



# Startline OnLine

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## St Cross Electronics Mono Championship 16 August 2014 Silverstone

I confess to having a bit of trepidation about Silverstone GP circuit. In the good old days of Bridge Corner (sighs nostalgically) I learnt a new currency when I did "a Formula Vauxhall Junior" worth of damage to Mike Conway's Dallara in practice at Becketts, and a few years later I did around 2 1/2 FVJ's damage to my own F300. As it happened, all went well for me. Although it was a good meeting, with a lot of happy people, not everybody had a trouble free time.

### Entry

This was probably Mono's most cosmopolitan entry with Johann Spiteri from Malta, Cian Carey and Martin Daley from Ireland, Damon Bland from Switzerland and Mono newcomer Thomas Craincourt from France. How long will it be before we add in Jock Sergison and Doug McLay as European visitors? Robin Dawe continues his comeback, and Chris Woodhouse made an appearance in his Dallara, which so far has had a gestation period similar to the V16 BRM (another reference for the kids there).

### Qualifying

There were a few incidents and issues in qualifying (besides how fast people went) which had a big effect on the final results. The first happened when a car about 2/3 of the way down the practice queue lost fluids on the start finish straight and partly around Woodcote. The general consensus is that the driver/team wasn't at fault, and some thought that perhaps there could have been slightly quicker circuit action. The result was that the best part of a lap later those at the front of the queue reached the fluid on the racing line. Bryn Tootell had a spin which took off the front and rear wings, while Kevin Mason had a dramatic incident captured on his GoPro when he braked for Woodcote and encountered full right grip and zero left. Inevitably the car squarely hit the wall. Fortunately Dallaras are built to take this, the nose was reduced in length to about 6 inches, a corner including a wheel went, and the session was stopped. 2 quick cars were inevitably well down the grid.

Next event was that potential podium man Chris Woodhouse lost another engine with big end woes. There was disappointment that they hadn't chosen the bullet-proof Speads rather than the recalcitrant Toyota device. Finally, with a tense qualifying over and generally good track craft from a widely differing speed range of cars, there was the surprise of all 50 or so finishers being checked for weight and ride height. A few didn't pass and a few quick cars went to the back. This had a lap one effect in the race - see later.

The big news on the grid was the beautiful new Dan Fox built Daryl Jones F302, resplendent in a variant of Gulf Blue and Orange. (Doesn't Gulf Blue sound much more evocative than Light Blue or Powder Blue?). In any event, the car went as well as it looked, and Daryl's lost none of the brilliance he showed in his debut season. Pole by a second in this quality company is impressive. Behind him, the usual suspects (Tony Bishop, Robbie Watts, Peter Venn, Kevan McLurg) lined up, with occasional but welcome Moto competitor Dan Clowes in his Jedi in fourth.

In the other classes, Daniel Hands took Classic pole, Thomas Craincourt Dtec, Paul Britten 1800 and Andrew Colebrooke 1600.

### Race 1

With over 50 cars, the chances of at least one failing to get away cleanly was high, so praise to Simon and MSVR for having a well organised rolling start - less exciting perhaps but much safer.

Dan Clowes had a good start and moved up to be leading by the end of lap one. A good clean fight with Daryl Jones ended in the Dallara man's favour. Daryl then built up a lead to win the race (the second Dallara win "straight from the box" this year) from Dan by just over 2 seconds, though not until Kevan McLurg had taken second off Dan on lap 3 and Malcolm Scott, fighting his way up from 8th on the grid took 3rd place for a couple of laps towards the end. Dan came back and ended 2nd overall, winning Moto, with Malcolm 3rd. Kevan dropped back with a misfire to finish 4th while Peter Venn drove a consistent race to finish 5th. 8th overall and 6th 2000 was Cian Carey, recovering well from a back of the grid start. He and fellow Irish FR driver Martin Daley, who dropped out after 2 laps, scythed through the field. Unfortunately, while they did nothing wrong, one 1600 moved slightly when being overtaken by the pair on each side around Copse, and the resultant chain reaction looked to catch Jock Sergison out, who went off.

Graham Read was second Moto, and 6th overall, making up 4,3,2, and 1 place on each of the first 4 laps. The 301 looks to be developing reliability to match its speed. Completing the Moto podium was a disappointed looking Jeremy Timms.



*The grid passes the line and rolling starts*



*Grid from the middle and back*



*Lap one and Kevan pushes Daryl.*



*Mike Hatton and Alistair Bell*



*Adrian Holey, Kevin Mason and Thomas Craincourt*



*Tony Cotton passes Daryl Jones on the outside. Guess who writes the captions.*

Daniel Hands spent the race shadowing Russ Giles, winning Classic in the process and, with Russ, rounding off the top 10. Word is that Daniel is interested in joining the ranks of poor but happy Dallara owners. Robin Dawe, returning with the FVL, the same type of car which made him such a force at the turn of the century, showed that none of the speed has gone. Alistair Bell and James Rimmer swapped places throughout the race, Alister was holding the parcel for third when the music stopped.

Dtec had an entry of 3, Thomas Craincourt prevailing over John Whitbourn by a reasonable margin.

1800 continues to be Paul Britten's domain. He sent the race mainly in the company of Classics and 2000s. Matt Hayes got second in class, being just pipped on track by Andrew Colebrook who was 1600 victor. TFR team-mate Adrian Heath was second 1600 ahead of Mr 1600 himself, David Parkinson.

Tales of woe included Geoff Cowell, who had a spectacular engine failure at Vale and Adrian Wright who coasted to a halt in the oddly named Arena section. Kevin Mason got his F301 back together. Considering the mess it was in, a major achievement. A collision on lap 7 dropped him down the order, and left more repairs. I only mention his woes as he stayed cheerful despite alos blowing up his Ilmor Chevy engine in the week.

#### Leading Driver comments (Race 1):

**Dan Clowes:** "As a very very late entry, and at the start of qualifying still a reserve I was really pleased to be able to race, and even happier knowing I had qualified on the Moto pole and 4th for Race 1, and remarkably on the front row for Race 2. Both in Race 1 and 2 I had a fantastic scrap with some of the quick Mono 2000 cars, namely Daryl Jones, Peter Venn, Robbie Watts, Malcolm Scott and Tony Bishop. I'm sure that none of them particularly enjoyed me being there, especially those with championship aspirations."

**Paul Britten:** "It's the meeting I was most looking forward to for a number of reasons and it didn't disappoint. Racing at a current GP track is always going to be a big draw and this years' entry list proved that to be the case. Yes, it might have acres of run-off to comply with FIA safety standards but I don't think that's a bad thing if the circuit itself is still a challenge."

Qualifying went OK although I soon wished that I'd tested on the Friday as my guess at the right gear ratios proved a little way off. The only issue of any note was the red flag in the first half of the session which then created a traffic jam in the pit-lane. I didn't have any mechanics or an assistant to discuss things with (moan at) so I did my best to queue jump in a stealthy manner which wasn't very successful.

Race 1 was fairly uneventful until we started dicing with some of the Classic field and John Whitbourn in his Duratec. That proved quite entertaining but Race 2 was a whole different experience, although no less entertaining....."

**John Whitbourn:** "First race had a great fight with Paul all race I was faster down the straights, more BHP and no wings but Paul with wings and torque was faster in the bends. We must have swapped places half a dozen times before my brakes and front tyres went off. We later found that one of the front tyres was nearly flat, the valve had split."

**Andrew Colebrooke:** "1st race was strange due to the fact that numerous penalties had elevated me about 10 or so places up the grid and put several faster cars out of position at the back. The first lap and a half was spent trying to stay out of the way of the quicker cars behind me (some of whom came through really quickly) and trying to make sure that my TFR team mate Mr. Heath didn't sneak through with them! Once normal service was resumed I was able to get some heat in the tyres and, with only faster cars ahead of me that I was never going to catch, just made certain to bring the car home in one piece."

**Daniel Hands:** "Not a bad weekend, race one was good until the last 5 laps when the clutch started slipping, so backed off and nursed her home."

**Tony Bishop (out on lap 2):** "We had a bad weekend overall , one stupid drive and one a little unlucky , but racing in Mono 2000 is very, very competitive and all the better for it."

**Peter Venn:** "The story starts at Spa - the engine blew in qualifying and it was a big blow-up - broken sump, hole in the block, bits of piston found in the airbox. So it has been a complete new engine and a new cnc sump for the Dallara from Kevin [Mason]. So Dave and Keith rolled up on Friday and Keith ran the engine in during Friday testing."

For qualifying I ran the low downforce wing. I had a bit of traffic but not too much, thought it was OK but ran off onto the marbles on the outside of Copse after getting a bit optimistic with the entry speed. This helped in a way because by slowing to clear the gravel and clean up the tyres, I gave myself a bit of clear circuit to push - and promptly went 2 seconds quicker. Then came the chequered flag so I might have been able to go quicker. So 5th was OK, particularly as most of the frontrunners had tested Friday and were running new tyres. I bought a new set at the beginning of the year and two new ones for the left side for Thruxton so mine have a few miles on them.

For the race I thought I might be quicker with a bit more downforce - we were quick on the speedtraps but the car was moving around a lot in the quick corners so I thought I might be quicker if it was more planted. This was a mistake! Malcolm took wing off for the race and went a second quicker than in qualifying, I put wing on and went a second slower! We live and learn... So story of the first race - not much, started 5th,



*Richard Purcell passes Richard Reeve*



*Richard Greening - if Avit are good enough for Jim Blockley.....*



*Lou Watts*



*Robin Dawe and James Rimmer*



*Terry Clark and Mark Smith*



*Mat Jordan, Kevin Mason, David Gambling*

*Photos by Norwich Photo, with thanks*

finished 5th. Got a reasonable start, got close to Tony Bishop who then spun but got passed by Malcolm. Thought we might end up with a 5 car scrap for the lead but the other 4 pulled away and I couldn't keep with them. Had a quick spin at Club late on but didn't lose a place."

**Kevan McLurg:** "I made a good getaway to jump from 6th to 3rd after the first corner upto 2nd on the next lap chasing for the lead. Dropped back to 3rd 2 laps later when a misfire appeared and then dropped to 4th for the end of the race.

Back in the paddock I started looking at plugs for the misfire.No 2 was sooty so a new plug was fitted. I went to start the car to find the starter was not operating properly. I tried it again to then have part of the wiring loom fry itself against the carbon tub and a braided pipe! The main power cables were chopped trimmed and reconnected, and a spare starter fitted. I tried it again to find that it wasn't engaging. Dan the mechanic then saw that the main starter ring gear had divorced itself from the flywheel. We removed the gearbox to find the ring gear looking rather bent and mangled so a spare ring gear was fitted, the back end refitted and we were ready for the booked table for curry at 8pm and the car was ready for race 2 on Sunday morning!!"

**Name and address supplied in case the pub owner has his details:** "We went for a meal in the only pub within walking distance. Have you seen "Deliverance"? The landlord shouted "Stay There! We don't do food for another 23 minutes. I was too scared to move...."

POS	NO	CL	PIC	NAME	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	73	2000	1	Daryl JONES	Dallara F302	10	21:37.500			101.56	2:08.377	6
2	8	Moto	1	Dan CLOWES	Jedi Mk6	10	21:39.899	2.399	2.399	101.37	2:07.040	9
3	3	2000	2	Malcolm SCOTT	Dallara F398	10	21:41.639	4.139	1.740	101.23	2:07.544	9
4	2	2000	3	Kevan MCLURG	Dallara F397	10	21:47.784	10.284	6.145	100.76	2:07.954	3
5	6	2000	4	Peter VENN	Dallara F301	10	22:13.750	36.250	25.966	98.80	2:09.604	2
6	34	Moto	2	Graham READ	Dallara F301	10	22:15.361	37.861	1.611	98.68	2:10.361	6
7	4	Moto	3	Jeremy TIMMS	Speads RM03	10	22:16.158	38.658	0.797	98.62	2:10.992	7
8	19	2000	5	Cian CAREY	Formula Renault	10	22:18.274	40.774	2.116	98.46	2:09.010	10
9	5	2000	6	Russ GILES	Dallara F398	10	22:25.011	47.511	6.737	97.97	2:11.867	5
10	55	Classic	1	Daniel HANDS	Van Diemen 01	10	22:34.557	57.057	9.546	97.28	2:12.250	6
11	1	2000	7	Robbie WATTS	Lola F106/03	10	22:47.386	1:09.886	12.829	96.37	2:08.716	7
12	71	Moto	4	Geoff FERN	JKS TFR 11	10	22:54.245	1:16.745	6.859	95.89	2:13.854	3
13	124	Classic	2	Robin DAWE	Vauxhall Lotus	10	22:55.107	1:17.607	0.862	95.83	2:14.932	9
14	21	Classic	3	Alistair BELL	Reynard 883	10	22:57.720	1:20.220	2.613	95.64	2:14.881	8
15	22	Classic	4	James RIMMER	Mygale	10	23:00.020	1:22.520	2.300	95.48	2:15.049	4
16	32	Classic	5	Terry CLARK	Reynard 903	10	23:10.747	1:33.247	10.727	94.75	2:16.544	9
17	39	2000	8	David GAMBLING	Dallara F302	10	23:10.883	1:33.383	0.136	94.74	2:13.883	2
18	61	Classic	6	Adrian HOLEY	Reynard 913	10	23:13.880	1:36.380	2.997	94.54	2:17.292	8
19	14	2000	9	Mark SMITH	Dallara F395	10	23:14.841	1:37.341	0.961	94.47	2:16.607	8
20	27	Dtec	1	Thomas CRAINCOURT	Mygales SJ08	10	23:15.580	1:38.080	0.739	94.42	2:16.729	5
21	17	2000	10	Kevin MASON	Dallara F301	10	23:24.966	1:47.466	9.386	93.79	2:16.048	5
22	36	Classic	7	Mike HATTON	Vauxhall Lotus	10	23:26.008	1:48.508	1.042	93.72	2:16.675	10
23	99	Classic	8	Mat JORDAN	Van Diemen RF99	10	23:26.462	1:48.962	0.454	93.69	2:17.779	5
24	44	Classic	9	Kevin OTWAY	Van Diemen	10	23:30.515	1:53.015	4.053	93.42	2:15.930	7

25	134	Classic	10	Andrew BARRON	Formula Vauxhall Lotus	10	23:31.079	1:53.579	0.564	93.38	2:17.941	9
26	42	1800	1	Paul BRITTEN	Van Diemen RF00	10	23:35.357	1:57.857	4.278	93.10	2:18.857	9
27	64	Dtec	2	John WHITBOURN	Ray GR10	10	23:36.202	1:58.702	0.845	93.05	2:18.603	9
28	11	2000	11	Mark SCHOFIELD	Dallara F397	10	23:52.501	2:15.001	16.299	91.99	2:18.490	7
29	12	Classic	11	Peter WHITMORE	Reynard 913	10	23:53.276	2:15.776	0.775	91.94	2:18.924	10
30	35	Classic	12	Simon LONNERGAN	Formula Vauxhall Lotus	9	21:41.442	1 Lap	1 Lap	91.12	2:20.858	7
31	10	2000	12	Neil HARRISON	Dallara F302	9	21:48.686	1 Lap	7.244	90.62	2:11.553	2
32	155	1600	1	Andrew COLEBROOKE	Van Diemen RF89	9	21:55.247	1 Lap	6.561	90.17	2:22.950	7
33	60	1800	2	Matt HAYES	Jamun M97Z	9	22:25.832	1 Lap	30.585	88.12	2:26.194	5
34	43	Classic	13	Louis WATTS	Mygale	9	22:35.652	1 Lap	9.820	87.48	2:23.815	9
35	88	1600	2	Adrian HEATH	Vauxhall Formula Junior	9	22:43.994	1 Lap	8.342	86.95	2:27.529	5
36	91	Dtec	3	Douglas MCLAY	Mygale SJ10	9	22:44.330	1 Lap	0.336	86.92	2:27.330	5
37	77	Classic	14	Peter RATCLIFFE	Vauxhall Lotus	9	23:10.052	1 Lap	25.722	85.32	2:30.001	6
38	75	1800	3	Dane CATANZARO	Mygale SJ00	9	23:23.207	1 Lap	13.155	84.52	2:29.335	8
39	66	1600	3	David PARKINSON	Reynard FF	9	23:39.436	1 Lap	16.229	83.55	2:35.261	4
40	80	1600	4	Tony COTTON	Vauxhall Formula Junior	8	21:39.340	2 Laps	1 Lap	81.13	2:37.964	2
41	62	1800	4	Richard REEVE	Reynard SF84	8	22:00.578	2 Laps	21.238	79.83	2:38.272	5
42	69	1800	5	Richard GREENING	Swift SC98	8	23:56.161	2 Laps	1:55.583	73.40	2:52.312	5
<b>NOT CLASSIFIED</b>												
DNF	29	2000		Richard PURCELL	Dallara F398	7	16:02.480	3 Laps	1 Lap	95.84	2:13.431	3
DNF	31	Moto		Adrian WRIGHT	GEM AW3	6	13:46.802	4 Laps	1 Lap	95.62	2:13.047	4
DNF	25	Classic		Kevin COULING	Renault Tatuus RC97	6	15:33.103	4 Laps	1:46.301	84.73	2:29.531	6
DNF	24	Classic		Phil ANSTRUTHER	Bowman BC3	6	16:20.916	4 Laps	47.813	80.60	2:23.009	2
DNF	41	Moto		Kevin WARING	Jedi Mk6	4	8:57.520	6 Laps	2 Laps	98.06	2:11.682	2
DNF	7	2000		Tony BISHOP	Dallara F304	2	4:26.069	8 Laps	2 Laps	99.05	2:10.473	2
DNF	112	2000		Martin DALY	Formula Renault	2	5:17.814	8 Laps	51.745	82.92		
DNF	50	Moto		Geoffrey COWELL	Cowell-Hitech	2	5:28.725	8 Laps	10.911	80.17	2:38.302	2
DNF	16	Moto		Johann SPITERI	Jedi Mk6	1	2:21.424	9 Laps	1 Lap	93.17		
DNF	94	1600		Jock SERGISON	Highlander III	0						
<b>FASTEST LAP</b>												
	8	Moto		Dan CLOWES	Jedi Mk6	9	2:07.040	103.72 mph		1	66.93 kph	
	3	2000		Malcolm SCOTT	Dallara F398	9	2:07.544	103.31 mph		1	66.27 kph	
	55	Classic		Daniel HANDS	Van Diemen 01	6	2:12.250	99.64 mph		1	60.35 kph	

	27	Dtec		Thomas CRAINCOURT	Mygales SJ08	5	2:16.729	96.37 mph		1	55.10 kph	
	42	1800		Paul BRITTEN	Van Diemen RF00	9	2:18.857	94.90 mph		1	52.72 kph	
	155	1600		Andrew COLEBROOKE	Van Diemen RF89	7	2:22.950	92.18 mph		1	48.35 kph	

Tony Cotton

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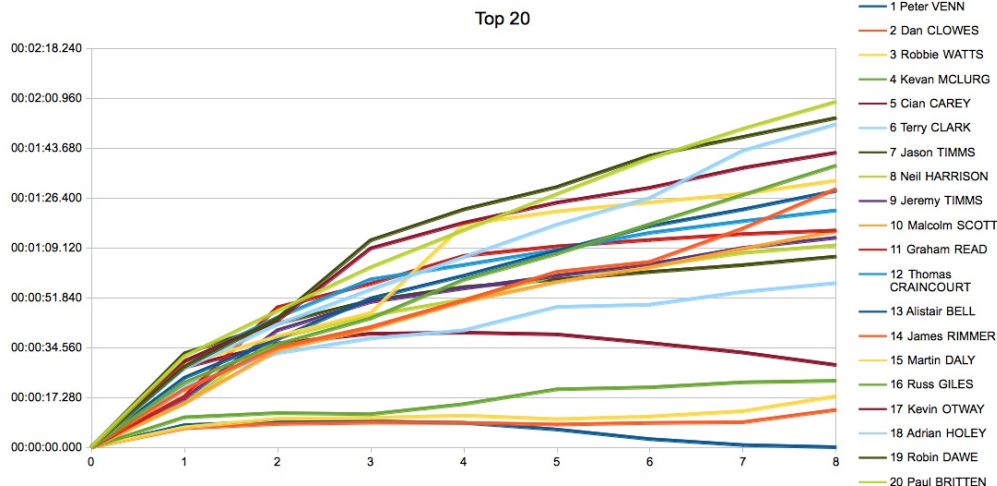


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## St Cross Electronics Mono Championship 17 August 2014 Silverstone

### Race

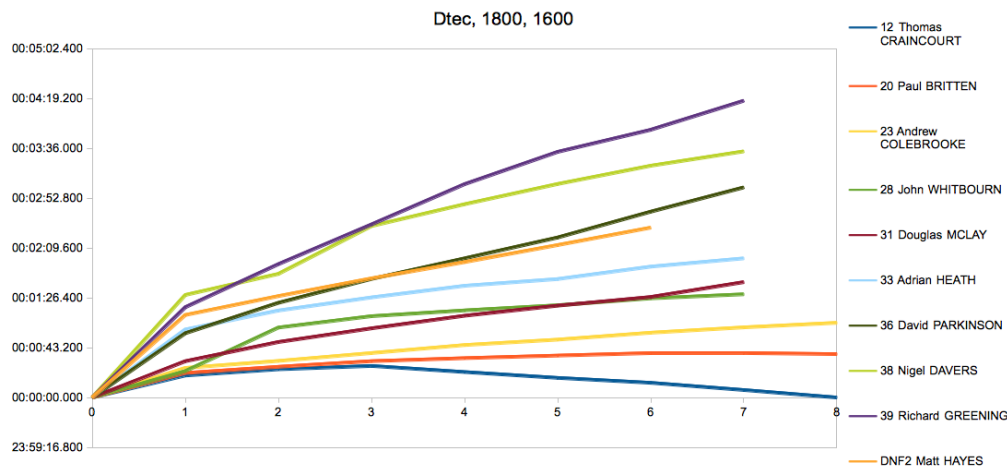


When the race was in its rainy, wet progress I was watching another event in the Worcestershire countryside, worried that the sun was burning my head. So I need to rely on data and drivers' comments. Unlike the first few graphs I've done, these 2 show the total difference between the lap time of the driver and the average of the winner (rather than the lap-by-lap difference). Stick with me if you don't do maths. Obviously, where the lines cross there's a change of position, a straight line means consistent lap times, one getting steeper upwards is slowing lap times and one getting less steep or sloping down is speeding up. Additionally, one sloping down is faster than the winner's average lap. Lines close together mean close racing. The world's most boring race would have a load of lines radiating, straight, evenly spaced, from the origin (0,0). I like spreadsheets even more than I like FVJ's.

The race split into a leading group of 4, led by a spectacularly consistent Dan Clowes (Moto/1). Then Peter Venn started to speed up dramatically to take a commanding win. Robbie Watts (2000/2) shadowed Dan, and Kevan McLurg (2000/3) slowed slightly towards the end, showing his usual cunning and preserving the 301 from unnecessary stress. Cian Carey, again started from the back but by the end of lap 2 was through the bulk of the pack, and by the end of lap 3 was in clear air. His laps were a match for Peter and had he started further up we may have seen a memorable tussle. Nonetheless, he got fastest lap.

Terry Clark in his Van Diemen was 6th overall, slowed down at the end - and why not with class victory assured, wasn't that Jackie Stewart's maxim? Everybody was surely delighted for him after the troubles the team has had with the 903 over the last couple of years. Jason Timms (Moto/2) and Neil Harrison, returning from the wilderness of Saturday, broke away from Jeremy Timms (Moto/2) and Malcolm Scott at the end. Graham Read might well have challenged the Timms Cousins had he not stumbled on lap 2.

Thomas Craincourt again made DTec his own, while it looked for much of the race as though James Rimmer (Classic/3) would take second in Classic, until he slowed dramatically on the last 2 laps allowing the smooth and consistent Cathay Pacific captain Alistair Bell into Classic Second.



Meanwhile, in the depelted but still competitive Dtec, 1600 and 1800 classes, Thomas Craincourt (Dtec/1) had the advantage over John Whitbourn (Dtec/2), who might have had a closer race had he not stumbled in some way that the data doesn't tell me on lap 2 (email me John and I'll put it in!). Doug McLay (Dtec/3) passed John during his lap of woe, but was caught and re-passed on the last lap.

Paul Britten did well to feature in the overall top 20 in an 1800, and dominated 1800 to win from Nigel Davers and Richard Greening, the latter delighted to have a cup at his first Mono meeting. Matt Hayes looked to be heading for second, having had a slowish start, passed Dave Parkinson and then dropped out a lap from the end.

The 1600 class was down to 3. Andrew Colebrook (1600/1) showed an incredible consistency (you can tell by how straight the line is) to take victory from team-mate Adrian Heath (1600/2) leaving DP to pick up the cup for 1600/3.

**Leading Driver comments (Race 2) (more to come, we hope, please email [editor@startline.org.uk](mailto:editor@startline.org.uk) if you have anything to say):**

**Peter Venn:** "We put the "normal" wing on and decided before the race what changes we would need to make if it rained. Set off on the warm up with the light rain and thought "this could be interesting" but as the rain got heavier it was obviously the right call by race control to red flag it. Back to the pits and put the full wet set-up on - no trade secrets to share with you all but we do change quite a lot - and it works. It was good team work as we had discussed before the race who would do what if we needed to switch to the



The first lap of the green flag race



Wetter by the start



Looks bad from outside the pack, within the pack there's nothing to see



Mat Jordan and Wil Arif



Peter Venn challenges Dan Clowes



Doug McLay and Kevin Couling



Dan and Peter again



Phil Anstruther drove the Bowman with brio



Close racing the right way

wet set-up and it all worked perfectly and they turned me around quicker than some teams who just changed tyres.

Come the race start I could run with Robbie and Dan without problem, it was a good close scrap for the first lap or so - racing with Robbie is good, we had scraps before when I was in the Anson - hard but fair.. Robbie struggles for top speed ( the Ford is down on power compared to the Opel) so once I got alongside I could pass. Things were tougher with Dan. Again, I've raced with Dan wheel to wheel before (at Spa in the Anson) so we know and respect one another. The Jedi has terrific acceleration but struggled for traction out of the slower corners so time and again I was able to get alongside him at the exit of slower corners, only for him to pull it back as his better acceleration showed. We were fairly even on top speed so this resulted in us getting to the end of the straights and entering the faster corners side by side on several occasions - definitely side by side through Copse, through Stowe (more then once) and the full length of the Wellington straight and around Brooklands. Finally I got an opening when he was a little wider entering Luffield and I was able to force the nose inside, get on the power earlier and hold him out wide on the exit. We ran side by side for the first part of pit straight but I had the inside and was by before Copse and was then able to pull away. I had a scare late on when coming up to lap two red cars - Bryn Tootell and whoever was ahead of him - and the front guy spun in Becketts and Bryn spun to avoid him Fortunately for me, they went one either way and I was able to drive straight through the middle - Moses and the parting of the waters... After that, the last couple of laps were straightforward - it was drying out but the tyres were still good."

**Dan Clowes:** "The rain in Race 2 proved particularly challenging for my lightweight Jedi 1000 against the heavier Mono 2000 cars. Scrabbling for grip out of the slow corners only to see Peter Venn seemingly cruise alongside as we headed down the next straight and another late braking duel before slithering into the next corner. Great racing, fast, hard and fair. Inevitably Peter made a move stick and streaked away to a well-deserved win.If only Race 2 had been dry, maybe, just maybe an overall win was possible.

Can I please thank all those who rushed to help in the mad dash to change from slicks to wets before race 2. I wouldn't have made the start without the help of other competitors and their teams."

**Terry Clark:** "Like most, we were not really prepared for the downpour and it was a bit frantic in the pits. My team, Steve and new student Neil, told me to stay in the car while they frantically swapped the wheels, only to find one was flat, because someone nicked our adapter overnight and we didn't get round to sorting out power for the compressor. They got it all sorted though and made what adjustments they could. Thanks lads, all I had to do was adjust my bias. I made the right gear choice this time for the rolling start and got a good run down in to Copse. James Rimmer managed to slip past at Stowe through the spray on a busy first lap. We both passed Daniel on the exit of Stowe next lap when he ran wide, but I think had a problem. I managed to reel James back in and pass through Brooklands and then to pull a gap. It was a fairly clear run from there to the end on a drying track, apart from a half spin at the Arena hairpin being too optimistic trying to chase Cian Carey. The car felt great and I had a few laps to think about what would break or go wrong, but thankfully nothing did which makes a really pleasant change. Delighted with the result, a first class win in Mono for me and fastest lap was also good to see. The car was obviously a good decision after the trouble we have had over the last couple of years with the 903, though there is still unfinished business there....."

**John Whitbourn:** "In race two I was right with Thomas and Paul for a lap and half but I got on the power too hard and early exiting Becketts (Chapel?) trying to get a run on both of them down the Hanger straight. It was a minor spin flicked into a 360 and off again. I then tried too hard to catch them and had another spin coming onto the national straight, this time I was driving it backwards down the straight at about 40mph with cars streaming passed on both sides and I had to wait an age before I could safely flick it around and safely drive forward down the straight. It was the first time I had used Duratec Dunlop wets and driven the peaky powered Duratec in the rain. Had great fun drive more carefully (I did not want to bend the new car) back up the field had a good dice with Douglas and especially Will Arif on the second to last lap.

I think my lap to the grid from the paddock might have been my fastest! Having had to drive back to the paddock and changing to my wet tyres with the help of my wife."

**Paul Britten:** "Now, it's fair to say I'm not a 'morning person' so a race at 9.45am wouldn't have been my first choice but that was to be the least of my worries once we'd left the assembly area. All was well until the heavens opened halfway through the warm-up lap and the race was red-flagged. A wise move on the part of the Clerk of the Course but some of us were then faced with the dilemma of how to put wets on (which were still in the outer paddock) without any mechanics. I gambled on driving back to the paddock, as did a number of others, and prepared myself for some blind panic. Fortunately Matt (Walters) and Ewen (Sergison) appeared and set about changing the tyres for me whilst I ran around like a headless chicken looking for some Rain-X. Simon (Davey) then appeared and torqued up my wheel bolts and in a little more than 5 minutes I was back in the pit-lane ready to go. God knows how long it would have taken me (or what I'd have forgotten to do) without their help so it's a massive thank you to all three. Back on track the next problem to contend with was the extraordinary amount of spray in the middle of a 50 car grid. As the race started it became apparent that the rain lights were pretty much invisible in a wall of water so I just hoped for the best and left a few car lengths between me and the car in front. A lap later and the visibility wasn't much better so it wasn't until the third or fourth lap that I actually started to make any progress by which time the field had become pretty spread out. Having said that it was still an enjoyable race as we tried to mix it with some of the Classic field again and anyone else that had been delayed by the conditions.

Overall it was a great weekend, a sentiment that I hope is shared by many others. I felt that driving standards were excellent and my fears of a race riddled by safety car periods proved to be unfounded. Thanks to all those who helped and to Simon for looking after us at a meeting that's clearly a minefield when it comes to organisation."

**Andrew Colebrooke:** "The 2nd race was even stranger than the first. As well as the penalties from the previous day once again creating a mish-mashed grid, the rain made everything just that little bit more chaotic. I have to confess that at the end of the first warm up lap I was not aware that there was going to be a second, so upon seeing no lights on when I got to the pit straight (and being too far down the grid to see the safety car) I floored it, and must have overtaken some 5 or 6 rows before I noticed the safety car and (feeling fairly embarrassed) allowed everyone back past me again. I thought I'd had an amazing start!! Once the race eventually got under way properly (at this point I have to thank everyone at TFR for their brilliant work getting me onto wet tyres in plenty of time to get back out onto the grid) the first two laps were once again spent staying out of trouble as faster cars made their way past me and a wall of spray ahead meant that any spinning/stationary cars would have been near impossible to avoid. Considering my class rivals started from the pit lane, the rest of the race was really just making sure not to fall foul of the wet conditions and keep all four wheels pointing the same way until the end. An action packed weekend."

**Daniel Hands:** "Race 2 was a disaster as after working all night to get a new clutch in, the plug for the coil was not inserted correctly and the car came to a halt. The car broke down in the new wing complex, so I decided to have a wander round and make use of their lovely toilet facilities, so all was not too bad!" *[Toilet reviews represent a first for Startline. - asst ed]*

**Kevan McLurg:** "We were in the assembly area with rain predicted which duly came as we were on our green flag lap behind the safety car. The start was delayed and there was a mad rush in the pitlane to fit the wets and get the race started. A rolling start and I made another good start from 10th up to 4th by the 3rd corner hunting down the lead bunch. I was pulling them back in on lap 4 when I nipped up the rear under braking for the Vale chicane with a full 360 spin and lost ground to 4th spot. A lap later coming out of the chicane over the new start finish line with another spin this time heading backwards towards the pitwall and I thought "here we go again rear wing off" but fortunately the car swung back round and I selected gear. I was off again this time dropping a spot to 5th but a lap later 4th place ran off the road and I was back to 4th for the last lap. Now to sort out the wiring loom for Brands Hatch GP race in 4 weeks time "

POS	NO	CL	PIC	NAME	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	6	2000	1	Peter VENN	Dallara F301	8	20:21.380			86.31	2:29.328	6
2	8	Moto	1	Dan CLOWES	Jedi Mk6	8	20:34.310	12.93	12.93	85.4	2:32.093	5
3	1	2000	2	Robbie WATTS	Lola F106/03	8	20:39.021	17.641	4.711	85.08	2:31.407	5
4	2	2000	3	Kevan MCLURG	Dallara F397	8	20:44.393	23.013	5.372	84.71	2:32.290	3
5	19	2000	4	Cian CAREY	Formula Renault	8	20:49.865	28.485	5.472	84.34	2:28.361	8
6	32	Classic	1	Terry CLARK	Reynard 903	8	21:18.238	56.858	28.373	82.47	2:33.453	6
7	111	Moto	2	Jason TIMMS	Speads RM07	8	21:27.458	1:06.078	9.22	81.88	2:35.064	7
8	10	2000	5	Neil HARRISON	Dallara F302	8	21:31.365	1:09.985	3.907	81.63	2:35.289	8
9	4	Moto	3	Jeremy TIMMS	Speads RM03	8	21:33.983	1:12.603	2.618	81.47	2:36.183	8
10	3	2000	6	Malcolm SCOTT	Dallara F398	8	21:36.221	1:14.841	2.238	81.33	2:37.779	6
11	34	Moto	4	Graham READ	Dallara F301	8	21:36.507	1:15.127	0.286	81.31	2:33.925	8
12	27	Dtec	1	Thomas CRAINCOURT	Mygales SJ08	8	21:43.451	1:22.071	6.944	80.87	2:36.401	8
13	21	Classic	2	Alistair BELL	Reynard 883	8	21:50.242	1:28.862	6.791	80.46	2:38.474	7
14	22	Classic	3	James RIMMER	Mygale	8	21:50.874	1:29.494	0.632	80.42	2:36.109	6
15	112	2000	7	Martin DALY	Fomula Renault	8	21:53.776	1:32.396	2.902	80.24	2:35.665	7
16	5	2000	8	Russ GILES	Dallara F398	8	21:58.977	1:37.597	5.201	79.92	2:41.624	3
17	44	Classic	4	Kevin OTWAY	Van Diemen	8	22:03.458	1:42.078	4.481	79.65	2:37.829	6
18	61	Classic	5	Adrian HOLEY	Reynard 913	8	22:13.276	1:51.896	9.818	79.07	2:41.758	8
19	124	Classic	6	Robin DAWE	Vauxhall Lotus	8	22:15.497	1:54.117	2.221	78.93	2:39.170	7
20	42	1800	1	Paul BRITTEN	Van Diemen RF00	8	22:21.096	1:59.716	5.599	78.6	2:42.015	8
21	99	Classic	7	Mat JORDAN	Van Diemen RF99	8	22:22.488	2:01.108	1.392	78.52	2:41.329	6
22	14	2000	9	Mark SMITH	Dallara F395	8	22:34.174	2:12.794	11.686	77.84	2:43.544	5
23	155	1600	1	Andrew COLEBROOKE	Van Diemen RF89	8	22:48.243	2:26.863	14.069	77.04	2:46.875	8
24	25	Classic	8	Kevin COULING	Renault Tatuus RC97	8	22:56.017	2:34.637	7.774	76.61	2:43.715	6
25	12	Classic	9	Peter WHITMORE	Reynard 913	8	23:02.026	2:40.646	6.009	76.28	2:45.398	5
26	134	Classic	10	Andrew BARRON	Formula Vauxall Lotus	8	23:02.341	2:40.961	0.315	76.26	2:44.364	6
27	26	2000	10	Bryn TOOTELL	Dallara F398	8	23:15.044	2:53.664	12.703	75.56	2:42.766	6
28	64	Dtec	2	John WHITBOURN	Ray GR10	7	20:30.060	1 Lap	1 Lap	74.99	2:46.494	7
29	71	Moto	5	Geoff FERN	JKS TFR 11	7	20:31.485	1 Lap	1.425	74.9	2:43.399	7
30	143	Classic	11	Wil ARIF	Mygale	7	20:35.144	1 Lap	3.659	74.68	2:51.949	7
31	91	Dtec	3	Douglas MCLAY	Mygale SJ10	7	20:40.577	1 Lap	5.433	74.35	2:50.431	6



Close racing the wrong way



Cian Carey



Neil Harrison and Malcolm Scott



Graham Read



Bryn Tootell, back in one piece



Kevan McLurg, at one point in many pieces

Photos by Norwich Photo/Jonathan Henchman, with thanks apart from K McLurg photo

32	36	Classic	12	Mike HATTON	Vauxhall Lotus	7	20:40.981	1 Lap	0.404	74.33	2:48.626	5
33	88	1600	2	Adrian HEATH	Vauxhall Formula Junior	7	21:01.173	1 Lap	20.192	73.14	2:48.764	5
34	11	2000	11	Mark SCHOFIELD	Dallara F397	7	21:03.331	1 Lap	2.158	73.01	2:46.135	7
35	16	Moto	6	Johann SPITERI	Jedi Mk6	7	21:23.209	1 Lap	19.878	71.88	2:52.996	4
36	66	1600	3	David PARKINSON	Reynard FF	7	22:02.688	1 Lap	39.479	69.74	3:00.726	4
37	24	Classic	13	Phil ANSTRUTHER	Bowman BC3	7	22:06.217	1 Lap	3.529	69.55	2:59.692	3
38	86	1800	2	Nigel DAVERS	Vauxhall Formula Junior	7	22:33.928	1 Lap	27.711	68.13	2:55.382	7
39	69	1800	3	Richard GREENING	Swift SC98	7	23:17.804	1 Lap	43.876	65.99	3:02.072	6
40	77	Classic	14	Peter RATCLIFFE	Vauxhall Lotus	6	20:51.614	2 Laps	1 Lap	63.17	3:04.373	5
<b>NOT CLASSIFIED</b>												
DNF	7	2000		Tony BISHOP	Dallara F304	6	15:26.478	2 Laps		85.34	2:30.142	5
DNF	60	1800		Matt HAYES	Jamun M97Z	6	18:44.873	2 Laps	3:18.395	70.28	2:57.063	4
DNF	55	Classic		Daniel HANDS	Van Diemen 01	1	2:50.486	7 Laps	5 Laps	77.29		
DNF	41	Moto		Kevin WARING	Jedi Mk6	0						
DNF	94	1600		Jock SERGISON	Highlander III	0						
DNF	73	2000		Daryl JONES	Dallara F302	0						
DNF	35	Classic		Simon LONNERGAN	Formula Vauxhall Lotus	0						
DNF	17	2000		Kevin MASON	Dallara F301	0						
DNF	62	1800		Richard REEVE	Reynard SF84	0						
<b>FASTEST LAP</b>												
	19	2000		Cian CAREY	Formula Renault	8	2:28.361	88.82 mph		1	42.94 kph	
	8	Moto		Dan CLOWES	Jedi Mk6	5	2:32.093	86.64 mph		1	39.43 kph	
	32	Classic		Ferry CLARK	Reynard 903	6	2:33.453	85.87 mph		1	38.20 kph	
	27	Dtec		Thomas CRAIN COURT	Mygales SJ08	8	2:36.401	84.25 mph		1	35.59 kph	
	42	1800		Paul BRITTEN	Van Diemen RF00	8	2:42.015	81.33 mph		1	30.89 kph	
	155	1600		Andrew COLEBROOKE	Van Diemen RF89	8	2:46.875	78.96 mph		1	27.08 kph	

By the way, over at Shelsley I witnessed a Hayabusa powered car doing 142mph up a windy country road. Like [this](#).

**Tony Cotton**

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