



Presents Round 1 for the 1/12 StockCars 2007

Good luck to all competitors in the national series for 2007.

Flashback.

Back in 2001 the Hathern national was round two of a seven round national series, we had rounds at Cambridge, Hathern, Rugby, Urmston, Ipswich, Leven, Liskeard and Dunfermline, at the Hathern round Gary McMullen set the FTQ with 91 laps which also set a new track record, the final was won with 83 laps by Gary with Jon Cutts a close second with 82, and there were forty-one competitors. In 2002 we had an eight round series, the rounds were at Cambridge, Rugby, Hathern, Urmston, Leven, Basildon, Liskeard and Stoney Stanton, at the Hathern round we had forty-two competitors, Stuart Tennant took the FTQ with 87, and he was unlucky not to win the final as he was leading right to the last ten or so seconds when he rolled allowing Gary McMullen and Ben Harding to go past, the win went to Gary McMullen with 80 laps and Ben and Stuart also finished the final with 80 laps.

Finally we are at the start of a new season after the long winter recess, although the domestic season goes on at club level over the winter period after the national series has finished around October time (before the AGM), for a few of us some top level racing has just been had at the Dutch Open meeting at the Lobith club over in Holland, and we shall be returning over to Holland for the FEC Trophy meeting on the weekend of March 10th / 11th, this is being hosted by the Fryslan 1 club at a big show in Leeuwarden, the show is similar to the auto sports at the NEC, take a look at this link www.racing-expo.nl.

We have some small changes to the National series this year, although this won't appear until all of the rounds have been completed, as it was decided to add attendance points this year, each racer will have five points added to his national total for every round that they have competed in, at present we have six round's confirmed for the Stockcars, this will rise to seven if the Stoney Stanton club can re-schedule their national date, this being due to the one that they had booked is now going to being used for the 1/12 Stockcar World Championship meeting, in the Banger class there is also six round's and just as the Stockcars this will rise to seven depending on the Stoney out-come, and as I write this report it has been announced that the new date for the Stoney Stanton national will be on September the 2nd, and in both classes there is two rounds that are dedicated to a single formula, in the Stockcars the Hathern (this meeting) and the Rugby national are for the Stockcars only, and in the Bangers there is another meeting that is being hosted at the Mardave club under the Hathern banner that is for the Bangers only and Alan Crossland at the Urmston club is also holding a bangers only national. Taking a look back at last years entrée for the national there were some 41 racers booked in to race although one failed to turn up, at today's meeting we have a slight rise in numbers up to 42, which is a convenient number as the Hathern club race six car heats, which gives us seven heats of racing in each round.

We also have a brand new BRISCA F1 car on display outside of the hall, a big thank-you to John Gould for taking the time to get the car ready for today, and for taking the time to bring it along today, look out for the car around the BRISCA Ovals, it's the one advertising the Hathern club!

The Hathern club also set some new records at their Tuesday night club meeting, there were an unbelievable 27 Stockcars along with a full heat of Bangers shoehorned into their tiny hall, as usual it was a pleasure to attend a great meeting that was well run by Simon at race control, if this keeps up the club might be forced into finding themselves a bigger hall!

Please read this.

It is unfortunate that there are still racers at national meetings that do not know the rules, there can be no excuse as they are printed in the handbook, and can be downloaded from the BRCA web-site at www.brca.org under the 1/12th Oval button, then click on downloads and rules. In the handbook under the general rules (towards the front of the handbook) the very first rule reads :-

1. Members

It is accepted that all BRCA members have read the rules, contained within this publication, understand them, and agree to be bound by them during the period of their membership. If everyone complied with this it would help with a smooth running of a meeting, and avoid any penalties that have to be imposed by the BRCA officials, remember it is the membership that vote on and change any rules that are necessary at the AGM and it is not the officials, the officials are there to see a fair running of the meeting by upholding the rules and regulations that are in place.

Onto the Racing!

Round 1

Matthew Pettitt made a good start to his day by winning the first heat with 87 laps, taking second place by a split time was Nicholas Cooper from Nick Brown by 1.43 seconds after both racers had recorded 85 laps, behind these two in fourth place was Pete Clarke with 83. Heat two was won by the current world champion Ian Johnson on his home track, his winning lap score was 98, Ben Harding secured second place with a high 96, and Phil Chadbourne also recorded a lap score in the 90's with his 92 and he was followed by Gary Osbourne with 86. Heat three was won by another of the home club racers, with a winning 89 lap score it was Lee Bishop collecting a haul of ten national points for achieving this, he was pursued by young Danielle Chadbourne with 83 and Richard Harding with 82 in third place and Yellow grade racer John Gould came home in a creditable fourth place with 80. Heat four was won by Alastair Needham with 87 laps, he was chased by Derek Cayzer with 85 and the unlucky Mark Cooper finished in third place with 84 after a quick pit stop to tighten his rear wheels and the usually ultra fast Matthew Bennett came home in fourth place with 78 laps, Matthew was racing his new self built stockcar. Heat five went to a flying Alex Wood with 94 laps, he was chased by Urmston club racer Matthew Brown who came home in second place with 90 and fellow Urmston club racer Pete Ayriss finished with 86 laps in third place. Heat six was won with 92 laps by Anthony Wyper with Dave Gwilliam a strong second with 90 laps, not a bad start for Dave and his brand new Skint racecar, third place went to Blue grade racer Dan Cooper with 87 and fourth place went to Jim Burkett with 85. Heat seven had Carl Baker recording a heat win with 87 laps and young Martin Riley was just behind him with 86 in second place, these two were chased by a vastly improved Thomas Collins from the Rugby club who is now sporting a Red roof quite some achievement this at the ultra competitive Rugby club, his lap score was 84 and Allan Inness was just one lap behind Thomas in fourth place.

Round 2

94 laps was the winning lap score for Matthew Pettitt in heat one of round two, he was a considerable ten laps clear of the second placed Gary Osbourne with 84 and Jason Reed was a further three laps back in third place. Heat two had both Matthew Brown and Richard Harding cross the finish line with 88 laps, Richard took the win with a split time of 5.00.14 compared to Matthews split of 5.03.12, not far behind them was Alastair Needham with 85 along with Pete Clarke with his 84 laps in fourth place. Heat three was won by Ben Harding with a high 98 lap score, behind him in second place was Matthew Bennett with 93 and Phil Chadbourne also got into the 90's with his 91 in third place and just missing the magic 90's was Miklos Szabados with 89. Heat four saw Mark Cooper make amends with a winning 90 laps, he was pursued by Alex Wood in second place with 86 and Danielle Chadbourne was a further ten laps adrift of Alex in third place. Heat five had Jon Cutts record a heat win with 93 laps and the previous round heat winner Lee Bishop took second place with 89 he was followed by Jim Burkett with his 85 and Alan Crossland with 80. Heat six was a low lap scoring heat as Allan Inness recorded a win with 83 laps, although the ten national points will be very welcome, behind him in second place was Dan Cooper with 81 and he was followed by Derek Cayzer with 80. Heat seven was won by Martin Riley, his first heat win of the days racing his winning lap score was 90, behind him in second place was Carl Baker with 87 and Dave Gwilliam took third place with 83.

Round 3

Ben Harding collects win number two by winning heat one of round three with 91 laps, Richard Harding made it a family affair by finishing in second place with 90 and Matthew Bennett took third place with 89, and rounding off the high lap scores was Alastair Needham with 87. Heat two was also win number two for Ian Johnson with a mighty 98 lap score, in second place with 92 was Hathern club member Alex Wood and Miklos Szabados was a creditable third with 86. Heat four had two Hathern club members fighting for supremacy as Lee Bishop and Allan Inness fought a race long battle, at the finish they were tied on 84 laps, the verdict going to Allan by a mere 0.50 of a second, behind these two in third place was Dan Cooper with 80. Heat five had another racer collecting a second heat win, this time out it was Carl Baker with 87 laps that achieved this and in doing so he collected another 10 national points, finishing in second place with 81 laps was Jim Burkett and young Thomas Collins was third with 77 laps. Heat six was also win number two for Mark Cooper, his winning lap score was 94 which was on a split time after Martin Riley had also recorded 94 laps, the difference between them at the finish of the race was 0.34 of a second, Dave Gwilliam finished the heat with 91 laps which placed him in third place and Peter Ayriss recorded 87 in fourth place.

Heat seven saw another two racers finish with the same number of laps, this time it was Phil Chadbourne and Anthony Wyper having a race long battle, as they crossed the finish line it was Anthony Wyper that was placed in first place by 2.07 seconds, both racers recorded 87 laps, third place went to Matthew Brown with 83 and Derek Cayzer finished in fourth place with 80.

Round 4

Richard Harding collected his second heat win with his highest lap score of the rounds, a mighty 95 laps pushing him all the way to the chequered flag was Alex Wood with 94, another group of racers posting their best lap scores from the rounds in this heat were Allan Inness with 87 in third place and Nicholas Cooper with his 86 laps in fourth along with Danielle Chadbourne with the same lap score in fifth place and even Pete Clark in sixth place posted his best lap score with his 85. Heat two had Gary Osbourne collecting a heat win with 88 laps on a split from Jon Cutts in second place, the margin between them at the finish was 0.66 of a second, and rather surprisingly Ben Harding came home in third place with 82 just one lap ahead of Alan Greig who finished in fourth place. Heat three was quite simply pure magic, it was certainly one of the fastest races that I have ever seen, every racer that was in this heat posted their best lap score, and for the winner Ian Johnson it was a personal best as his incredible 104 laps smashed the old track record and also took the FTQ, in second place with 97 laps was Dave Gwilliam in third and fourth we had Nick Brown and Jim Burkett with 95 laps, the split time showed that Jim took third place from Nick by 2.19 seconds, Dan Cooper finished in fifth place with his 92, and even John Gould's 88 laps in sixth place would have been enough to win a number of other heats outright. Heat four was won with 86 laps by Matthew Pettitt, behind him in second place with 84 laps was Gerry Fordham and Miklos Szabados also recorded 84 laps in third place a mere 0.26 behind Gerry. Heat five was won by the Hathern club racer Phil Chadbourne with 93 laps in second place with 91 was Alastair Needham and young Martin Riley took third place with 87. Heat six was also won with 93 laps, achieving this was Anthony Wyper his third heat win of the rounds, second place went to Matthew Brown with 88 and Peter Ayriss finished in third place with his 79 laps. Heat seven went to Lee Bishop with 89 laps this was his second heat win of the rounds, behind him with 84 laps in second place was Mark Cooper and Thomas Collins came home in third place with 83.

The list of qualifiers for the consolation and final.

One thing was for sure, this was one of the highest set of lap score totals in a long time, and to show how important each race of the qualifying rounds are, I went from fifth qualifier for the final after round three all the way down to fourth qualifier for the consolation after round four! Of the fifteen racers that had qualified there were ten of them that posted either their best lap score or equalled it in the last round, we had no less then three pairs of racers that were tied at the end of qualifying so to decide grid positions we had to go to the tie breaker of the highest lap score and if tied there then we go on down to the next etc. etc. It is also interesting to note from the list of qualifiers from the 2002 national meeting that it was Andrew Cox who qualified in eight place for the consolation race with his best three total of 240, his three lap scores were 81, 81 and 78, looking down the list of qualifiers from today you have to go down a long way in the list to equal Andrews achievement, at number thirty three with a total of 244 laps was Thomas Collins and Jason Reed was placed thirty fourth with 238, it just shows how much things have improved since 2002. Here is the list of qualifiers for the consolation and final along with their lap scores from each round.

| Race | Name | Round 1 | 2 | 3 | 4 | Best 3 |
|-------------|------------------|---------|----|----|-----------|--------|
| Final | Ian Johnson | 98 | 71 | 98 | 104 (ftq) | 300 |
| Final | Ben Harding | 96 | 98 | 91 | 82 | 285 |
| Final | Alex Wood | 94 | 86 | 92 | 94 | 280 |
| Final | Dave Gwilliam | 90 | 83 | 91 | 97 | 278 |
| Final | Phil Chadbourne | 93 | 91 | 87 | 93 | 277 |
| Final | Richard Harding | 82 | 88 | 90 | 95 | 273 |
| Final | Nick Brown | 85 | 88 | 90 | 95 | 273 |
| Consolation | Anthony Wyper | 92 | 31 | 87 | 93 | 272 |
| Consolation | Martin Riley | 86 | 90 | 94 | 87 | 271 |
| Consolation | Jon Cutts | 70 | 93 | 89 | 88 | 270 |
| Consolation | Mark Cooper | 84 | 93 | 94 | 84 | 268 |
| Consolation | Lee Bishop | 89 | 89 | 84 | 89 | 267 |
| Consolation | Matthew Pettitt | 87 | 94 | 75 | 86 | 267 |
| Consolation | Alastair Needham | 87 | 85 | 87 | 91 | 265 |
| Consolation | Jim Burkett | 85 | 85 | 81 | 95 | 265 |

The Consolation.

What an interesting line up of racers, we have two former national point's champions in Mark Cooper and Jon Cutts along with the current junior champion Martin Riley, in Alastair Needham we have the Scottish open champion, add to this the vastly experienced Lee Bishop and the up and coming pair of Matthew Pettitt and Jim Burkett. This was not an easy race to predict, as we had eight cars on track for the first time, and I can tell you it was not easy trying to guess who was leading the race at any one time! At the finish of the race it was the consolation specialist Mark Cooper that had won with 89 laps and now progresses onto the final, behind him by two laps was Anthony Wyper and third place went to Martin Riley with 86, in fourth place with his 85 laps was Alastair Needham with Jim Burkett a further two laps behind in fifth place, although Lee Bishop also recorded 83 laps in sixth place he was placed behind Jim as he completed his laps in a slower time compared to Jim's, their times were Jim – 5:02.930 and Lee's – 5:02.980, behind these two in seventh place was Matthew Pettitt with 80 and eight place went to Jon Cutts with 76.

The Hathern National Final

Here we go then, the first of the national finals of 2007, and this line up of racers is not one that you would have predicted at the start of the day, but this is a reflection on the high standard of racers that are competing at today's national, as one would expect at his home track on pole you have Ian Johnson, he is joined by the reigning national points champion Ben Harding, then you have the up and coming youngster and Hathern club racer Alex Wood, in Dave Gwilliam you have a previous winner of the Coventry regional championship, another Hathern club member through to the final and a previous winner of the Hathern national final is Phil Chadbourne, joining Phil is Richard Harding a man in form fresh from his top three finish in the Dutch Open final last weekend, then you have another up and coming racer in Nick Brown from the Urmston club in Manchester, and finally you have Mark Cooper the winner of today's consolation race.

This was another fast Hathern final, although I thought that it could have been a little cleaner, however the racing was very much cut and thrust and extremely fast, and I think that Ian Johnson was pleased to have nothing go wrong for a change as he duly won his home track final with 94 laps, in second place with 90 laps was Dave Gwilliam with Ben Harding just one lap behind in third place, fourth went to Alex Wood with 86 and Phil Chadbourne took fifth place with his 85 laps, Richard Harding finished in sixth place with 83 and Mark Cooper was a further lap back in seventh place, and Nick Brown gained some valuable final experience and can be well pleased with his days efforts, he recorded 78 laps in eighth place.

| Name | F/Tyre Inside | F/Tyre Outside | R/Tyre Inside | R/Tyre Outside | Gear Ratio | Speed Board | Charger | Car Type | Chassi | Cells | Club | Grade | Qualify | Final |
|-----------------|---------------|----------------|---------------|----------------|------------|--------------|----------|----------------------|----------|------------|----------------|--------|---------|-------|
| Ian Johnson | SE | 52 shore | Pink | Pink | 11/54 | 2 speed | Pro Trak | Bandit Pro Prototype | Mardave | 4200 | Hathern | Gold | 1 | 1 |
| Ben Harding | Jap Med | Jap Med | Pink | Pink | 12/50 | Mardave Mk 1 | Pro Trak | Skint | Anderton | 4200 | Rugby | Silver | 2 | 3 |
| Alex Wood | TC | 812 | Pink | Pink | 12/54 | 2 speed | Pro Peak | Bandit | Mardave | 3600 | Hathern | S/S | 3 | 4 |
| Dave Gwilliam | Jap Med | 44 shore | Pink | Pink | 12/50 | 2 speed | Pro Trak | Skint 07 | Anderton | 3800 | Rugby | Red | 4 | 2 |
| Phil Chadbourne | SE | 909 | SE | Pink | 11/52 | 2 speed | LRP | Bandit Pro Prototype | Mardave | 3600 | Hathern | Red | 5 | 5 |
| Richard Harding | Jap Med | Orange | Pink | Pink | 12/50 | 2 speed | Pro Trak | Skint | Anderton | 3800 | Rugby | Red | 6 | 6 |
| Nick Brown | 40 shore | 44 shore | Pink | Pink | 13/52 | 2 speed | Eagle | Pinky | Anderton | 3700 sanyo | Urmston | Blue | 7 | 8 |
| Mark Cooper | Pink | 52 shore | Pink | Pink | 12/50 | 2 speed | Pro Trak | Skint | Anderton | 3600 | Stoney Stanton | Red | 8 | 7 |

Looking at the chart you notice that there are a lot of new types of tyres being used, as there is now a vast choice to choose from, and to make things slightly easier most of the new tyres now have shore ratings instead of names, the newest of them are the 50 shore and 52 shore although there were some of the old standards being used we had an Orange, 812, Se and a very rare 909 although I believe that the 55 shore is very near to the old 909, another interesting thing is the choice of cells or the capacity, not so long ago the 2000 was king, we now have cells rated at 3700 and even 3800 and 4200 and soon there will be 4500 and higher available, for anyone about to purchase some new cells the main choice at the moment appears to be the Intellect type of cells depending on your budget go for the 3600 or 3800 cells and at the top end you have the 4200's although these appear to work best when matched, when I started racing some 20 odd years ago the maximum size of cell that was available was 1200 nicads as nimhs were not around and looking at the tec chart from the final all of the finalists were using the Intellect type of cell except for Nick Brown, also the newer cells have a lower internal resistance and are producing a higher voltage and more punch, some cells are now up to 1.21 volts or more, and more volts equals more speed providing you can use it to effect without upsetting the handling of your car, another important thing to remember with all this power is to be careful with your motor, get the gearing right so that the motor does not get too hot, looking back to the national in 2002 there was a range of cell from the Corally 1700's, some 2000's and 2004's along with one using Corally 3000's, some of the tyre's that were around then that have now disappeared are the Mardave Hard, Double Blue, Letricar Medium, and the increasingly rare 812 and Se.

Trophies were handed out to the finalist's, along with grade awards to Best White - Richard Barwick, Best Yellow - Nicholas Cooper, Best Blue - Dan Cooper, Top Junior (not in the final) Nicholas Cooper, Concourse - Richard Jarmany, and there were awards also for the Best Hathern club racer not in the final – Lee Bishop and the Rugby club donated a trophy for the driver deemed to be the top trier, this went to Jordan Howe. And well done to the Hathern club for having the meeting wrapped up by 4.15pm giving those with a long journey ahead of them plenty of travelling time back home.

Meeting report by Mark Cooper.