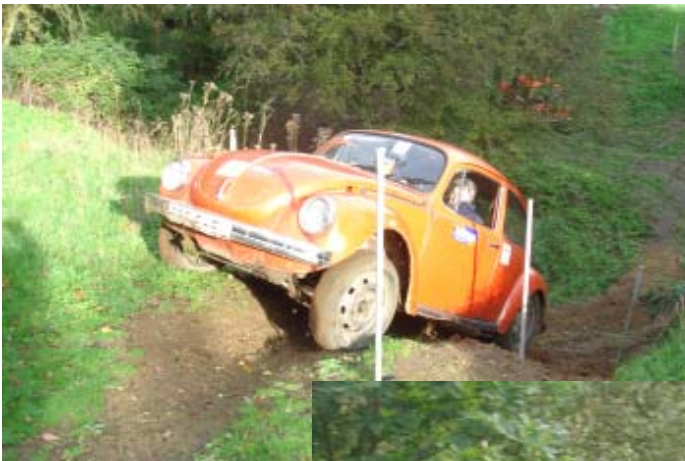


CLASSICAL GAS

November 2006

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John's Personal Triple



Right - John Parsons continuing his winning ways on the Guy Fawkes Trial, making it three in a row.



Clockwise from top left - Dave Harvey (VW1302s), Mark Ibbotson (Imp), David Kirby (three cylinder Westfield!) and John Rowlands (Opel Kadett)



Guy Fawkes report and results on page four.



Neil Bray is BARC Post Historic Touring Car Champion after a nail biting final round at Donnington Park. Report on page two.

We Are The Champions!



David Howard won the race but Neil won his class and the championship. Everything revolved around Stephen Primett. If he won his class the championship was his. If he didn't then Neil, David and James Christie were all in with a chance. The race had to be restarted after a bad accident involving Jason Christie. Steve's Escort was no match for Dave Nixon's Mazda RX3. Neil won his class, setting fastest lap in the process. David also won his class, and took outright victory, but on the last circuit Peter Halford piped him for fastest lap and Neil won the championship.

The leading championship contenders arrived at the joke of a Donnington Paddock with all to play for. If Stephen Primett won his class, the championship would be his for the second consecutive year. If he didn't then Neil Bray, David Howard and James Christie were all in with a chance.

Although Donnington is a super circuit, the practical arrangements weren't very good. It was a two-day meeting, with the formalities and qualifying on Saturday and the race on Sunday. Not only would this mean a lot of hanging around, but the paddock arrangements were a joke with very little room for Classic Touring Car Racing Club competitors, most of whom had to park in a grotty overflow area, the best part of a quarter mile away from the pits.

There was a good turn out and all the championship contenders had at least three in their class, so everyone had a shot at maximum points. There was a new Capri in Neil's class, entered by Alan Daffin, and on sale on E-Bay! Although it has raced in the Top Hat series, it visibly wasn't legal for Post Historic's with its bib spoiler, plastic rear side windows and whatever else we couldn't see. It qualified in that spec but there was a lot of

discussion and come the race the visibly offending parts weren't to be seen.

Series sponsor Pete Halford put his orange Camero on pole ahead of David Howard, followed by Stephen Primett and Dave Nixon in his fast but fragile Mazda RX3. Neil doesn't usually qualify well but he really got the bit between his teeth to be fastest in class in ninth position, followed by class contenders Alan Daffin, William Jenkins (BMW), Roger Bowman (Jaguar Mk1) and Ian Clark.

It was very stormy overnight and the paddock was like world war three in the morning, with awnings and car covers blown into the next county. Come the race David Howard streaked away into the lead, followed by James O'Mahony (Camero), Steve Primett, Dave Nixon, Jason Christie, Mark Luccock and Neil .

By the end of the first lap, Jason had passed Dave Nixon but disaster was to strike. James O' Mahoney came into the Cramer Curves in second place behind David Howard when the back end stepped out and he went spinning across the grass. He put the brakes on but nothing happened until he came back on the track when it slowed

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dramatically to a screech of rubber. Stephen Primett and Jason Christie came on the scene to find an almost stationary Camero facing them. Steve just avoided it but Jason couldn't and hit the big American car head on nearside to nearside at racing speed.

Dave Nixon and Mark Lucock took to the grass to avoid the now stationary cars in the middle of the track. The others had the chance to slow down and pick their way through, but the race had to be stopped and the red flag came out because the track was blocked. Both the cars were a real mess. At first it looked as if both drivers were OK. However, Jason wasn't and had to go to the medical centre and on to hospital where he stayed for the next few days with internal bruising and cracked ribs.

The re-started race would be over seven laps. David Howard made his usual storming start followed by Dave Nixon and Pete Halford.. Then came Mark Lucock and Neil, who had taken full advantage of Jason and the Camero being missing in front of him. Steve Primett was next, after a bad start then Mark Osborne, Alan Daffin and Ian Clark.

It was to remain that way until the end of the first lap, when Steve Primett got by Neil to set off after Mark Lucock and Dave Nixon. William Jenkins retired his BMW with the engine down at least one cylinder with suspected ECU problems. Mark Osborne got by Neil during the second lap but Neil had a handy four second lead on Alan Daffin who was now his only real class contender as Ian Clark was dropping back with fuel feed problems and Phil Rhodes was running way back in the pack. Roger Bowman hadn't taken the start and William Jenkins was in the pits. Up front, it was still David Howard in the lead but a hard charging Pete Halford had got by Dave Nixon and was well and truly in pursuit.

Ian Clark retired at the end of lap four. Pete Halford was starting to haul in David Howard. The pair of them were pulling ahead of the class C battle which was now headed by Mark Lucock followed by Dave Nixon, Steve Primett and Mark Osborne, then a gap before Neil who remained a steady four seconds in front of Alan Daffin.

The battling class C boys were to change position yet again and with two laps to go they were right together, but this time in the order Nixon – Primett – Lucock – Osborne. They were to remain that way to the chequered flag and try as he may Steve saw the class win and the championship slip away. Neil kept his lead over Alan Daffin so the championship was down to if David Howard got fastest lap or not. Pete Halford was getting closer and put in a real flyer on the last circuit to get fastest lap and the championship was Neil's.



Neil chasing Steve Primett at the end of the first lap with Mark Osborne just behind.



Dave Nixon crosses the line ahead of Steve Primett and Neil wins the championship.



Alan Daffin's Capri was controversial, qualifying with a bib spoiler and plastic rear side windows, neither of which are allowed in Group 1.

Michael's Musings

Well done JP and Neil on their recent achievements. After many years devoted to V8's, where it was very difficult to get the power down, John has developed the ex-Graham Marshall, ex-David Thompson buggy into a super-competitive and reliable machine. Mind you I don't know how much of the car is left after his rebuilding!

Neil kept us in suspense right up to the wire, and we didn't know he had won the championship until some twenty minutes after the race ended as we had to wait for the official results to see who got fastest lap.

Finally lets keep our fingers crossed for Simon Groves who gas every chance of winning the ACTC Crackington Trophy.

On a personal note I am slowly getting sorted out here at Bromham. There have been mega problems with the broadband but they seem to be resolved now the nice man from BT has visited and sorted the wiring.

As usual news, pictures etc, always welcome -

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Michael Leete



John Parsons wins Guy Fawkes Trial

This years Guy Fawkes had a new Clerk of the Course and a new venue. Dave Smith taking the event to Mile Tree Farm for the first time, assisted by David Jackson as Secretary of the Meeting.

There was an excellent entry, despite being depleted with quite a few non-starters. In the end 31 competitors signed on to tackle Dave Smith's sections. Although it was his first time as Guy Fawkes C of the C Dave has a lot of experience of the venue, having organised CSMA events there.

The early morning dew made the first round very tricky, with grip at a premium on the wet grass and adverse cambers. JP started the way he was to go on, taking an early lead, dropping only 16 marks in the slippery conditions and being the only car to clean the steep bank on Andy Clarke's sections six..

There was a little more grip for the second round as the ground dried up. Even so Dave Smith dropped the steep bank on hill six .

Mike Pearson had the lowest score here, dropping only nine and pulling a mark back from JP. This round thinned

out the entry a bit when seven drivers retired. These included Arnold Lane and Martin Cheshire whose much trialled and autotested Peugeot 106 broke its diff in such a big way it went through the casing. This happened on the final bank on hill five.

The same section also claimed Dave Oliver and Simon Benoy/Mark Ibbotson's Imp, both of which broke drive donuts. Dave retired but Simon and Mark managed to change theirs in time to continue.

After lunch it was Ross Nuten who was to drop the fewest marks on round three, only losing one mark. JP and Mike Pearson were not far behind though, only two marks apart as they started the last round. John was better than Mike on hill two but Mike cleaned hill three while JP dropped two and was only one mark ahead overall.

They both cleaned all the remaining sections so that was the way it finished, victory going to JP by one mark. However, this was all John needed for a personal trip, e. Gold on The Edinburgh and Best Overall on the Brickhill and Guy Fawkes Trials.

Best Overall	John Parsons (VW Buggy)	32
Best Clubman	Robin Howard (Citroen AX)	73
Best Falcon	Mike Pearson (Dellow mk2)	33
Class 1 Clubsport	Ted Holloway (Fiat)	148
Class 2/3 Clubsport	Mark Ibbotson (Imp)	68
Class 4 Clubsport	Keith Oakes (Dutton Phaeton)	41
2nd Class 4 Clubsport	Ross Nuten (Dellow Mk2)	42
3rd Class 4 Clubsport	Geoff Hodge (RDT Special)	45
National B	Steve Courts (Imp)	47
Class A Nat B	David Holmes (Fiat Panda)	72
Class C/D Nat B	Richard Tompkins (Imp)	69