

**Strata 21 BCV8 Championship  
RACE REPORT ROUND 8.  
750 MC Snetterton Race Meeting  
15<sup>th</sup> July 2007**

Despite heavy overnight rain the track was dry with only the odd damp patch by the time of the BCV8 practice but no one reported any 'track' problems. As it was, qualifying was fairly uneventful for most, at least from where I was standing! John Wilson just eclipsed Adrian Beer for pole and Class D by the merest of one hundredth of a second! Although both thought there was more to come. The constantly improving Paul Sibley took third just 0.7 seconds adrift with the 'Mr Consistent', Joe Parrington, alongside heading the Class C runners by almost a second. Piers Townsend was the next Class C with a happy Phil Walker, who was finding more pace, close behind.

Andrew Riley had a quite a disrupted session when his new hardtop came adrift. "I initially thought the sun had come out until it got brighter and even brighter!" Andrew was seen in that typical Englishman summer driving style of the one arm out the window. Lack of lap time saw Andrew surrounded by Class B. Russ McCarthy blitzed Class B to take the class pole with Tom Jones next up but over a second adrift. Tom admitted to over driving the car and to two 'moments' out of view in addition to the one everyone saw! Peter Samuels was next with Mike Harris ahead of Max Cawthorn who was a smidgen ahead of Barry Holmes who was about the same gnat's whatnot in front of Kevin Swann Simon Cripps was next up after an eventful practice that saw him also pirouette at the chicane.

Unusually well back was Ian Prior who, in naval terms, began 'making smoke' and this unfortunately but not surprisingly attracted the attention of the officials and he was called in early. Final man in Class B was Howard Grundon who was a little puzzled that so much effort wrestling the V8 GT around had yielded so little. Bob Luff was on his own in Class AB but he did have Ken Deamer follow him round to comfortably take Class A from Rob Muir and Richard McKeon. The second wave of the 'A boys' had Terry Savory ahead of Brian Smethurst and IAN LONGHURST, just one second covering these three.

After practice, Russ was seen working on his brakes and was heard to say "that they were slowing him down" while next to him a content 'Pater' Samuels commented that he also had 'opposite' brake problems, which in his case was a lack of them but as he put up his best time in this state he would leave them alone for the race! It was around this time that Rob Muir was seen walking around the paddock with most of his exhaust system under his arm .....

Adrian made a storming start as the lights went out but John Wilson held the inside line and were side by side as they left our sight. In fact most got away well except for Joe Parrington who was busily stirring a box full of neutrals. Another good starter was Rob Muir who shot up the grid passing Class A Rival Ken Deamer, Bob Luff to eventually draw alongside Joe. At this point Rob realised two things, one, Joe was rapidly recovering his situation and occupying the area of tarmac Rob desired and, two, Rob was actually on the grass. Previous excellent progress wiped out! Back up the front the leading pair remerged on the back straight in the same positions! Despite several attempts at passing including pulling alongside John on the inside run into the Bomb hole, Adrian could not make it stick as John reeled off the laps crossing the line each time in the lead.

However, with just two laps to go John seemed to get the red V8GT slightly out of line some where in the chicane complex, anyway it was Adrian who carried the most momentum and took the lead

crossing the line. Unfortunately, John, on the inside and tighter line was pitched wide on the notorious bump at Riches and into the rear corner of the Orange V8 GT. Adrian managed to hang on and continue at unabated speed but John spun and Paul Sibley, who was shadowing at a slight distance slipped past into second. No one really thought John could recover from third as he was over three seconds adrift of Paul but with headlights ablaze he chased the ex Pike V8. Amazingly, on the final lap it was who John appeared in second place having surprised Paul by appearing so quickly and admitting that he went wide inadvertently letting John through, which at least put a small smile on John's face!

With all this happening at the front, Piers was trying to build up a Class C lead in the knowledge that a 'fired up' Northerner would be chasing him down. However, for several laps it was Phil Walker who made Piers' life a misery as he challenged for the lead on several occasions. It was only when devoured by the Parrington that Phil finally dropped away and when Piers succumbed two laps later so, for Joe, normal service was resumed. Andrew Riley was always going to struggle from his starting position but made good progress to take eleventh overall and the final spot in Class C.

Russell McCarthy took the lead in Class B initially but Tom Jones clawed his way past until the Esses where Russ had the line and eased past which allowed the following Peter Samuels to close right up in third. Peter made several successful passes on Tom in the next few laps but he could not hold on to second and eventually conceded the place. This squabble allowed Russ to break out a small lead but Tom then set about chasing him down and while the elastic initially stretched it began to shrink in the final laps as Tom finally closed the gap but eventually ran out of time – or was that planned by Russ? Peter then had a fairly quiet run to the finish with Mike Harris next up also alone for much of the race after he missed a gear at Russell and spent some time finding it again.

Mike had been ahead of the early battle between Ian Prior and Max Cawthorn but after a few laps the 'smoke' returned and it was soon after that the black flag appeared again and Ian's race was over leaving Max with a clear track, if not a clear windscreen. It was unfortunate for Ian as he was not dropping much oil as the few drops under the car after the race held testament but the officials did not know that. Behind this pair was Barry Holmes leading the 'V8 brigade', well 'pair actually, and Kevin Swann. Initially, Kevin was quite close and had a great run but appeared to fade as the race entered the final phase whereas Barry was closing fast on Max. Bob Luff had no one to play with in AB but with 'Spa gearing' spent the early part of the race escaping the clutches of Ken Deamer. Bob finished just, and only just, in front of Simon Cripps who was having only his second outing had been up with Max earlier but for a spin. Next was Howard Grundon bringing the silver and second V8GT home.

Ken was cruising up at the front of Class A and had soon put space between him and Richard McKeon. Back in third place of Class A was another 'recovering' driver in the shape of Rob Muir. Rob was throwing the MGB and caught Richard by mid race however, once on the tail of the super quick BGT, which was far quicker in the race, he could not find a way past. The second wave of Class A comprising Terry Savory, IAN LONGHURST and Brian Smethurst were also battling away merrily and providing a real treat to watch. At the line it was Brian by just five one hundredths of a second in front of IAN LONGHURST while poor Terry, who had been at times in the front of this lot slowed on the final laps with steam from the car in the paddock afterwards giving an indication of the problem.

**For practice and race results see MST Timing under Results section**

**Brian Halford**