

Faithful to the forecast of dry and cool (but a hell of a lot warmer than Silverstone!) conditions were just about perfect when we arrived at this lovely circuit for our second race of the season.

Practice was a bit disjointed. Nineteen cars assembled and, having been held with engines running in the pit lane for too long were released, only to be red-flagged after a couple of laps while a luckless Stuart Wright's breakdown had to be removed. On resumption Mike Fowler firmly established himself on pole ahead of Chris Wilson, (who now has the ex-Ian Phillips Mk X Cooper in place of the Mackson, which was being driven by Simon Frost) followed by Xavier, John Chisholm and JB in that order and Andy Raynor was giving his Kieft an airing. No incidents were reported though the slight ambiguity of the Knicker Brook chicane apparently caught one or two people out and Mike Wood's mag. gave up. The lunch break gave him and Stuart (for whom sadly it's becoming a bit of a habit) time for an engine change apiece and others for tinkering; John Chisholm discovered a destroyed tyre inner tube and with no replacement available sadly had to withdraw – a pity as he has now got the Arnott going rather well.

Welcome visitors were Geoff Gartside and son Martin. Geoff first raced a 500 in 1958 and was still doing so up to a few years ago when Martin took over the car. They became disenchanted by the teething troubles of a new engine in 2013 but Martin used to be quick enough and might respond to encouragement to rejoin.

From an orderly start Mike and Chris set their agenda, Mike taking a slender lead, with Xavier in close but respectful pursuit. On lap 3 Chris had taken over the lead, lap 4 it was back to Mike and Xavier's car just stopped, cause t.b.a. but the engine still turns. The frequent exchange of the lead for the rest of a thrilling race fell to Mike at the finish (in his own words "he jolly well made me work for that one!") who must have been mighty relieved that there was a yellow flag out with the chequered. Newish boys Simon Dedman and Fin Mackintosh had excellent if slightly lonely races and not-so-newish boy(!) Roy Wright was ready to pounce if either slipped. Then arrived a veritable traffic jam as five cars tried to cross the line together by which time the yellow had been withdrawn, a situation of which the opportunistic JB made the best into 6th place, having started from the pit lane after a maintenance delay caused him to miss the green flag lap. Less fortunate were Chas Reynolds who retired on lap 6 and Martin Sheppard on lap 5 but unluckiest was Stuart Wright who decided very early on that his replacement engine wasn't going to make it and pulled off. At a cheerful podium ceremony Steve Lewis-Evans, accompanied by his lovely wife, presented the trophy donated in memory of his father Stuart.

To those not mentioned thanks for joining a pleasant day's racing in good company and to our hosts the Vintage Sports Car Club for organising it.