

## **Mallory Park Sunday 10 June 2018**

A wonderful collection of machinery assembled for this festival of motorsport, bringing together cars, bikes and karts. Ours were the oldest cars present and we were to have two races. The weather was hot and sunny with the track in superb condition.

### **Practice**

The first hurdle for all was to get through the strict noise test, set at 105dB. This was to be challenging for some but eventually all bar John Greenwood were able to pass and record a qualifying time in our allotted session. Darrell was the only one to break the 60 second barrier but a second further back there was a close group of Richard de la Roche, Mike Fowler, Xavier Kingsland, John Turner and Andy Turner, who was to take over the car in race two.

Fortunately before our first race there was enough time for a little fettling, Richard was forced into an engine change due to a valve spring issue, Stuart's points had fallen off the mag and John Greenwood was still struggling to fix excessive noise. Kerry's rain light had fallen off onto the mag, shorting it out and causing it to fail, bringing his day to an end.

### **Race 1**

Darrell led the 13 strong field away on the rolling start and was easily the first into Gerards, which was as far as Richard got before the condenser fell off. At the end of lap one, Darrell had a little clear air over Mike and Xavier before Stuart and John and then a short gap before another pair of Andy and Chris.

By mid race , Darrell had built a healthy six second lead over Mike and the gaps were stretching, although Andy and Chris were close, as were Sir John, Roy and Simon D. On lap 13 Andy had a moment at the hairpin, when he spun and clipped the wall.

When the chequered flag came out after 15 laps, the field was fairly well strung out but none-the-less there were 11 finishers.

With something like four hours before the second race, there was sufficient time to tend to the cars before assembly was needed. Andy Turner was forced into an engine change on discovering a cracked mag platform, Sir John was looking to diagnose and fix a miss-fire that had developed on the exit of bends, and Richard set about re-configuring the condenser mount. Andy Raynor found some distortion in the lower wishbone after his incident and had to withdraw. John Greenwood was also out after a recurrence of his noise issues.

## Race 1 results

POS	NO	CL	PIC NAME	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	6	P2	1 Darrell WOODS	Staride Mk3	15	15:20.904			79.16	1:00.435	10
2	31	P2	2 Mike FOWLER	Cooper Mk5	15	15:30.187	9.283	9.283	78.37	1:01.184	11
3	59	P2	3 Xavier KINGSLAND	Staride Mk3	15	15:34.916	14.012	4.729	77.97	1:01.055	3
4	86	P3	1 John TURNER	Cooper Mk9	15	15:38.641	17.737	3.725	77.66	1:01.053	7
5	16	P3	2 Stuart WRIGHT	Cooper Mk12	15	15:57.202	36.298	18.561	76.15	1:02.754	3
6	29	P2	4 Chris WILSON	Mackson	14	15:22.257	1 Lap	1 Lap	73.77	1:04.564	9
7	4	P3	3 Roy WRIGHT	Flash Special	14	15:31.126	1 Lap	8.869	73.07	1:04.372	10
8	40	P2	5 Simon DEDMAN	Waye	14	15:34.498	1 Lap	3.372	72.80	1:04.659	12
9	18	P2	6 Sir John CHISHOLM	Amott	14	15:38.310	1 Lap	3.812	72.51	1:04.886	3
10	56	P3	4 John GREENWOOD	Cooper Mk9	13	15:34.455	2 Laps	1 Lap	67.61	1:09.181	7
11	2	P2	7 Simon EVANS	JP Mk1b	12	15:21.673	3 Laps	1 Lap	63.27	1:14.594	9

### NOT CLASSIFIED

DNF	3	P2	Andy RAYNOR	JBS	12	13:12.080	3 Laps		73.62	1:04.293	10
DNF	17	P2	Richard DE LA ROCHE	Cooper Mk5	0						

### FASTEST LAP

6	P2	Darrell WOODS	Staride Mk3	10	1:00.435	80.41 mph	129.41 kph
86	P3	John TURNER	Cooper Mk9	7	1:01.053	79.60 mph	128.10 kph

Car No 56 - Transponder not working - Please fit for race - Q.12.2.1



## Race 2

This time there were eleven cars that took to the track for the rolling start. Andy Turner had replaced father John in the Mark 9 and was second on the grid. As the flag fell, Darrell scorched away from Andy, Mike, Richard and Xavier. By the end of lap one, he had a comfortable lead ahead of nose to tail Mike and Richard as Andy T dropped back a shade but with space to Xavier and Stuart.

As the laps ticked by Darrell's lead grew. By lap six it was nearly 5 seconds whereas Richard led Mike by a car's length. Further back the gaps had opened with the exception of Roy and Simon D, who seemed tied together.

At the end of lap 13, Darrell pulled into the pits (the carb had fallen off) gifting the lead to the still duelling Mike and Richard. Behind them the gaps had spread and Simon had broken free of Roy's grasp.

At the chequered flag Mike had eked out nearly half a second over Richard to lead home the 8 finishers including Xavier in his second third place of the day.

## Race 2 results

POS	NO	CL	PIC NAME	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	31	F2	1 Mike FOWLER	Cooper Mk5	15	15:28.743			78.49	1:01.103	8
2	17	F2	2 Richard DE LA ROCHE	Cooper Mk5	15	15:29.214	0.471	0.471	78.45	1:00.761	12
3	59	F2	3 Xavier KINGSLAND	Staride Mk3	15	15:31.134	2.391	1.920	78.29	1:01.154	11
4	16	F3	1 Stuart WRIGHT	Cooper Mk12	15	16:00.715	31.972	29.581	75.88	1:02.553	2
5	29	F2	4 Chris WILSON	Mackson	15	16:16.592	47.849	15.877	74.64	1:04.096	13
6	40	F2	5 Simon DEDMAN	Waye	15	16:27.220	58.477	10.628	73.84	1:03.799	12
7	4	F3	2 Roy WRIGHT	Flash Special	14	15:33.885	1 Lap	1 Lap	72.85	1:05.245	11
8	2	F2	6 Simon EVANS	JP Mk1b	12	15:58.084	3 Laps	2 Laps	60.87	1:17.758	12
NOT CLASSIFIED											
DNF	6	F2	Darrell WOODS	Staride Mk3	13	13:19.253	2 Laps	0.000	79.04	1:00.466	10
DNF	86	F3	Andrew TURNER	Cooper Mk9	2	2:08.195	13 Laps	11 Laps	75.82	1:02.139	2
DNF	18	F2	Sir John CHISHOLM	Arnott	0						
FASTEST LAP											
	6	F2	Darrell WOODS	Staride Mk3	10	1:00.466			80.37 mph	129.35 kph	
	86	F3	Andrew TURNER	Cooper Mk9	2	1:02.139			78.21 mph	125.86 kph	



***A longer report will appear in the next edition of The 500***