

## Anglesey 23<sup>rd</sup> – 24<sup>th</sup> July

### Race report by John Bevan

#### Four seasons in one weekend.

There can be few race circuits in the world where you have a view of majestic mountains and the sea whilst racing, even if you have limited time to look at them whilst on track!

Anglesey was a REME test base for Thunderbird anti-aircraft missiles, hence the two corners Rocket and Target. John Peel also did his national service there, hence Peel corner. The medical centre and control buildings are at the top of the hill, next to the abandoned rocket testing site. The circuit has three configurations, and we were on the most popular 1.55 mile Coastal circuit, hosted by the CSCC.

Many of us arrived on Thursday evening ready for the Friday test day, and accommodation being in short supply meant that many of us camped or motor-homed. Testing showed how physical the circuit is, with tight corners and elevation changes, particularly in the twisty downhill Corkscrew, which leads onto the pit straight. During one of the sessions Henry Williams broke a half-shaft in his 4/4 resulting in a red-flagged session. Luckily the car did not roll, and Henry was able to get Billy Bellinger to courier a new half-shaft overnight, allowing him to qualify on Saturday morning.

The weather on Saturday for qualifying was cloudy and dry, with Keith putting his Class A Plus 8 on pole with a 1 minute 16, with Russell Paterson and Philip Goddard making up second and third places on the start grid. Elliott Paterson was the quickest in Class B on a 1 minute 18 second lap. Sadly Paul Clarke had a spin on entering the pit straight and made contact with the barriers, resulting in heavy damage to his Roadster Lightweight and a period under the safety car.

We were the last race of the day, with the track still dry, and ideal for our first race at Anglesey. It was hard to see the start at the back of the grid as we were behind the corner prior to the pit straight and only had 5 seconds warning of the start!

Everyone got away cleanly, however early in the race John Milbank hit the back of Clive Glass's Plus 8, holing the oil pipe and depositing oil around the track which led to some "interesting" moments for all concerned. Kathy Sherry pulled off and retired, thinking her oil cooler had deposited the offending oil. Clive managed to pull off into the pits where his dislodged bumper was removed, allowing him to carry on racing.

I managed to sneak around Michele Bailey pretending I was a Class C car, much to my satisfaction, however, Michele still had Sunday's race to get her own back!

Finishing Positions:

Keith Ahlers (Class A Plus 8) Pole

Philip Goddard (Class A Plus 8) 2<sup>nd</sup>

Russell Paterson (Class A Plus 8) 3<sup>rd</sup>

Elliott Paterson (Class B Roadster Lightweight) 4<sup>th</sup>

Andrew Thompson (Class B ARV6) 5<sup>th</sup>

Finishing positions determined the grid for Sunday, but with no John Milbank, and Henry Williams and Leigh Sebba having to return home, we were three cars down already. As we entered the collecting area there was light rain, and most competitors had a wet setting on tyres and suspension. Just as we were to depart the rain cleared and a drying wind sprung up, leaving some scrabbling to change their cars set-up.

The standing start allowed everyone to make a good getaway (see Phil Thomas's video!) and on a tricky and drying circuit Keith disappeared off into a commanding lead, finishing 19 seconds ahead of Russell Paterson. Elliot Paterson drove another stonking race to finish an excellent third. Meanwhile, in the middle of the pack, Greg Parnell in the Aero 8 GTN had made contact with the back of Peter Sergeant's Plus 8, spinning Serge into a hapless Paul Bryan. I arrived up the hill into the bend at full chat to find furiously waving yellow flags and three cars littered on and off the track. Roger Whiteside decided discretion was the better part of valour and pulled off after four laps and Ian Sumner had a repetition of his errant throttle cable, leaving him also stationary at the top of the track, but with a great view of unfolding events!

Tim Ayres romped home first in Class C, but with the ever chasing Phil Tisdall taking fastest lap. In Class D James Sumner came home first in Class D, with Michele Bailey driving an excellent race (dammit!), no doubt fortified by the excellent quality of the cheese and wine served the night before during the pit barbecue. Well done Michele!

Finishing positions:

Ahlers –Pole (A)

2<sup>nd</sup> Russell Paterson (A)

3<sup>rd</sup> Elliot Paterson (B)

4<sup>th</sup> Philip Goddard (A)

5<sup>th</sup> Andy Green (B)

In many ways Anglesey feels like Cadwell Park, with the elevation changes making it great to drive, and the isolation prompting people to stay at the circuit and enjoy each other's company and the Curry competition. Jerry Knight won the coveted curry cup. Anglesey brought out the best in the Morgan Challenge in terms of helping each other to mend stricken cars and the friendliness of the paddock, but it was a shame so many cars were damaged. We hope BDC will herald a return to a race with no major damage.

If you ever get the chance to drive Anglesey on a trackday, sprint or race then jump at the chance, it is an excellent circuit, but make sure you bring suncream and an umbrella!

John Bevan

26/7/2016