



The Harding and Spencer duo raid Scotland !

Round 5

It's Sunday morning and here we go for part two of the weekend of racing at the Milton Racehall, home of the club based near Leven in yes you've already guessed – Scotland, for me it's just a short trip of some 358 miles from my home near Coventry! Before I go much further I must congratulate the English Banger boys on a job well done, just about all the trophies won and taken back to England, also the meeting at Cowdenbeath for the actual Brisca F1 cars was excellent as was the weather, what no rain you say! Also the title of the Scottish champion returned back to England with its victor Junior Wainman, let's hope we can keep it up today and make a clean sweep of the trophies from the weekend. Yesterdays meeting attracted some thirty-three racers for the Bangers, and we have thirty-two racers assemble for the Stockcars, three more than last years national meeting. Good to see the official BRCA scrutineer in attendance today, as he travelled up yesterday arriving just in time for the meeting at Cowdenbeath last night, also we have Mike Tomkinson, our Safety Officer for the section on hand, or should we say high after his excellent third place finish in the Banger final, Mike is hoping for a good result today as he will be using his new Pinky stockcar. Just as interesting is the decision of Martin Pinky Cooper to use one of his lesser known and older types of stockcars, and if memory serves me right it must be about six years since this car last seen action, see the photo of this car in this report also Rich Pacey from the Stoney Stanton club choosing to race a Pinky type of stockcar unlike Mike, Rich has a few meetings under his belt with his new car.

Let's move on to the meeting and what happened in the heats of racing,

Round 1, Heat 1

Paul Jenkinson makes a good start to his days racing with a victory in the first heat on 65 laps, second finisher was Joe Brown with 61 along with a 61 by Andy Cattell but in a slower split time, then we had Craig Brown with 57.

As Joe Brown was adjudged to have jumped the start, he was penalised one lap which moved him back to third place.

Heat 2 was an excellent race between Myself and Ben Harding, clean racing was expected and neither disappointed, at the finish Ben Harding just got the verdict over Mark Cooper (myself) after both had finished on 68 laps with Ben just 1.81 seconds ahead of Mark at the finish, then it was Gary McMullen in third with 66 followed by Anthony Wyper on 65 and Neil Ritchie on 62. Heat 3 saw Karl Spencer take the win but only just! as both he and Martin Cooper had finished on 66 laps, the win being sorted on the split time again, which was just 1.61 seconds in favour of Karl, then we had a good result for young Joe Huxley in third place with 61, followed by Peter Ayriss on 58. Heat 4 was a bit of a surprise, with Rich Pacey from the Stoney Stanton club storming to the victory with 67 laps, must mention that Rich is also using a fairly new Pinky stockcar, Rich has just a few meetings under his belt with this car which is why I said fairly new, Ryan Cattell who also races at the Stoney club was next finisher on 63 laps as was Andy Cox, but just 0.15 of a second behind Ryan then we had David Smith on 62 and then it was Mike Tomkinson on 58 laps with his new car!

Round 2, Heat 1

Going one better in this round was Mark Cooper, winning heat one with 65 laps, chased by Mike Tomkinson with 63 who was followed by Gary McMullen on 62 laps in third place, and then we had Gary Osbourne on 59 and Joe Huxley on 58. Heat 2 was win number two for Ben Harding along with the FTQ score of 68 laps in 301.50, second finisher was Martin Cooper on 64 followed by Paul Jenkinson on 62 and Derek Cayzer with 61. Heat 3 was a good race between Stoney Stanton promoter Andy Psycho Cattell and Rich Pacey, a Lecatt vs Pinky battle (types of car) which was won by the car builder himself Mr A Cattell with 65 laps in a better split than that of Rich Pacey's after he had also recorded 65 but just 0.72 behind Andy, third place finisher was David Oswald on 57 followed by Peter Ayriss with 56. Heat 4 was won by Andy Cox on 67 with Karl Spencer in close attendance in second place with 66, with a real battle going on behind these two for the minor placings, with Ryan Cattell just holding on to third place on 63 then we had both Stuart Preston and Neil Ritchie finishing on 62, with Stuart just 3.82 in front of Neil at the finish.

Round 3, Heat 1

Andy Cox makes it two wins from his last two races with a win in heat one in this round, with a winning race score of 65, but it was close, after Anthony Wyper had also recorded 65 but in a slower split time, just 1.58 behind Andy, finishing in third place was Mike Tomkinson with 64 then both Mark Cooper and Ryan Cattell finished on 63 laps, Mark with the better split time, and not far behind these two was Peter Ayriss on 61. Heat 2 was win number three for Ben Harding, this time his winning race score was 66 laps, Ben was followed by Andy Cattell on 62 and Paul Jenkinson with 59, worth a mention here was the 49 lap score by young Nicholas Cooper in this heat. Heat 3 finds Karl Spencer back to winning ways with 67 laps, followed by Joe Brown on 62 and Martin Cooper on 60, then we had the impressive youngster Joe Huxley on 59. Heat 4 and we have a new FTQ of 69 laps in a time of 302.07 by David Smith, then we had Rich Pacey following David home with 66 and then it was a off colour Gary McMullen finishing on 65 and Scottish racer Craig Brown with 59.

Round 4, Heat 1

David Smith chucks up another win with another 69 lap score, but not good enough to better his own FTQ from the previous round, second across the line was the previously unbeaten Ben Harding on 68 who was followed by the improving Peter Ayriss with 67, then it was Andy Cox finishing with 64. Heat 2 was his first race win of the day for Ryan Cattell on 65 as was Mark Cooper just 0.20 behind Ryan ! third place finisher was Gary Osbourne with 62 followed by Mr. Scrutineer Stuart Preston on 59. Heat 3 went to Karl Spencer on 66, which gave him his third win of the day, following him across the finish line was the impressive Mike Tomkinson on 64 who was chased by Anthony Wyper on 63 and Rich Pacey on 62 and just one lap further back was David Oswald with 61. The last heat of the rounds was won by Urmston's Paul Jenkinson with 67 laps (amazing what you can do with a hire car !) and beating the hirer himself Gary McMullen who finished on 66, then we had the southern based Scottish racer Paul Riddell finishing on 62 laps as did Andy Cattell but he was just 0.60 behind Paul.

We have a lot more races to report on but before we move on too far, and while the heats are fresh on our minds I will report on the consolation race next, the eight racers through to this race were

1. Paul Jenkinson – 194, 2. Anthony Wyper – 193, 3. Ryan Cattell – 191, 4. Mike Tomkinson – 191, 5. Martin Cooper – 190, 6. Andy Cattell – 189, 7. Peter Ayriss – 186, 8. Neil Ritchie – 182.

At the top of this report in round one, Joe Brown was docked one lap due to jumping the start, some racers were saying that this had cost Joe his place in the consolation, this was un-true as the bottom qualifier in the consolation race was Neil Ritchie with 182 laps and Joes total was 181 laps, also he would have lost out on the count back as Neil had two 62 scores and Joe would have had one 62 and a 61 without the penalty.

What a good result for the new car! Along with qualification into today's final for Mike Tomkinson with a winning score of 69, it was real close behind him between a number of racers at the end of the race they crossed the line in this order, second went to Peter Ayriss with 65 in 300.94, third was Ryan Cattell on 65 in 301.52 and fourth was Paul Jenkinson also on 65 in 302.19 then just one lap further back was Anthony Wyper with 64, followed by Martin Cooper with 62 in 300.34 and Andy Cattell also on 62 in 301.73, then it was the sole Scottish racer Neil Ritchie finishing on 60 laps in eighth place.

While we were waiting for Mike to charge up a set of cells for the final a further two races were held for those who hadn't qualified for anything, and to make it fair these were also in qualifying order, the first race was made up of the racers that had just missed out on the consolation race, a total of seven racers took to the track as Derek Cayzer had already left to make his way down to Knockhill to watch the Brisca F1 in action, at the finish it was Iain Roper who won this race with 66 laps, Iain was followed over the finish line by Stuart Preston with 64 and Joe Brown on 63, then it was young Joe Huxley finishing on 60, fifth finisher was Gary Osbourne with 58 followed by Jane Wylie on 57, last finisher was Craig Brown with 35 laps.

The next race was a cracker between most of our younger racers and the up and coming future stars in the making, at the finish the race was won by David Oswald with 56 laps followed by Jnr Dean Ritchie who also finished on 56 but 1.04 seconds behind, then it was Jnr Peter Bissett with 54 and just one lap behind Peter was Paul Riddell with 53 followed by Damon Atkins with 52, the next racer to finish was Tracy Cooper with 50 laps followed by Debra Jackson on 44 and last but not least was Nicholas Cooper with 43.

The Final

The line up for the final in order of qualification looked like this

Name	Best 3 race scores	Total
Ben Harding	68 68 68	204
David Smith	69 69 62	200
Karl Spencer	67 66 66	199
Mark Cooper	68 65 65	198
Rich Pacey	67 66 65	198
Gary McMullen	66 66 65	197
Andy Cox	67 66 65	196
Mike Tomkinson	Consolation Winner	

What a final and what an unusual result, let me explain what I mean, the winner was Ben Harding with 69 laps in 303.79, second place went to Karl Spencer also on 69 laps in 303.93, third place went to Mark Cooper with 67 laps in 303.10 followed by David Smith in fourth place amazingly with 67 laps but 0.81 of a second behind, then we had another gap to the fifth place finisher Gary McMullen with 65 laps in 300.41 who was then followed by Mike Tomkinson (have you guessed yet) with would you believe 65 laps in a time of 302.56, then we had another gap to Andy Cox who finished with 64 laps in 300.59, then just to complete the set Rich Pacey finished with 64 laps with a slower time of 301.91

Another unusual statistic from this meeting was that this has been the only national meeting this year where the lap scores have not increased from previous years, the best lap score from last year was the 76 laps in the final by Gary McMullen, compared to the best of 69 in 301.92 this year by Mike Tomkinson in the consolation race, which if he had repeated in the final it would have given him the win by 1.87 seconds.

Ok lets see how the previously mentioned racers got on with their new cars, the best of them was Mike Tomkinson with sixth place in the final, then it was Rich Pacey who finished in eighth place in the final, and Martin Cooper with his old stockcar was sixth finisher in the consolation, but this is an improvement on previous nationals discounting his home meeting.

Between the rounds of the stockcars, the banger boys were allowed to enjoy themselves with some fun racing, this was achieved with the addition of a ramp at the end of one of the straights on the race track, as there were no points or finals to qualify for, the emphasis was very much on fun. Here are some of the results from these races, Gary McMullen wins the first race with a very respectable 56 from Martin Cooper on 53, ramp race 2 was won by Mike Tomkinson with 51 from Sandy Boo Boo Bisset with 47, ramp race 3 went to David Smith on 54 followed by Craig Bomber Brown on 46, race 4 was won by Andy the Baron Cattell with 47 from Tracy Cooper on 43, race 5 was another win for David Smith but only just, after he and Martin Cooper finished with 55 laps with avid just 2.67 second in front of Martin at the finish, race 6 was entertainment on a grand scale, with the win contested between three different racers, at the finish it was Peter Ayriss claiming a win with 42 laps just 1.14 second in front of Alastair Needham with Paul Jenkinson finishing just one lap behind these two, race 7 went to Gary McMullen with another lap score of 54, and once again he was followed by Sandy Boo Boo Bisset this time with 50, and the last ramp race went to Scottish racer Craig Bomber Brown with 51 laps from Derek Cayzer on 47.

After five rounds the current top ten in the points championship now looks like this –

1. Mark Cooper 463
2. Andy Cox 446
3. Andy Cattell 435
4. Ryan Cattell 431
5. Anthony Wyper 427
6. Martin Cooper 412
7. Joe Brown 409
8. Mike Tomkinson 399
9. Ben Harding 397
10. Karl Spencer 392

Name	F/Tyre Inside	F/Tyre Outside	R/Tyre Inside	R/Tyre Outside	Gear Ratio	Speed Board	Charger	Car Type	Chassi	Cells	Club	Grade	Qualif	Final
Karl Spencer	SE	LM	Pink	Pink	12/50	Mini	Apex	Elite Racing	Anderton	2400	Rugby	Red	3rd	2 nd
Ben Harding	Jap	Jap	SE	SE	12/50	Mk1 Mardave	Apex	Team Skint	Anderton	Corally 1700	Rugby	S/S	1st	1 st
David Smith	812	Pink	Pink	Pink	12/51	Mini	Pro Track	Pinky	Anderton	Corally 1700	Urmston	Red	2nd	4 th
Mark Cooper	TM	TM	SE	Pink	13/51	Smudge 2 speed	Apex	Lecatt	Anderton	Corally 1700	Stony Stanton	Red	4th	3 rd
Andy Cox	Orange	812	Pink	Pink	12/50	Mini	Apex	Pinky	John Whitley	Corally 1700	Urmston	S/S	7th	7 th
Gary McMullen	Double Blue	812	SE	Pink	12/48	Mini	Pro Track	Pinky	Anderton	Corally 1700	Urmston	S/S Silver	6th	5 th
Rich Pacey	Pink	TK	SE	SE	11/48	Mini	CS Space	Pinky	Anderton	Corally 1700	Stony Stanton	Red	5th	8 th
Mike Tomkinson	SE	812	SE	SE	13/50	Smudge 2 Speed	Novax	Pinky	Anderton	Sanyo 2000	Urmston	Red	8th	6th

See you all at the next round at High Wycombe on Sunday 27th July along with the British Open on the Saturday.

Report by Mark Cooper