



# In the Mix

Rounds five and six of this year's Schumacher BTCC took place at Eastbourne and Wet London and despite being only a few weeks apart, the mix of weather conditions were from two different continents!



Some racers at Eastbourne were better prepared than others.



The new venue on the South coast was treated to heavy downpours.

New to the calendar for 2007 was the excellent Eastbourne track. Having only opened two weeks before the BTCC meeting, the venue was a new one to everyone.

Saturday proved to be very busy as everyone dialled themselves into the track and its super smooth tarmac, looking for the perfect balance around the very technical layout. Most left happy as they headed off to their seafront hotels.

Unfortunately torrential overnight rain turned the track into a lake and the pits into a quagmire and after canvassing the opinion of the drivers and with the rain set in for the day, Tim Walden called off the meeting. It was a great disappointment not to race after the huge effort that Darren Simpson his team had put in to get everything ready and making all the drivers feel very welcome on the Saturday.

Racer would like to thank the team for their efforts and hospitality and hope that the BTCC will return next season.

## WLRC

After being washed out at Eastbourne the BTCC resumed at West London for round six. Steve Cann and the crew, not known for being lucky with the weather got a break and the meeting was held in glorious sunshine all weekend.

As the regular Saturday practice got underway on the track, the WLRC crew got on with a little gardening, clearing



The Schumacher team are still smiling despite the rain!

the undergrowth from the access road which had taken hold during the wet weather.

On track the layout was one of the shorter layouts missing out 'Uncle Sam's' corner and slowing speeds past the notorious D. Not all had spotted this and a few drivers were seen flying over the hoses on their first laps trying to drive the usual GP layout.

## QUALIFYING

In 27-turn, the early pace was again set by Lee Price narrowly shading Rob West and Gary Dyson. In round two the pace got quicker with Lee improving TQ by five seconds and the only driver to make 20 laps. Michael Doody and Andrew Twigger moved into second and third spots as Gary and Rob dropped to fifth and sixth. In round three Matthew Tuplin and Rob

West jumped ahead of Matthew and Andrew to join Lee on 20 laps, the top three covered by just half a second.

In 19-turn, Chris Kerswell destroyed the opposition with a time in the first round that nobody was able to touch all day, eventually ending up some seven seconds clear of second placed Stuart Cann. Chris Delves valiant attempt to match Chris quite literally went up in smoke half a lap from home in the final round with a time that was good enough for third spot, despite not crossing the line for a split time.

Modified qualifying was headed by a local star with James Howarth heading the field from regular BTCC front runners Elliot Harper and Colin Price, with WLRC regular Luke Burley in fourth spot. The top positions were all decided in the cooler conditions of round one.



James Howarth converted pole into the win in modified

POS	DRIVER	TIME	AT LAP	EASTEST
1	Lee Price	20 laps 315.37	15.78	15.51
2	Matthew Tuplin	20 laps 315.70	15.78	15.45
3	Rob West	20 laps 315.87	15.79	15.38
4	Michael Doody	18 laps 300.41	15.81	15.48
5	Andrew Twigger	18 laps 302.53	15.84	15.67
6	Gary Dyson	18 laps 303.08	15.87	15.39
7	Gary Dyson	18 laps 304.30	16.01	15.43
8	Jamie Gay	18 laps 305.72	16.14	15.79
9	John Painter	18 laps 308.28	16.22	15.45
10	Darren Giddins	18 laps 310.57	16.34	15.81

POS	DRIVER	TIME	AT LAP	EASTEST
1	Chris Kerswell	21 laps 308.78	14.79	14.35
2	Stuart Cann	21 laps 313.52	14.82	14.58
3	Chris Delves	20 laps 298.13	14.80	14.55
4	Ashley Wilton	20 laps 300.51	15.02	14.05
5	Jimmy Maddison	20 laps 301.00	15.05	14.82
6	Adam Stewart	20 laps 301.74	15.08	14.81
7	Charles Godwin	20 laps 301.91	15.09	14.90
8	Liam Brooks	20 laps 302.52	15.12	14.78
9	Matt Digby	20 laps 302.89	15.13	14.64
10	Adam Mackinnon	20 laps 303.69	15.18	14.86

POS	DRIVER	TIME	AT LAP	EASTEST
1	James Howarth	22 laps 310.38	14.10	13.81
2	Elliot Harper	22 laps 312.73	14.21	13.85
3	Colin Price	21 laps 300.87	14.31	14.12
4	Luke Burley	21 laps 302.90	14.42	14.00
5	Sam Smith	21 laps 303.13	14.43	14.19
6	Byron Humphreys	21 laps 305.08	14.57	14.28
7	Jason Butterfield	21 laps 308.45	14.73	14.44
8	Stewart Noble	21 laps 308.55	14.74	14.08
9	Byron Humphreys	21 laps 309.65	14.74	14.48
10	Richard Graham	21 laps 309.92	14.79	14.38



Lee Price took TQ and the win for Schumacher in the stock category

win ahead of Matthew who rolled out of the lead with just ten seconds to go. Rob recovered from a mistake to take third spot. When the dust settled Lee took the overall win from Rob with unlucky Matthew in third spot.

## 19-TURN FINALS

Unsurprisingly Chris Kerswell dominated both finals ahead of Stuart Cann and Chris Delves. Although a borrowed pack of cells with a lack of punch after a charging mishap for Chris Kerswell meant that Chris Delves came very close to beating him in the second leg. The overall win for Chris Kerswell ahead of Stuart who edged out Chris Delves on the tie break.

## MODIFIED FINALS

James Howarth dominated both modified finals with two comfortable victories. Elliot proved that even the best have the odd off moment by putting a flat pack of cells in his car for the first leg dropping him out of



Tim Walden looking after Mark Musgrove's Mi6

contention. He made amends in the second leg with a strong second place. Colin Price picked up a second and a third on his way to second spot overall ahead of Sam Smith who took third spot with a pair of fourth places.

With the trophies presented and the usual selection of prizes distributed by the BTCC unique raffle system, all that remains is to thank the WLRC crew for a good day out as Steve Cann would put it. A great weekends racing was had by all. Round seven takes place at the super fast Cotswold track see you there. ■

POS	DRIVER	POINTS	L1	L2
1	Lee Price	3	2	1
2	Rob West	4	1	3
3	Matthew Tuplin	7	5	2
4	Michael Doody	8	4	4
5	Gary Dyson	9	3	6
6	Andrew Twigger	14	8	5
7	Gary Dyson	14	8	6
8	James Gay	16	7	3
9	Darren Giddins	17	10	7
10	John Painter	18	8	10

POS	DRIVER	POINTS	L1	L2
1	Chris Kerswell	2	1	1
2	Stuart Cann	5	2	3
3	Chris Delves	5	3	2
4	Ashley Wilton	6	4	4
5	Liam Brooks	10	5	5
6	Ashley Wilton	13	7	8
7	Jimmy Maddison	16	9	7
8	Charles Godwin	16	6	10
9	Matt Digby	16	8	8
10	Adam Mackinnon	18	10	9

POS	DRIVER	POINTS	L1	L2
1	James Howarth	2	1	1
2	Colin Price	5	2	3
3	Sam Smith	8	4	4
4	Luke Burley	10	3	7
5	10	10	5	5
6	12	12	10	2
7	15	15	9	8
8	16	16	8	9
9	16	16	7	9
10	16	16	9	10



The 19-turn class was dominated by Chris Kerswell (centre)