

## Prescott 1 October 2022

The final round of our season took us back to Prescott, where after torrential rain the previous evening, we all hoped the day would stay dry, thus giving us a clean sweep over the year. There was a good turnout of 12 drivers all hoping for a great finale and wondering if Mark Riley could repeat his success over Fin Mackintosh, as he had in May. This was to be Jan's last drive in the Staride.

### Practice

Everyone reported it was very slippery, especially through the esses. The challenge was compounded by the low angle of the sun just before the final left hand bend making it tricky to judge the braking point. As a consequence times were quite slow, however everybody made it safely. This was Frazer's first drive up the hill, a real challenge in typical 'Prescott damp' conditions. The only drama was a sheared hand brake cable connection to the lever on Andy's Cooper.



*Jan attacks Ettoros*

*© Rob Macdonald*

Back in the paddock we were visited by the Clerk of the Course with a request to switch off for the return road, as a local resident was complaining about noise – no problem as older hands do this anyway at Prescott - plus there were no Morgan 3 wheelers to share the blame at this meeting!

A lot of red flag incidents meant our second practice did not come until after lunch, although this did mean we now had a fully dry course. Unfortunately Alistair's engine failed as he approached the start, the exhaust valve stem snapping, ending his day.



*Tim at Semi-circle*

*© Rob Macdonald*

### **Timed runs**

The first climb was mid afternoon and saw times tumble, and as we have come to expect, competition was close, especially mid field. The only incident was when Mike's engine cover came off as he went past the bridge!

As we were some of the last cars to run at the meeting, it was well past 5pm before we were finished. Times for all bar Andy and Vic were slower, whilst for Jan and his final Staride climb, it wasn't to be, for as he did up his overalls, the zip broke. Concerned at the possible disruption had he been turned away from the start, this was a cruel way to finish a long and memorable career with his own car!! And consider this, he'd built, maintained or had a hand in building virtually all the engines present so it was truly his meeting.

### **Results**

**Up to 500cc**

(Current record: Nick Reynolds 51.91)

		<b>Run 1</b>	<b>Run 2</b>	<b>Best</b>
Fin Mackintosh	Cooper Mk XI Norton	<b>53.13</b>	53.75	<b>53.13</b>

Richard Roberts	Cooper Mk XI JAP	<b>53.94</b>	54.32	<b>53.94</b>
Frazer Deane	Cooper Mk IX JAP	<b>54.10</b>	54.65	<b>54.10</b>
Mark Riley	Creamer JAP	<b>55.14</b>	55.53	<b>55.14</b>
Jan Nycz	Staride Mk III Norton	<b>55.43</b>	NR	<b>55.43</b>
Max Mackintosh	Cooper Mk VI JAP	<b>55.54</b>	55.65	<b>55.54</b>
Andy Raynor	Cooper Mk V Norton	56.91	<b>56.55</b>	<b>56.55</b>
Vic Deane	Cooper Mk IX JAP	57.06	<b>56.78</b>	<b>56.78</b>
Mike Wood	Iota CB2 JAP	<b>58.99</b>	61.39	<b>58.99</b>
Tim Densham	WHD JAP	<b>61.80</b>	62.08	<b>61.80</b>
Alistair Dent	Hornet JAP	---	---	NR

### Wally Cuff Trophy for twins and FJ cars

(Current record: Charles Reynolds 51.33)

Charles Reynolds	Cooper Mk VII twin	<b>52.98</b>	53.99	<b>52.98</b>
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