

TRACING

BCV8 NEWSLETTER

Issue 2 - 2018



A Fantastic Start!

It is brilliant to see the 2018 grid looking so full. We are continuing to push to get as many cars out at each round as we can and make the BCV8 as fun as it can possibly be.

Thank you to the members who have already volunteered for race reports and keeping the hospitality tent running during the race meetings so far this year.

Social media

With the success of the WhatsApp group and Facebook page, we are finding that this is a great way to promote the championship. If you are not part of the BCV8 Facebook page or the BCV8 WhatsApp group, please let us know and we will get this sorted straight away.

BCV8 now has its own youtube channel so please check this out. The videos are normally the ones posted on Facebook, however link yourself to the BCV8 channel as well, which will help to further promote the championship.

Hospitality

The hospitality tent at the circuits has so far been a real success with people contributing biscuits, cakes, drinks and beers. It really has been a superb atmosphere at the race tracks. The bcv8 championship will continue to try and keep tea and coffee flowing and topped

up with the key essentials. However, anyone wishing to donate extras like cakes, please contact us as this really goes down well. We will continue to run hospitality for the rest of the year in the marquee, please help when possible to keep it as tidy as we can and also help put it up and take it down (many hands make light work ☺)

Prize givings for the second races will continue to be held in the marquee at the MGCC events as this was also well received at Brands Hatch.

So far hospitality is a real success! If anyone has any recommendations, please let us know.

Trophies and Garlands



Another success story are the garlands for each class winner. This is going down very well (when Lizzy remembers to give them out).

We will keep this going throughout the year alongside giving everyone from first to third in each class a trophy. This is so everyone feels part of the championship no matter which class they are in.

We are hoping to add trophies for some of the funny things we drivers do, so keep your eyes peeled!

MG Live & BBQ

It is that time of year again and MG live is quickly approaching! Once again, given the good numbers so far this year, the Silverstone grid is looking superb! The BBQ is going to be held between two motors homes (yet to be decided) and the hospitality gazebo. The plan this year is that no one will be specifically responsible for the BBQ although we are going to club together and put a few BBQs around. What we are asking is that everyone brings their own food for their particular needs. Spencer McCartney has volunteered to be one of the chefs and it would be great if 2 or 3 others volunteered; or instead offer to cook your own food. We will all get together on the Saturday night at Silverstone and have the BBQ together.

What makes the BCV8 championship brilliant is that we all club together at events like this, which allows every member to relax and enjoy the social side of racing.



Tyres

All classes including invitation class must run on road rubber as per our regulations. Going forward this includes wets. Pam panoptics has more details.

Pams Panoptics Preamble...

THE SIDEWAYS CLUB. As you may have noticed I have been opted into being the representative of the Sideways Club for our late President Barry. I am only a 'contact' for sending out information. All information for the races should be found on the website <http://www.spaonehour.com/index.php/the-sideways-club/> and all information obtained via Vincent Collard vincent@roadbook.be who always sorted the races out with Barry.

Pam's Panoptics.

Firstly, I must say thank you to James. He has put himself on the front line and is doing a great job to get you all going.

James has generated so much enthusiasm that we have, for the first time in probably a decade, numbers in the high 20's on the grid. There are enough registered to make it 38 which for a one make Championship, with cars now over 50 years old, is fantastic.

There are 16 AB Class cars registered, 12 B Class cars registered, 17 C & I Class cars registered and 8 D & I Class registered. That gives a total of around 50 cars as some greedy drivers have two or three cars.

The Invitation Class has seen four drivers out and we have welcomed them with open arms. We are expecting more and although there will be no points or annual awards, we hope to provide an award at each round and not necessarily for the first across the line.

The Invitation Class has been created for the MGBs and MGCs that don't quite fit the official BCV8 regulations. The class is there so drivers can come out and join us even if there are some mechanical or bodywork differences. At the AGM the drivers agreed that the cars must run on Road Rubber the same as the championship classes (this includes wets) and not be built specifically to come out in the Invitation Class and run away at the front of the grid. The main purpose of the class is so we do not have to turn cars away that do not quite fit our regulations and gives cars racing in other championships another place to race.

Silverstone GP is next on the calendar and numbers are already looking good. We are to share the grid with Cockshoot and the GP grid holds 58, so there will be plenty of room. **But please get your entries in soon to make sure you all get a place.** I have been told there will be a split grid and at the Coordinators meeting I did request both races on the Saturday but I believe we could have one Saturday and one Sunday- I am sure James will keep the WhatsApp Official updates going.

I am keeping the website up to date and have published the Points Table and Updated Lap Records under '2018'.

See you at Silverstone,
Pam McCarthy
Coordinator

Chairman's chat

I am really pleased with how the championship is looking this year and how everyone is involved in pushing to get the championship bigger and better than ever. It's really working and I am working as hard as I can to keep promoting it; but it works really well when everyone is enjoying it and promoting it. From observations, everyone is enjoying the racing, the hospitality and the trophies; the fun atmosphere and general buzz around the paddock and the race track. In all the classes, the winners have become less predictable which shows how close the racing is this season.

Going forward, I am planning to keep pushing and promoting the championship on WhatsApp and Facebook, which seems to work quite well.

Lizzy and I are intending to write the newsletters but we need volunteers for the race reports. That being said, if there is a budding volunteer to do the newsletters, then please, put your hands up now, I am doing so many other tasks the newsletter could be published more regular if someone else wants a go.

We need someone to step forward to do the Silverstone GP race report. If you think this is you then please email me at jwmotorsport@hotmail.co.uk.

Overall I am loving being part of the BCV8. I have been involved in it for many years now and I am loving promoting it and racing in it still and I am so excited to see it develop further as the years go on.

Race Reports

The plan this year is to have each report done by someone different. This gives a different point of view from each class. It also creates a variety of reading as we all have different writing styles. It can be about the weather or the racing in the particular class that you follow, an overview of the other classes would be useful. This means that they aren't

necessarily going to be traditional race reports.

If you read the race report and think you would like a go then please let us know jwmotorsport@hotmail.co.uk.

Silverstone Race Report

I arrived at a dry but very cold Silverstone race circuit on the 7th April 2018. Everyone was expecting it to rain, however, the rain looked like it would hold off.

Qualifying

Qualifying went well for most drivers, some setting some very quick lap times for the very first race of the season. It looked like they were enjoying being out for the first time on the Silverstone national circuit, as we have not been on it for a very long time.

Russel dropped out early in qualifying due to engine issues. The same was said unfortunately for the returning Phil Walker-great to see his beautiful car on the BCV8 grid. With his engine issues he only managed 4 laps of qualifying and was out for the rest of the weekend. James Wheeler suffered engine oil issues and found himself only doing 3 laps of qualifying.



What was fantastic to see was a huge increase in numbers in AB class, with the return of James Walpole. James managed a 1.14.464 lap time which put him on Pole Position for AB Class. Closely followed by Babak and Ron Watt.

B Class saw Simon Cripps on Pole Position and Steven McKie 2nd.

C Class saw Pole position for a quick Andrew Young and 2nd in class, with a rebuilt car from last year, Jim Bryant. Ollie Neaves started in 3rd. However, the times in C Class were very close which made for tight racing.

D Class Pole went to Neil Fowler, superb time, almost half a second quicker than Rob Spencer in second place. James Wheeler came a whole second slower than Neil. Russell still managed to qualify 4th. Ian Prior came 5th running in his new engine.

The Race!



Everyone tinkered with their cars during the gap between qualifying and the race. It stayed cold but yet the rain still held off so there was a dry race. The cars all lined up which looked spectacular as there were so many cars for the start of the season.

Class AB

There was a fantastic battle at the front of the class between James Walpole and Babak. This saw the two of them go neck and neck for the first half of the race. James managed to come out on top at the end coming 1st in class. Babak came 2nd and a close fought battle with Ron who came 3rd, Jon Wreggit 4th bob in 5th Chris Greenwood came 6th followed by James McBrian came in 7th.

Class B

B class a little low on numbers at Siverstone saw Steve McKie battling with the people around him and having a great race. The same can be said for Simon Cripps, a lights to flag victory but having a superb battle with Jim Bryant in his MGC V8 throughout the race, really good to watch. (The low grid numbers for class B will be short lived with a massive grid of B class at Brands the next race)

Class C

C Class looked very competitive. Ollie and Andy pulled a gap away from the very close pack of C Class cars. Andy Young lead half way through the race but unfortunately for Andy he had a spin meaning Ollie Neaves took the lead and finished 1st in his brand spanking new, beautiful looking MGB V8.

Andy Young came 2nd in his fast charging MGC, Jim Bryant had a strong race and came 3rd-completing the podium. The battle behind Jim, was between Steven Wells-1st time out racing, Paul Linfield, Oliver Wardle and Paul Rayment. The race between them meant anyone of them could have got 4th, but after a great battle, Steven Wells came 4th, Awesome result for Steve in a New car and his first time out on track with BCV8. Paul Linfield 5th, Oliver Wardle 6th and Paul Rayment 7th.

Also giving the C Class a great race was Ben White with his roadster in our Invitation Class. He had a great dice with the 4 C Class cars, his car looking stunning and like he was having great fun.

Class D

As the cars stormed away from the lights, Rob Spencer had the best start. Neil fowler had a slow start away and James Wheeler tried to get him in the first corner but was unsuccessful and Ian Prior was sat just behind. For the first 4 laps there was nothing between them with Rob, Neil and James separated by just tenths of a second and Ian just a car length or 2 away. Unfortunately on lap 7 James Wheeler dropped out with engine troubles. Rob and Neil continued to battle to the flag, Neil looking like he had only one or two chances to try a move on Rob, but Rob was defending very well. It was fantastic to watch, they kept us in suspense with Rob winning the race.

By James Wheeler & Lizzy.

Brands Hatch Race Report

Written by Andy young & Leigh Parks



Round 2 Qualifying

Excellent to see so many cars out, 29 in total, with only one not making it to the track of 30 entered. Welcome back Tom Jones and David Strike. On a damp but drying circuit, most drivers went for the wet tyre option which, once we were out on track, proved to be the right choice.

Firstly, congratulations to Guy Samuels' in the Invitation Class. Overall Pole Position, a great achievement-even his dad with all the years of racing in BCV8 has not got Pole, so well done. Next came the Wheeler boys, Class D at the hands of Jonnie then James in the Class C car. So that was the top 3 - class order as follows.

Class D

- 1 Jonnie Wheeler
- 2 Rob Spencer
- 3 Neil Fowler
- 4 Ian Prior

Class C

- 1 James Wheeler
- 2 Ollie Neaves
- 3 Andrew Young
- 4 Russell McCarthy
- 5 Paul Linfield
- 6 Oliver Wardle
- 7 Paul Khouri

Class B

- 1 Simon Cripps
- 2 Babak Farsian
- 3 Mark Scott
- 4 Howard Grundon
- 5 Daniel Nicholson
- 6 Tom Jones
- 7 Stephen Mckie

Class AB

- 1 Bob Luff
- 2 Ronald Watt
- 3 Simon Tinkler
- 4 James Walpole
- 5 Chris Greenwood
- 6 David Strike
- 7 James Mcbrien

Class I

Guy Samuels
Mark Lillington

Just a reminder to you all -don't forget your licence when going racing. There is someone missing from qualifying. If anyone can guess who it is, text me and if your right I will buy you a beer.



The Race!

With all the grid except class A/B wondering if they should change tyres, the drizzle came just before the race. Some went down to the collecting area on wets and some on dry tyres. Just before the race a few headed back to change. But which one was the right choice?

Class D

Rob Spencer had what can only be described as the perfect start, around the outside at paddock and into the lead, a position he would hold on to during the safety car restart and until the end of the race. Neil fowler had fun getting up into second place with, may I add, wet tyres, trying to mount a challenge to Rob- but could not quite catch him. Jonnie Wheeler finished 3rd in class and 7th overall due to leaving the wet tyres on. Then in 4th place and 8th place overall, Ian prior, who fought his way through from 19th.

Class C

James Wheeler and Ollie Neaves were in a class of their own, keeping up with the Class D cars - a great effort and an excellent race they had. Russell had an unfortunate spin at Paddock due to the damp conditions and new brakes, which brought out the safety car.

After which, saw James just pip Ollie to the Class C win by only 0.42. Well done and unlucky Ollie. Just remember Ollie you need 1 more point than last year.

Next, was the fantastic and best yellow tractor, the only MGC on the grid. Andrew young, was a bit off the pace but was followed by Paul Linfield and Oliver Wardle. Well done to Ollie for Class C lap record at 55.5 - see 54 is possible.

Class B

Simon Cripps won and finished 5th overall, putting in consistent lap in after lap. Behind him came Babak then Spencer, who fought his way up from last on the grid to finish 10th overall. They were followed by Mark Scott, Stephen Mckie, Howard Grundon and then Daniel Nicholson

Class A/B

Well done to Simon Tinkler on his return to the BCV8, who won the class just in front of a charging Ron Watt. Bob luff was a little way back followed by James Walpole. Then Chris Greenwood and David strike.

Class I

From pole Guy dropped down, still first in class but 11th overall. Close behind was Mark Lillington.

Round 3

Qualifying

Second best lap times were used to decide grid positions.

A few changes from the first race qualifying as follows –

Class I

Guy Samuels
Mark Lillington

Class D

1 Jonnie Wheeler
2 Rob Spencer
3 Neil Fowler
4 Ian Prior

Class C

1 James Wheeler
2 Ollie Neaves
3 Andrew Young
4 Russell McCarthy
5 Paul Linfield
6 Paul Khouri

7 Oliver Wardle

Class B

1 Simon Cripps
2 Babak Farsian
3 Mark Scott
4 Howard Grundon
5 Daniel Nicholson
6 Tom Jones
7 Stephen Mckie

Class AB

1 Bob Luff
2 Ronald Watt
3 Simon Tinkler
4 Chris Greenwood
5 James Walpole
6 David Strike
7 James Mcbrien

The Race!

The lights go out and a second excellent start for Rob into the lead closely followed by James and Ollie. Four corners into the race there was an incident which lead to a restart, unfortunately a few cars could not make this. So restart!



Class D

Rob off to another impressive lead, with Ian Prior hot on his heels; and putting in the fastest lap on the day. Ian crossed the line with 0.29 gap between him and Rob. Another lap and I think he would have got Rob. Jonnie Wheeler came 3rd.

Class C

James wheeler in the lead again, closely followed by Ollie. Ollie then had an off track moment due to oil at Paddock which meant his race was over. Andrew young was next in class followed by Russell who was not far behind, then Paul and Oliver.

Class B

Well done Spencer came from the back to finish 1st in class and 7th overall, having had a great scrap with brother Russell. Then Mark Scott and Tom Jones, having a good race together in front of Howard and Daniel.

Class A/B

Congratulations to David Strike winning Class A/B for the first time and for having a super battle with Simon Tinkler. James Walpole was up next, enjoying his battle with the other classes. Then Ron, Bob and James.

Class I

From pole Guy dropped down the rankings. He still achieved 1st in class and 6th overall. With a bit between his teeth and going great guns there was Mark Lillington having fun with the other classes.

Well done to all classes for an excellent weekend of racing and to all the winners. I look forward to seeing all the cars sorted ready for the battle to commence at Silverstone.

Andy and Leigh

Thanks Andy and Leigh

Thank Andy and Leigh for a great race report. Don't forget we need a new person or persons to volunteer for the Silverstone race report so please get in contact as soon as possible to jwmotorsport@hotmail.co.uk



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