

**Silverstone 5<sup>th</sup> June 2016**

**Another Insightful Yet Heart Warming Report From The Keyboard of The Inimitable Bob**

The Aero Challenge competitors, well some of them, gathered at Silverstone for a single round of the Championship, so one did not have to sit/stand through too long an afternoon, a blessing for the less dedicated supporter.

Qualy (Ugh!) was run under a leaden sky with a chilly wind to cool the ardour of the spectators, but of course the professionals had no option but to suffer the inclement conditions, a tough life for some. (That means your dedicated scribe by the way.) Another to suffer the trackside conditions was the unfortunate Henry Williams, who found a hole in his engine, and stopped at Club Corner to await rescue. Sadly that was the end of his involvement for the day.

Naturally Keith Ahlers annexed pole ahead of Patterson Pere et Fils (Yer actual French) Tony Hirst, Jerry Knight and a lot of other people. If you are really interested in the assorted class positions take a look at the web site, but by special request;

Drum roll; Simon Scott in his 50<sup>th</sup> Aero Challenge round led Class 'R' ahead of Kelvin and Phillip. Round of applause, please.

Poised on the banking at the Complex one had to rely on the commentary to know what was happening from the start, however, it seemed to be case of "Jerry Knight is leading. Oh! No he isn't. Oh! Yes he is."

Whatever, it was still Keith who appeared at the end of the Wellington Straight well clear of the family Paterson, Dad Russell hounded by his precocious son Elliot in what proved to be a race long battle for supremacy, with the bigger +8 pulling away on the bits with no corners, and the Class 'B' Roadster climbing all over the back of pater's car around the fiddly bits. All very entertaining, however, Dad blamed a lack of torque for his inability to distance junior, although with just a couple of laps to go Elliott met traffic coming on to the Wellington Straight and lost time, giving Russell the break he wanted.

Also very entertaining was the scrap between Andrew Thompson, Tony Hirst and the erstwhile Jerry Knight, in the Class 'A' car was hobbled by a gear selection problem giving the Class 'B' lads a chance to have a go. Place swapping was the order of the day, and all three were clearly enjoying themselves, as was confirmed after the race.

At Woodcote all three disappeared past the pits in close formation, however, come Brooklands next time around Tony was on his own? Shortly after came Jerry, then later still, Andrew, both having had separate 'incidents' along the way. Jerry confounded by his recalcitrant gear box and Andrew caught out when he ran on to the marbles trying to get round the other two. Great stuff while it lasted.

Billy Bellinger held a lonely place behind the trio for most of the race, but slowly Roger Whiteside closed him down before taking the position away just in time before he ran out of laps.

Norman No Mates, otherwise known as Stuart Anderson came home in 9<sup>th</sup> spot probably never seeing another car after the first lap or so, surely he is not that unpopular?

Dominic House finished well clear of a scrapping Tim Parsons, Tim Ayres, James Carter, and Kelvin Laidlaw. Phillip Tisdall was involved but fell back. Due to weariness or untoward excursion I know not.

Greg Parnell and John Millbank were keeping close company until with just two corners to go Greg wobbled and hurled his Aero 8 into a convenient gravel bed. It is entirely possible that he had spotted yours truly standing there with camera poised, but intentional or not I got some fine action snaps out of it.

Thus Class 'A' went to K Ahlers, R Patterson, and J Knight.

Class 'B' E Patterson, T Hirst, and Andrew Thompson.

Class 'C' T Ayres, P Tisdall, and S McDonald.

Class 'D' P Bryan

Class 'R' Tim Parsons, K Laidlaw, and S Scott.

Class' Inv. B Bellinger.

Apart from Greg Parnell only Ian Sumner failed to finish. Craig Hamilton-Smith was awarded a 5 second penalty for 'exceeding track limits'.

The sun shone through out the race and shorts were a popular item of apparel around the Paddock with a fine selection of calves on display, many of which, may be admired in my picture gallery on the Challenge web site.

A number of familiar faces were noticeable by their absence including Jack, Michele, Peter Sergeant, Andy Green, Phil and Sharlie Goddard and John Emberson , while Alan House was there but his car was missing.

James Gateson was a very busy boy for Techniques with six cars to look after, and Simon Sherry was seen doing his 'strongman' act with a trailer. Amongst the Morgans in their own individual paddock lurked a Maserati and a Ferrari .... Oh, and a Vauxhall Astra.

All drivers are reminded that they are obliged to provide the requested personal secrets under the 'Freedom of Information Act'.

PMs to [bob@rbma.co.uk](mailto:bob@rbma.co.uk) will be treated in the strictest confidence (for the time being anyway.)

Bob Bull Journalist and Photographer to the cognoscenti.