBs, with no quarter given by Jeremy or Bob Luff, as they fought over the same piece of tarmac. These were followed by Simon Cripps and Babak Farsian ahead of the Class A leaders that saw Ken drive absolutely flat through Bridge and hold a full four wheel drift through Priory and round Brooklands, with Richard snapping at his boot lid. Then we had the sight of Mike Breedon, carving his way back up the field, after a spin at Becketts and was powering the big V8 right round the outside of Luffield as he passed Brian Smethurst, who held a perfect line as Mike went by.

The next two laps saw John Wilson hounding Adrian Beer unmercifully but status quo remained. Paul Sibley began to fade slightly as he wrestled with his ill handling car. Paul White continued to lead Joe but only just while Piers Townsend managed to get clear of Roy.

Russ continued to lead Class B with his shadow of Tom Jones as close as could get. However a wide 'moment' mid race gave Russ all the breathing space he needed and although Tom put everything into his chase, he could not catch the dark blue car. Peter Samuels also hung on but again appeared to lose time on one lap and the tow was broken but was clear of the huge scrap between Brian Cakebread, Max and John Hutson that kept everyone entertained throughout the race. Meanwhile Jeremy was beginning to get clear of Bob Luff and up with the Class B runners.

Mike Breedon had a second spin and Babak survived a moment in the gravel out of Brooklands. Back at the front John Wilson made his move approaching Abbey (a hairpin on the International circuit) and slipped past on the inside line under braking. Adrian hung on and shadowed him for two laps before carrying out a similar maneuver at the tight left hander of Brooklands. Adrian saw a gap and went for it, they went round the corner side by side, John got two wheels on the dirt on the outside, and Adrian was past, to win the race. John was able to keep going but had lost 30 hard fought yards (or meters for the younger readers!).

Class C ran out in the earlier order but with Paul extending his advantage over Joe who reported post race that he was experiencing a repeat of his practice problems.

Similarly, Russ ran out the Class B winner from a slightly frustrated Tom who was rueing that untidy moment Richard getting past Ken by mid race as the Roadster engine seemed to go flat. I am sure I could see red mist emerging from Ken's drivers window, as first he tried inside at Brooklands then outside as Luffield, trying to re take the lead. Poor Jonny Wheeler retired with a damaged valve in his engine, having sucked in a stone, such a shame after all the hard work he put in.

What a fantastic race. I only wish I had been in it. Roll on Castle Combe.

Rob Muir