

Donington Park Sunday March 30th 2008

Race Report for Round 1 for HSCC Classic Racing Cars Class D

We had five entries for the first round of the 2008 championship opener which was held in dry and sunny, but brisk conditions. Nigel Bancroft was out in a Chevron B17 for the first time, Paul McMorrان had the unique and beautifully turned out Crossle 17F, Steve Hart debuting his yellow Brabham BT15, and Steve Wilkinson and David Pullen were in their familiar respective Brabham BT21 and Chevron B17.

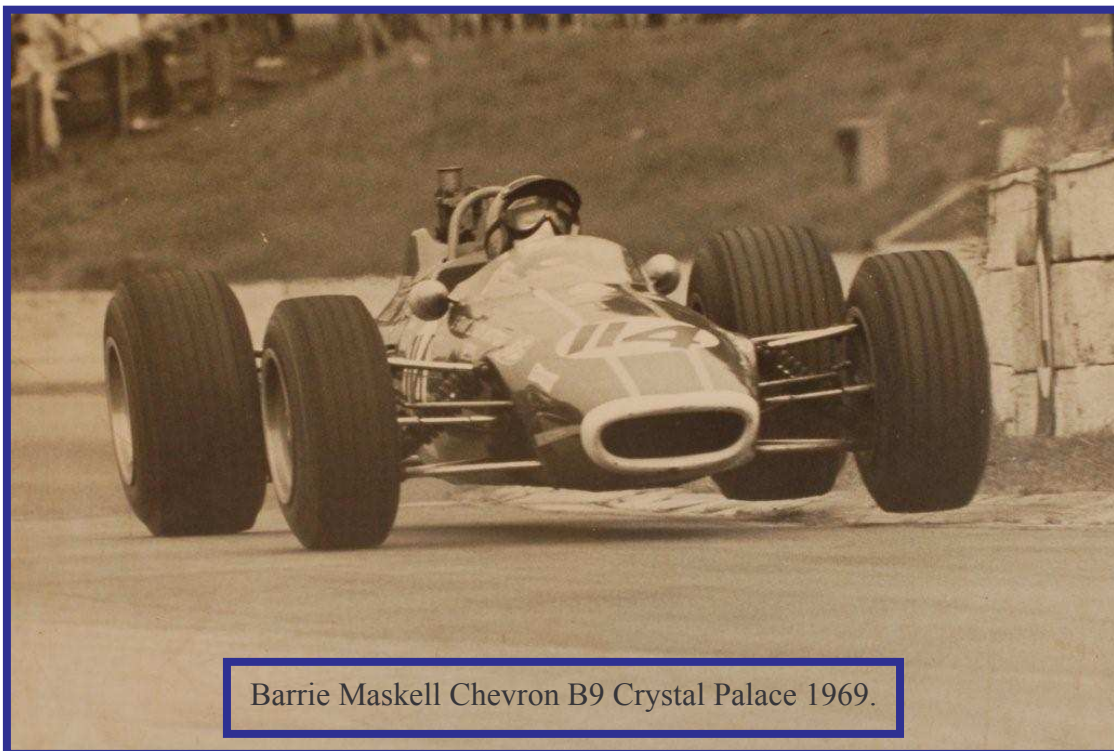
Practice went without too many problems, although several drivers had radiators partially blanked off in an effort to get everything up to temperature and Steve Wilkinson felt he wasn't pulling as many revs as usual. Fastest was the very experienced Nigel Bancroft who had obviously taken to the B17 with a 1.24.596, next up was Paul McMorrان in the Crossle on 1.27.083. The Steves Wilkinson and Hart in their Brabhams were closely matched on 1.29.949 and 1.30.054 respectively while David Pullen's Chevron produced a 1.35.318.

Race seven wasn't due until 4.30 and the intervening time was spent (by some) perusing the News of the World which featured our very own Mr Max Mosley in a variety of interesting situations. Other more responsible people checked their cars over.

Nigel Bancroft made a good start and ran in a comfortable fourth place until the eleventh lap when the leader Simon Diffey departed the scene promoting Nigel to an impressive 3rd place overall with a fastest lap of 1.20.908, 3.5 seconds better than his best practice lap. Paul McMorrان was next up after a smooth run in the Crossle, the two Steves, Wilkinson and Hart had a race long dispute, Hart invariably leading from the Old Hairpin but critically Wilkinson getting the lead back into the chicane and therefore the finish line; less than half a second separated them at the finish, both achieved their best times on the final lap. Next up was David Pullen who had a good run, taking over three seconds off his practice time.

So a good first race, Cadwell Park next with six entries so far, hopefully the next report will be out a little sooner, I should point out that the warm glow felt by the writer at Mr Mosley's discomfort is his alone, and does not reflect the views of 1000cc F3 Historic Racing Association.

Hopefully some will have noticed that the April Newsletter showed a picture of a Cooper mounted Clive Baker, not Barrie Maskell as intended, hopefully this time the technology will be mastered.



Barrie Maskell Chevron B9 Crystal Palace 1969.