



2012 BRCA Stockcar National – Round 6 – Urmston

After the previous couple of rounds being at new circuits, the sixth round of the championship this year was at the familiar URCCC venue. A large field of 37 drivers were booked in (The second largest this year so far) as early on in the morning the hall was filling up rapidly with excited chatter and people practising.



Alan Crossland (Promoter of URCCC) opened up the practice from when the hall was open and so for the entire early morning the track was busy with cars trying to find and refine their setups. The morning was filled up with the smells of cars, electricity and Jeans wonderful breakfasts.



Out of the 37 drivers booked in, 35 turned up and after all the heat slips were distributed to the drivers people started comparing who they were racing against and what might happen in the day. In attendance were the

current World Champion, European Champion, British Champion, National Champion and Junior Champions.

Chris Darlaston was trialling LiFe cells again at his home club, but with the fast nature of the track was not sure if the aim of 'Qualifying for the consolation' was achievable. At 9.45am the drivers to order and given the drivers briefing reminding people of where the fire exits were, information about the transponders and how much time there would be between heats. The drivers were then invited to put their cars on track for the concourse to be judged. The concourse concluded the drivers were called up for the heats.

Round 1

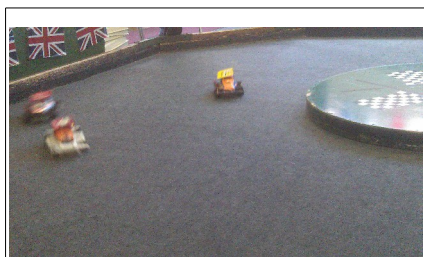
Heat 1: 40(83) 546(82) 100(81) 13(78) 491(76) 80(74) This race saw a split between 'young guns' and 'old hands' with an equal split of 4 juniors and 4 seniors in the race. Joe Fletcher had a last night problem with his radio equipment and could not get his car ready in time to take his place on the grid (even though the start was delayed a few minutes to give him time). Honours were split between the two factions with Leighton Holroyd taking the first race win with 83 laps from Jim Burkett (82) and Clive Buckler (81).



Concourse

Heat 2: 89 (83) 70(79) 600(78) 471(78) 620(77) 236(75) 288(74) 11(56) The second race of the day pitted World Champion Ben Harding against current 2nd place driver in the

National Points Adam Sutherland. With all eyes on this battle it came as quite a surprise when local Red top Steven Curley came home the winner with 83 laps from Adam Sutherland (79) with Gary Riddell pipping Ben to 3rd with 78 laps each by just under a second.



Race Action

Heat 3: 141(85) 36(83) 846(81) 432(76) 156(73) 109(33) Local drivers were in abundance in this heat with 4 of the 6 starting drivers coming from URCCC. Mark Craig topped the pile with 85 laps (setting the new benchmark) followed by Duncan Stott (83) and 3rd was the first non URCCC driver of Anthony Wade (81). Chris Darlaston was out in this heat using the LiFe cells finishing up with 73 laps.

Heat 4: 30(88) 79(80) 391(75) 33(69) 97(67) 6(62) 244(62)

National Champion Anthony Wyper's first race saw him set the FTQ of the round with 88 laps at his home club. Second was another local Terry Crowley with 80 laps and then third was Iam Bingham on 75 laps.

Heat 5: 54(86) 56(84) 34(80) 259(80) 219(76) 804(72) 611(64) The last heat of the round saw the 4th of 5 races being won by an URCCC driver in the form of David Smith with 86 laps. Following behind him was Keith Dowsett with 84 laps then Keith Stanford and Jonathan Hartley both on 80 laps.

Summary: At the end of the first round Anthony Wyper led with 88 laps from David Smith on 86 laps and Mark Craig on 85. The top 7 driver all had 83 laps and the top 15 drivers all had 78 laps or above and it looked like a score of around 240 total laps might be required to get into the Consolation and 250+ laps required to get into the final.

Round 2

Heat 1: 846(83) 6(81) 34(80) 236(78) 391(78) 288(66) Anthony Wade achieved a better result in terms of both laps and position in the second round, heading up the first heat with 83 laps from Colin Mulligan (81) and Keith Stanford (80). Only 6 cars started this heat as the two drivers unable to attend were both supposed to be in this heat.

Heat 2: 156(79) 600(78) 259(77) 13(76) 79(76) 109(71) 804(71) 97(69) An action packed second heat of 8 drivers saw lower total laps and a rare win for Chris Darlaston using his LiFe cells with 79 laps from Gary Riddell (78) and Jonathan Hartley (77).

Heat 3: 30(89) 36(81) 11(78) 33(77) 219(75) 383(66) 56(42) Anthony Wyper showed his dominance of the 2012 series so far in this heat both winning the race but also setting the FTQ of the round with 89 laps, 8 laps ahead of anyone else. Duncan Stott finished in 2nd with 81 laps and Ian Yarwood (Jnr) finished 3rd with 78 laps.

Heat 4: 54(86) 141(80) 89(78) 432(73) 611(69) 244(60) 546(33) David Smith almost emulated Anthony's previous race by showing two of the top lapping drivers in round 1 a clean bumper finishing with 86 laps from Mark Craig (80) and Steven Curley (79).

Heat 5: 471(88) 100(86) 70(83) 620(82) 40(82) 491(80) 80(38) In the last heat of the round Ben Harding was back on form almost catching the FTQ of the round with 88 laps from a hard charging



Garry Gilfillian's Car in the Concourse

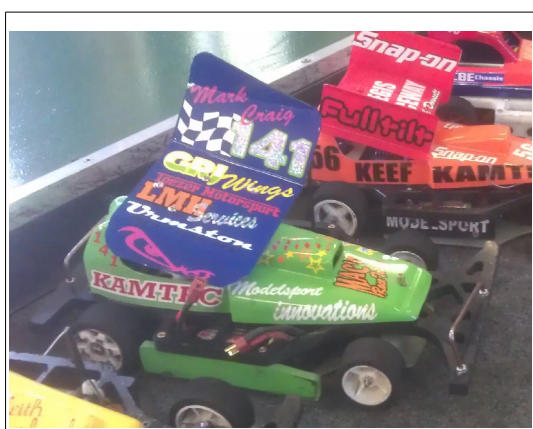
Clive Buckler (86) and Adam Sutherland with 83.

Summary: The top two drivers were still at the head of the field at the end of the second round with Anthony Wyper leading with 177 laps from David Smith with 172. Clive Buckler had come from 9th to 3rd with 167 laps and Ben Harding from 17th to 4th with 165. Mark Craig had slipped from 3rd to 5th with 165 laps also.

Round 3

Heat 1: 471(90) 36(83) 11(83) 79(76) 97(75) 432(50) 611(48) Ben Harding improved again in this heat setting the FTQ of the meeting with 90 laps from Duncan Stott and Ian Yarwood both with 83 laps.

Heat 2: 54(88) 70(86) 30(83) 141(79) 13(79) 33(78) 80(74) 34(37) A heat of fast drivers lined up with 4 of the top ten fastest drivers. The heat was won by David Smith with 88 laps from Adam Sutherland (86) and a rare non 1st place for Anthony Wyper in 3rd with 83 laps.



Mark Craig's Concourse Winning Car

Heat 3: 89(86) 40(84) 100(83) 6(82) 109(72) 244(67) 56(61) Race 13 on the card was an odd race. In keeping with the race number, the computer had problems in the middle of the race and stopped counting any laps. Race control quickly brought the race to a halt and the drivers were sent back to their pit areas to cool down their cars and recharge their batteries. Race control then double checked the equipment, reset the computer program and race some practice tests to make sure that the problems would not happen again. After a 10-15 minute break the race was again brought to the line and completed without any problems this time. Steven Curley was back to winning

ways finishing with 86 laps from Leighton Holroyd (84) and Clive Buckler (83). Colin Mulligan was just outside the top 3 finishing with 82 laps.

Heat 4: 491(83) 219(83) 546(82) 156(80) 259(78) 391(77) 620(69) A close heat occurred with some names that normally are at the top of the finishing orders back on top. John Gould finished in first with 83 laps just over a second ahead of Miklos Szabados also on 83 laps. Jim Burkett was third with 82 laps whilst 4th was Chris Darlaston on 80 laps (His best of the day with the LiFe cells).

Heat 5: 288(84) 600(84) 236(75) 846(70) 383(61) 804(12) The last heat of the round had two Garys at the top, with Gary Osborne finishing first on 84 laps just ahead of Gary Riddell also on 84 laps. They were clear of the rest of the field with Ivan Black coming home in third with 75 laps.

Summary: With just one round to go, people were starting to look towards what laps were required to get into the Finals / Consolation. Anthony Wyper and David Smith were heading the field both on 260 laps with Ben and Clive swapping positions in third and fourth with 256 and 250 laps respectively. At the tail end of the automatic final positions was Duncan Stott with 247 laps on the same number as Steven Curley. Looking towards the end of the Consolation qualifying, you found Terry Crowley in 15th with 232 laps and Chris Darlaston 16th with 232 laps. Those on the cusp of qualifying could not rest on what they had done, as the fourth round would allow everyone to drop their lowest score and could see some large changes in where people finished.

Round 4

Heat 1: 54(87) 6(82) 259(78) 620(78) 109(75) 33(75) 383(56) David Smith consolidated his position near the top of the order finishing with 87 laps from a hard charging Colin Mulligan on 82 laps with Jonathan Hartley and Pete Riddell finishing up with 78 laps each.

Heat 2: 391(81) 13(78) 491(77) 432(73) 804(72) 236(71) 244(61) 56(17) Ian Bingham won this heat with 81 laps from Allan Inness (78) and John Gould (77).

Heat 3: 70(88) 288(87) 546(85) 40(83) 219(80) 97(49) Adam Sutherland managed to gather some valuable points winning this race with 88 laps from Gary Osborne who was getting quicker as the day progressed on 87 laps and Jim Burkett with 85 laps.

Heat 4: 30(88) 89(85) 156(79) 600(77) 100(75) 846(67) 611(66) The penultimate heat of the day saw Anthony Wyper back to winning ways with 88 laps from Steven Curley (85) and Chris Darlaston (79).

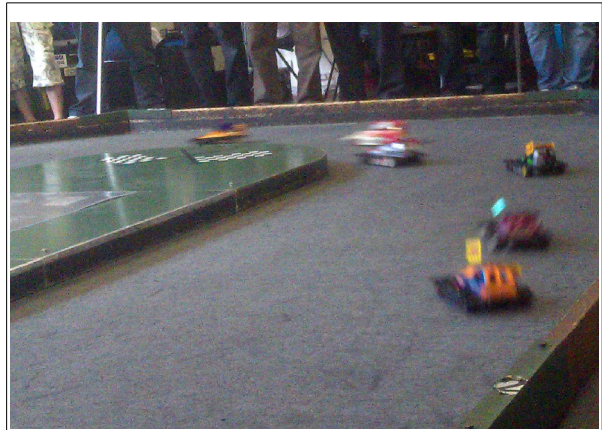
Heat 5: 471(89) 141(87) 36(84) 79(83) 34(80) 11(46) 80(24) The last heat saw Ben Harding finish with an 89 lap heat from Mark Craig with 87 laps and Duncan Stott with 84 laps.

Summary:

Finals



Consolation Lined Up



Race Action

Consolation: 288(85) 546(84) 40(84) 600(82) 36(80) 6(80) 34(80) Only 7 of the 8 drivers in the Consolation were able to take their position on the grid with John Gould having to leave before the race. A very close race happened, with Jim Burkett and Gary Osborne battling for the lead through out. It swapped back and forwards several times with the winner being decided in the last few second when Jim got caught up in a crash. Gary won the race with 85 laps just crossing the line before the buzzer. Jim Burkett was second with 84 laps and

Leighton Holroyd came home in third also with 84 laps. Fourth was Gary Riddell with 82 laps whilst fifth to seventh all finished on the same lap. Having completed 80 laps. Duncan Stott finished in fifth just 0.02 ahead of Colin Mulligan who was just 1.18 ahead of Keith Stanford.

Final: 30(88) 89(87) 100(87) 288(84) 141(83) 54(81) 70(81) 471(75) Home track advantage was in force with six of the eight A final drivers being URCCC members. The only two none URCCC member were Ben Harding and Clive Buckler. 30 minutes after the Consolation race started, the A final got underway. The delay was for Gary Osborne to cool down his car and charge his cells up. The final was another hard fought race with Anthony Wyper coming out on top with 88 laps from Steven Curley 87 laps and Clive Buckler also on 87 laps. Gary Osborne had fought his way from the back of the grid up to fourth position on 84 laps. Fifth was Mark Craig with 83 laps, then came David Smith and Adam Sutherland both with 81 laps. At the back of the field after having a torrid time in the race was Ben Harding with 75 laps.



A Final Line Up

Trophies were handed out to the eight finalists and also for the following people:

Concourse	Mark Craig
Best Yellow	Anthony Wade
Best Blue	Leighton Holroyd
Best Junior	Adam Sutherland

Alan Crossland was thanked for running the event, Mark Craig for supplying the pies, peas and gravy and Jean and the other ladies in the kitchen for keeping everyone fed and watered throughout the day. People left to either watch the full size cars at Belle Vue or head back home for a couple of weeks before reconvening at the smallest oval of the year at Hereford.

Report by Chris Darlaston.