

**A1 Drivers BCV8 Championship**  
**RACE REPORT ROUND 11.**  
**750MC Race Meeting (Double header)**  
**SNETTERTON 1<sup>st</sup> October 2006.**

No one came forward to produce a race report for Snetterton so just for something a bit different here goes my version of Round 11 from the driving seat.

**QUALIFYING**

24 drivers took to the track in very damp conditions at 09:43 for one long practice session to determine grid positions for both Round 11 and 12. Each drivers best two times to count, quickest for round 11 and next best for round 12. Seems logical so far!

Rob Huff joined BCV8 again for rounds 11 and 12 now with his first WTCC win to his credit. After watching Rob at Snetterton previously in the wet, I had absolutely no doubt he would be much nearer the front of the grid than many Class D and C cars. This proved to be correct with Rob setting 2<sup>nd</sup> fastest overall and fastest Class B time for round 11 and round 12 behind Adrian Beer in the much faster Class D car.

As if to prove the last race report wrong where he was last in class and seen to struggle at Castle Combe, Martin Hall set about making amends by setting Pole Position for Class C for round 11 and 2<sup>nd</sup> in Class C for round 12. Much work had been done on his car since Castle Combe when it was discovered he had a significant problem with his rear suspension making the car practically un-drivable.

Paul White took both Class AB Pole positions for round 11 and 12, with a welcome return to BCV8 by Ken Deamer in his Class A MGB. Ken surprised Rob Muir by taking both Class A Pole positions in rounds 11 and 12 leaving Rob some way behind on time but still 2<sup>nd</sup> in Class A for both rounds.

Terry Savory joined BCV8 for the first time in the ex Richard Dawe MGB GT in Class A to make a cautious but enthusiastic start taking 3<sup>rd</sup> in class A on the grid.

All drivers times being much slower than normal due to track conditions which were damp to wet at different points of the circuit. No significant problems arose in practice and all 24 cars would take to the grid for round 11.

**RACE**

Sat in the car in the assembly area everyone concerned about whether the rain would come for the race. Some drivers still on slicks others on a variety of wets. Somebody would be wrong by the end of the race. As we went out on the single warming up lap, the conditions were slippery with wet and damp places all around the track. As the lights went out the front runners disappeared in a cloud of spray with Adrian Beer heading the field. The power of John Wilson's Class D car out dragging the Class B car of Rob Huff from the lights only for Rob to slide his way around the corners to re-take 2<sup>nd</sup> overall by the end of lap 1. Piers Townsend made a great start to lead Class C while Paul White held the lead of Class AB. Rob Muir making the better of his rival Ken Deamer on the first lap to lead Class A.

In my middle to rear end of the grid it all got a bit tight into the first corner but everyone made it round safely.

The race was run in damp to wet conditions until lap 5 when the heavens opened and those on slick tyres had a very difficult job keeping the car on the circuit especially the last two laps with the track flooded in places. Unbelievably everyone made it safely to the flag.

### **Class A**

Rob Muir led from lap 1 to the flag setting the Class fastest lap to strengthen his position in the fight for the overall Champion of 2006. Ken Deamer, on his first race in almost 12 months, took 2<sup>nd</sup> place behind Rob. 3<sup>rd</sup> place went to Terry Savory in his first BCV8 race, what a day to start racing!

### **Class AB**

Paul White drove well in his Class AB car setting consistent lap times in the drier session for a class win. Dawn-Marie Cox finished 2<sup>nd</sup> driving very well in the wet conditions with Ian Longhurst 3<sup>rd</sup> in class

### **Class B**

Rob Huff had Class B to himself actually holding off the Class D car of John Wilson for the first 4 laps to hold 2<sup>nd</sup> overall. Russell McCarthy held 2<sup>nd</sup> in class B from lights to flag to add points to his overall total to ensure he held Class B Champion for the second year in a row. Max Cawthorne and Kevin Swan battled away swapping places and fighting to keep their cars on the wet track to take 3<sup>rd</sup> and 4<sup>th</sup> in Class ahead of Peter Samuels and Howard Grundon. I managed a spin at Russell without hitting anything although I did have to breathe in to avoid the pit wall before taking off again now well down the field but quite pleased not to have to repair any more damage before the next round at Donington. The rain slowed many drivers down for the last two laps with the track now looking more like a river.

### **Class C**

Joe Parrington needed maximum points for both rounds here at Snetterton to retain any hopes of Overall BCV8 Champion. It was not to be as first Martin Hall took Class C pole for round 11 and then a wrong tyre choice saw Joe struggle on his slick tyres in the very wet conditions from half race distance to the flag to finish behind Class C winner, Piers Townsend on his wet tyres. Some way behind these two but also on slicks Martin Hall took 3<sup>rd</sup> in Class ahead of Phil Walker basically at walking pace for the last two laps also on slicks.

### **Class D**

Adrian Beer chose to start the race on narrow wet tyres which I initially did not think was a good choice but this soon proved me wrong as Adrian just pushed on to take a lights to flag win setting fastest lap along the way. John Wilson was next but had to fight the Class B car of Rob Huff to finish 3<sup>rd</sup> overall but 2<sup>nd</sup> in Class D. Roy McCarthy made good use of his narrow treaded tyres to take 3<sup>rd</sup> in Class D at the flag.

**Mike Breedon**