

# Club Racer

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STCC  
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## Eastbourne / Round Two / Open / Touring Car

A brilliant sunny day on Saturday changed to a colder greyer day for Sunday and round two at Eastbourne, but that didn't deter a full compliment of drivers turning up. A full set of heats would mean a busy day for race control, but Andy did a brilliant job even with the wet weather causing a small delay in the proceedings later in the day. The track is still fairly new so grip is a little lower than some tracks. This would lead to drivers finding the main problem would be turn in, or at least the lack of it. With not a lot of easy passing areas it would make for some tight racing and difficult times in qualifying.

The day would start off with a quick chat from Mike Smith and Tim Boniface followed by the renowned aroma of the BBQ drums cooking breakfast. Time for the drivers to know ready themselves for round one of qualifying.

### QUALIFYING

The day would kick off with TC3 going out to qualify. With the ever-present threat that rain could produce itself later in the morning, everyone was looking to get a good drive in as soon as possible. The track was still cold and a bit dirty in round one but current championship leader Jason Moggridge would show he is moving into the favourite spot for this years crown. A 19 laps run in 300.62 was what he mustered and was very closely followed by local man Alex Boniface just 0.37 of a second off his time. Stuart Colby had a good run, another local driver putting his knowledge to good use and putting in a time five seconds shy of the front two. Round two and the track had improved enough to see faster times. Alex put in a new fastest run with 20 laps in 305.04 to take over the top spot with that man Jason dropping

to third spot with an improvement of only one second. Up into second spot came Dominic Shore. Not happy with seventh on the grid with a good 20 laps in 313.52 as young Ben Mannell joined the thin end in this round putting in a fast 19 lap run. So, it really would come to the last round. There was no 'sure thing' for pole and anything could happen. Out they went and it would be Dominic who would show the group how it was done by taking over pole on with 20 laps 304.87. Alex Boniface wouldn't improve but hit the round two time would be enough to see him second. Stuart Colby kept up his improving times and put in his best for round three securing third on the grid. The big mover though was Oli Meggitt, coming from obscurity to grab fifth for the A final. Young Ben had also done enough to be up there in the game setting himself up ninth on the grid.

### TC3 QUALIFYING

POS	DRIVER	TIME	TEAM
1	Dominic Shore	20 laps 304.87	15.24 14.15
2	Jason Moggridge	20 laps 305.04	15.28 14.52
3	Stuart Colby	20 laps 306.47	15.32 14.58
4	Jason Moggridge	20 laps 307.90	15.38 15.00
5	Oli Meggitt	20 laps 310.90	15.55 14.76
6	Scott Carter	20 laps 314.47	16.72 16.00
7	Dave Ringzell	20 laps 320.41	16.02 14.91
8	Mark Tinsley	19 laps 305.99	15.90 15.23
9	Ben Mannell	19 laps 305.99	16.10 15.33
10	Mark Reynolds	19 laps 305.91	16.10 15.44

TC2 this year is very hotly contested. With 50 drivers trying to get into the top ten it would make the qualifying tough and demand the driver to get it spot on when it mattered. Paul Pinkney started the day rolling taking top spot in round one showing that 21 laps would be the way to go. Dave Saul was just a whisker from a 21 lapper in second spot followed by David Shedd a few seconds back. Everyone knew that round two would see better times as the grip appeared. Dave Saul this time was on the move and broke into 21 laps with a run in 306.86 pushing Paul into second spot. Andy Robson

would pick up his pace and move into third spot being the last on 21 laps. Everyone now knew you had to either hit 21, or have a fast 20 to be in the final. Round three would see times improve for a host of drivers propping up 21 lap runs and with the exception of Paul Pinkney, all the drivers would have the best run this go round. Lucky Stuart Rand who had been having a nightmare day and start to the season would finally get his car hustled round and into tenth spot to claim the last place on the grid.

### TC2 QUALIFYING

POS	DRIVER	TIME	TEAM
1	David Saul	21 laps 306.87	14.58 14.24
2	Darren Simpson	21 laps 307.91	14.66 14.44
3	Paul Pinkney	21 laps 308.23	14.68 14.34
4	Andy Robson	21 laps 309.77	14.70 14.02
5	Nathan Parker	21 laps 311.84	14.85 14.21
6	Malcolm Hall	21 laps 312.00	14.89 14.90
7	Phil Williams	21 laps 313.29	14.92 14.69
8	David Shedd	21 laps 313.48	14.93 14.37
9	Tim Harrop	20 laps 300.58	15.03 14.38
10	Shawn Reed	20 laps 301.72	15.09 14.48

TC1 got underway with current champ Mark Fuller putting up the fastest time ahead of local man Tim Hancock. Another local driver Terry Edleston, would pick up third spot this round with a consistent run. The cars couldn't seem to get all the power down in round one, but come round two you could see the cars being pushed much harder. Mark this round would go one lap better than his first run with a 22 laps in 309.79 followed close by Ricky Copsey just 0.1 of a second shy of Mark - these two being the only drivers to break into 22 laps. Terry kept up the pressure though and held third spot through this round. Dave Reece would join the gang in the top ten this go round as would John Fillingham. Down to the last round and all eyes were on Mark and Ricky. Both of them had enough to take the pole position in them and everyone was sure it would be a close run thing. Mark would put in some stunning laps though and pull off 22 laps in 306.94

to go pole with Ricky claiming second with 22 laps 308.05. Ashley Wiffen got the speed he needed and the laps came in for him this round bringing third spot on the grid.

### TC1 QUALIFYING

POS	DRIVER	TIME	TEAM
1	Mark Fuller	22 laps 306.94	13.96 13.50
2	Ricky Copsey	22 laps 308.05	14.00 13.90
3	Ashley Wiffen	22 laps 309.47	14.07 13.64
4	Terry Edleston	22 laps 310.48	14.11 13.71
5	David Reece	22 laps 312.69	14.21 13.70
6	Tim Hancock	21 laps 303.58	14.48 13.51
7	Chris Barrett	21 laps 304.05	14.48 13.66
8	Brian Lysons	21 laps 307.51	14.64 13.97
9	James Brewer	20 laps 300.58	15.02 14.54
10	Robert Brooks	20 laps 301.46	15.07 14.24

### TC3 FINALS

With qualifying wrapped up the finals would start out in earnest. The sky wasn't looking its best and the threat that rain could fall was getting ever more apparent. TC3 would be the first set of finals out and just as the time was closing to begin the heavens just opened showering the track fast and hard. This left it wet with standing water and drivers questioning whether they should they go out. As the time for the final came, only six drivers made their way to the track. This would definitely be a leg that was about cool heads and attrition. If a driver hadn't prepared for the wet you would know it right now. The leg began with Alex Boniface picking up the lead as pole man Dominic Shore decided to wait this one out. Stuart Colby took off after Alex with a bit of a gap back to Ben Mannell as he had started ninth on the grid but up to third from the start. This race would be about keeping yourself out the worst puddles, driving smart and just getting to the finish line. Ben, it had to be said looked the best out there. He was keeping it smooth and beginning to pull in Stuart. At lap four Stuart expired so Ben was off after Alex. Only a couple more laps later and he was in the lead with Alex now succumbing to



the 'water effect'. Ben now continued to drive smart as he had no one to rush him so he just built up some laps just in case anyone else came back onto the track. He would see this race home to the cheers of his supporters, and an excellent job of controlled driving. Alex would be appointed the second spot with Stuart third. After leg one, a drivers meeting was held in regard to the rain. The options where to continue as we where, to only run this leg or to take qualifiers as the points. It was clear though the STCC bunch are hardy racers as the overwhelming majority was in favour of continue as we where.

Leg two would be a lot drier. The track though a touch damp would see nine of the drivers go out to battle. From the starting melee, Dave Ringzell had the most luck and would pull out into the complex in first place. Matt Reynolds would take chase up from tenth on the grid closely followed by Ben Mannell in third. By lap two Dave was tussling for position with Ben who had got past Matt for second spot. Dave would succumb to Ben and hand over the lead a lap later, but then Ben made a mistake dropping back to fourth. Dave therefore took up the lead again and would be fighting off Matt who was still floating around behind him. By the second minute of the race Dave was still holding off from Matt but now Dominic Shore

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one told Dave Ringzell this. Though not featuring up the front he was definitely getting to grips with his Corally and pushing on hard. At lap six he shot through the pack and into the lead with some brilliant driving leaving stunned Stuart to chase after him. The remains of the race now would be a three-way run between Dave, Stuart and Mark. Dave always looked to have the upper hand, but again late into the race backmarkers caused him to lose a lot of time. Stuart made best of this and closed the gap passing Dave and into the lead. Stuart worked hard and build some space to take this leg followed home by Mark Trinder who found his way past Dave Ringzell.

So where did that leave us in regards the overall top three? Dominic had been found illegal in scrutineering and would have his time docked. This meant that the overall win would go to the Ben Mannell followed by Stuart Colby and Dave Ringzell. A brilliant day for Ben I am sure. He had run some good races and been pretty consistent throughout.

### TC2 FINALS

A couple of drivers wouldn't want to venture out in the rain with so much standing water. The first corner would be a difficult one. Dave Saul led the more run but some sliding and bumping allowed Nathan Parker up into second from fifth and Stuart Rand came up from tenth into fourth. Dave continued to drive smooth but Stuart Rand had found his water wings and was on the move, now up to second on lap two. Phil Williams was doing



a great job and was up to third spot ahead of Andy Robson. Stuart had set his sights on Dave and did seem the faster car of the pairing. Dave would do his best but on lap seven Stuart found his way underneath Dave on the apex of corner three and would take the lead. Stuart now would motor on, the lead building every lap from Dave who looked to be taking a cautious air now consolidating his second spot. Stuart would build his lead through the remaining minutes coming home to win seven seconds in front of Dave with Phil a lap back but in third spot.

Leg two and this time a damp track was to be had. Darren Simpson got the best start and took up the lead followed by Dave Shedd from way back in eighth up to second. Pole man Dave just had to push on and that he did taking back top spot on lap three from Darren. Back behind these guys though and the TC2 rain-master was on the move. That man Stuart Rand was scything through the field and was in hot pursuit of the top three. By lap four he was into second spot and gunning for Dave. By one and half minutes Dave was being pushed hard by Stuart both of them battling hard, but it would be Stuart again who got the upper hand passing Dave and going into the lead. By the two-minute mark Stuart was starting to pull away from Dave. Tim Harrop was now up there as well from ninth on the grid. With the battling going on he had made time up on the front duo and was now sitting with Dave on the lead lap. Both Tim and Dave now would battle it out for second spot allowing Stuart to disappear into the distance and by the five minutes grab the win. Lap seven saw Tim get the upper hand ahead of Dave and would set off to build a little margin. Dave was never too far off and when Tim made a mistake at four minutes Dave took advantage, but then on the same lap made a mistake himself giving

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back second spot to Tim. The pair would cross the line with Tim taking second spot by just under a second from Dave.

Stuart had done enough and so could have sat out leg three, but decided to run. The track had had another spattering of rain so was very slippery again, but at least there was no standing water. Darren Simpson would get a great drive off the line again as Dave faltered and would relegate himself to tenth. Paul Pinkney would feature in this race and by lap four had taken the lead off Darren who made a mistake losing a few places in the process. Nathan Parker was off after Paul and on lap seven he slipped by on the chicane. Tim Harrop had been quietly pushing on though through the grid and by lap seven he was in shooting distance of the top two. Over the next couple of laps he would take second then first and begin a controlled run towards the line. Paul Pinkney would keep himself clean and drive consistent to keep the rain-master at bay. By the five minutes Tim crossed the line with a decant gap back to Paul who crossed in second spot followed by Stuart in third. However, after scrutineering



Tim's car was found illegal so this promoted Paul to first, Stuart to second and Nathan to third. Overall after three legs the clear winner was Stuart Rand, from Dave Saul and Andy Robson who had been ultra consistent.

## TC1 FINALS

Mark Fuller would line up on pole and lead the cars away. A mistake though saw Ricky Copsey and Ashley Wiffen though leaving Mark some work to do on a very slippery track. Mark got on terms with Ashley in the next lap though and powered after Ricky. Ricky made a big mistake allowing the preceding cars to filter through. Mark, who was now back in the lead would drive smoothly and try to build up a gap. Ricky now had the bit in his teeth, really pushing the car to the limit. Within six laps he was back on terms with Mark and going after the lead. Behind this pairing Bryan Loynes was putting in some good laps and

was up to third spot ahead of Ashley. As time ran out Ricky could do nothing but watch Mark cross the line to take this leg, Ricky second with Bryan Loynes third.

Leg two saw a dryer track and Ricky would take advantage of a bad start by Mark. Ashley found his way into second spot and duly started harassing Ricky, but Ricky just had that slight edge keeping out of striking distance. Mark had regained his composure now and was up to third spot again. He looked to be settling into a pace keeping himself not more than a couple of seconds from the front duo. Ricky continued to run true and built a three-second lead on Ashley, both circulating faster than Mark in this run who was still back in third spot. By five minutes Ricky crossed the line with the win from Ashley three seconds back and Mark third a further 13 seconds off the pair.

Leg three and a praying Ricky

wanted rain - he knew his car was the fastest on a wet track so wanted that shower to happen. The shower didn't materialise and from the off both Mark and Ricky made mistakes allowing James Brewer into the lead from ninth on the grid and Ashley into second spot. Ricky got on top of his car though and pushed hard getting past James whose car died and squeezed past Ashley to regain the lead. Ricky was driving good lines and was pulling from Ashley slightly each lap. But Ashley would get it together and start putting in some quick laps himself to start battling with Ricky now. This would allow Mark to gain some time on the front pair and close up. But as time ran out Ricky had done enough again, Ashley just not able to make a move once more and Mark unable to really get on terms. So overall after three legs we had Ricky Copsey taking the win ahead of Mark Fuller second and Ashley Wiffen third.

A brilliant day had, and although the rain disrupted play this was definitely an exciting round. Some drivers really showed some brilliant driving and cool heads in the wet conditions, especially Ben Mannell and Stuart Rand. This will be a round I am sure both will remember. In the driver championships after round two the TC3 top guys where Dave Ringsell on 196 points, Jason Moggridge on 191 and Scott Carter on 189. In TC2 Dave Saul was up there with 197 closely followed by Paul Pinkney on 195 and Andy Robson on 194. TC1 saw Ashley up front on 198, Mark Fuller second with 195 and Dave Reece third with 193. Club-wise the championship was still in the hands of Southend on 1496, last years champs Maritime second with 1402 and previous champs Coastal on 1361 in third.

Next up is Brookland and anyone who doesn't know this track should take a look at it on Google earth - it's huge! The track itself is almost as long as a football field and predominantly 1:5 petrol and 1:8 nitro cars are the mainstay of the track. Sure enough the track will be shortened to use the dogleg in the straight but this will be the high-speed track of the series where we are going to see some bullets from competitors. Let's hope the rain will allow us a dry day to really see what these 1:10 tourers can do.

A big thanks to the Eastbourne team once more for a great day, great food and a hospitable welcome. See you all at round three.



### TC3 TECH CHART

#	F	DRIVER	CHASSIS	SPONSORS	SPEEDO	CELLS	MOTOR	BR/BL	BODY
1	9	Dominic Shore	Yokomo BD	—	LRP Sphere	TrakPower LiPo	Novak	BL	Mazda 6
2	7	Alex Boniface	HB Cyclone	AJR Entertainment	LRP Sphere	Orion 3200 LiPo/TrakPower LiPo	Orion	BL	Dodge 3
3	2	Stuart Colby	Tamiya TRF 415 MSX	—	Novak	Orion 3600 LiPo	Novak	BL	Mazda 6
4	10	Jason Moggridge	Team Magic F4 RS	Full Throttle Motorsport	Speed Passion	Full Throttle Energy	Full Throttle	BL	HB Dodge
5	8	Oli Meagitt	AE TC5	RIDE Heatboards	LRP Sphere TC	SMG Energy	Novak	BL	Protoform Mazda Speed 6
6	6	Scott Carter	Xray T2 007	—	LRP Sphere	IB 4200	Novak	BL	Protoform Mazda Speed 6
7	3	Dave Ringsell	Corally PHI	Horizon Hobby UK	LRP Sphere TC	Peak 4200	Novak	BL	Mazda 6
8	4	Mark Trinder	Xray T2 008	Xtreme RC	Novak GTB	TrakPower LiPo	Novak	BL	Moorspeed Mazda MPS
9	1	Ben Mannell	Tamiya TRF 415 MSX	SMG Shell Art Racing Factory	LRP Sphere	Energy 4600	Novak	BL	Moorspeed Mazda MPS
10	5	Matt Reynolds	Xray T2 007	—	—	—	—	—	—

### TC2 TECH CHART

#	F	DRIVER	CHASSIS	SPONSORS	SPEEDO	CELLS	MOTOR	BR/BL	BODY
1	2	David Saul	Xray T2 008	Apex Models, Sliks Graphix	LRP Sphere TC	ProMatch NRG 4600	Nosram	BL	Protoform Mazda Speed 6
2	8	Darren Simpson	Tamiya TRF 415 MSX	—	LRP Sphere TC	Orion 3600 LiPo	Orion	BL	Protoform Mazda Speed 6
3	5	Paul Pinkney	Tamiya TRF 415 MSX	Demon Power Products	LRP Sphere TC	Demon 4300	Orion	BL	Mazda 6
4	3	Andy Robson	AE TC5	Colin Bliss Models, CML	Novak GTB	TrakPower 3200 LiPo	Novak	BL	Protoform Mazda Speed 6
5	9	Nathan Parker	Tamiya TRF 416	Xtreme RC, Gav Graphics	Nosram ISTC	Core LiPo	Orion	BL	Protoform Mazda Speed 6
6	10	Malcolm Hall	HB Cyclone	Mirage, Trackside	Nosram Matrix	Apex EP4200	Novak	BL	Mazda 6
7	4	Phil Williams	TOP Scythe	Dynamic Visions Ltd	Novak	EP4200	Novak	BL	Mazda 6
8	7	Dave Shedd	Tamiya TRF 415 MRE	—	LRP Sphere TC	LRP 4200	Novak	BL	Mazda 6
9	6	Tim Harrop	Xray T2 008	—	LRP Sphere TC	—	Nosram	BL	Mazda 6
10	1	Stuart Pend	Corally PHI	Axiom	LRP Sphere TC	TrakPower LiPo	Axiom Trinity	BL	Mazda 6

### TC1 TECH CHART

#	F	DRIVER	CHASSIS	SPONSORS	SPEEDO	CELLS	MOTOR	BR/BL	BODY
1	2	Mark Fuller	Corally PHI	Horizon Hobby UK	LRP Sphere TC	LiPo	Corally	BL	Mazda 6
2	1	Ricky Copsey	HB Cyclone	Mirage, Orion, Hot Bodies, Nosram, Modeltech	Nosram	LiPo	Orion/Corally	BL	Mazda 6
3	3	Ashley Wiffen	Xray T2 007	LRP Sphere TC	Yungton 4300	LRP /	Corally	BL	Protoform Mazda Speed 6
4	8	Terry Edleston	HB Cyclone	Nosram	Orion SHD	IB4200	Corally	BL	Protoform Mazda Speed 6
5	7	David Reece	Xray T2 008	—	Nosram	TrakPower LiPo	LRP	BL	Protoform Mazda Speed 6
6	9	Tim Hancock	HB Cyclone	—	GM100	TrakPower LiPo	Orion	BL	Protoform Mazda Speed 6
7	10	Chris Barrett	Yokomo BD	—	LRP Sphere TC	Orion 3600 LiPo	Corally	BL	Protoform Mazda Speed 6
8	4	Bryan Loynes	Xray T2 008	—	LRP Sphere TC	TrakPower LiPo	Nosram	BL	Protoform Mazda Speed 6
9	5	James Brewer	Serpent S400	Serpent UK	Speed Passion GT	Integy 4200	LRP	BL	Protoform DNA2
10	6	Rob Brooks	AE TC4	—	LRP	EP4200	LRP	BL	Audi