

INCARRACE

MOTORSPORT LIVE

28th April 2010

Dear Driver

Welcome to the new style Oval Track Legends monthly newsletter!

Following many comments from so many of you drivers in the closed season that you miss so dearly the newsletter dropping on your door mats, we have decided to re-introduce in a slightly different format so that yours truly and Paul Gerrard don't have to burn so much midnight oil in writing everything. So, there will be contributions from Peggyann with Race Reports, Tech Talk from Barry and Des, Dealer News from Derek and maybe some additional bits and bobs from Paul, so, read on with Issue Number 1.

Revved-up Randall on top form.

An excellent show of 31 cars for the first visit of 2010 to our "home" track at Hednesford and by all accounts it was a very enjoyable meeting for most. Barry Randall, Simon Rourke and Branson Poyner took home the silverware; most other drivers just took home some damage! It seems quite bazaar that in the same week that fuel costs hit an all time high, BP recorded profits of 11.5 Billion Pounds and Brent Crude hit \$130 a barrel, our man Ian Hales saw fit to distribute about five litres of his finest "synthetic" onto turns three and four of the raceway. As you all know this caused one unholy mess and reminded some of us of another oil related incident over in Ireland a few years ago: Craig lost his oil going into turn one at Tipperary, a huge crash ensued, Des rolled over the safety fence, Shakey got knocked out and Derek bit off more than he could chew, namely the front of his tongue and we ended up cancelling the whole meeting and going to the pub. It seems that our oil is much more slippery than the regular 20/50 found in most race cars and although it may be a bit late, I would implore you all to recheck all of your oil pipes and connections every meeting.

Here is the race report from Peggyann

HEDNESFORD HILLS
Monday 5th April, 2010
Round 2 - The Easter Trophy

BARRY 'REVVING' RANDALL REVERTS BACK TO WINNING FORM

Barry 'Revver' Randall (395) was back on form at Hednesford on Easter Monday after suffering a low points score in Round 1 at Birmingham just two weeks previous. Some high finishes in the heats and a splendid win in the feature final saw him take home the Easter Trophy. The heats went to Simon Rourke (60) for two and 2009 Rookie of the Year, Branson Poyner (5) returned on top form for a heat win.

Heat 1 was taken by Simon in a 'flag to flag' victory. He made a good start and by the close of lap 2 had pulled out quite an extensive lead. Barry was in the yellow grade and soon pulled up to stay in second spot. Drama followed in the closing laps when Derek Hales (8) and Richard Pullen (555)

tangled and hit the wall coming into turn one, with damage enough to retire Derek for the rest of the day. Third place was highly contentious and held well by Robie Jukes (22) as Peter Blundell (156) and Andy Hartwell (55) were crowding in for the position. Dan Holden (161) was also out in the first heat in a fresh car and came home well in 7th just behind joint points leader Martin Lamb (52). Andy Embery (45) scored consistently well throughout the day to stay at the top of the points with Martin.

There were rookie ructions in the opening laps of heat two when Iain Hooker (57) and Derek Linley (32) crashed into turn 2. Martin was caught in the incident and luckily continued to race. Rookie Iain hit the wall heavily and Derek lost a front wheel causing everyone to get off the gas. The race was called three laps early when Ian Hales (6) had his oil cooler smashed to smithereens and six other cars were sucked into the wall with Ian. Branson, as mentioned earlier, took the win much to his relief after a bad run out previously at Birmingham for a low points score. Stef Lloyd (21) had a good race for second over Paul Bullock (15) finishing only 1/2 a second behind in third. Simon started at the back of the whites to take his second win of the day in heat 3. Russ Bull (100) raced through from the blue grade for second and earn very valuable points. The black flag came out on Andy Hartwell (55) for avoidable contact with John Townshend (42) which sent Stef nearly airborne.

Branson and Barry set a quick pace out front in the feature final with Russ breaking free eventually from Ian, Paul and Martin. Just after half distance, Barry nipped through the inside line for the lead. Branson was still looking strong on the outside line but Russ made it through into second place. Ian made the best progress from a Superstar start at the back of the reds to finish third. Darren Smith (76) had no brakes, Robie had no steering and Kev Hughes (105) took a flying lesson onto the ramp! A few were told to 'watch their bumpers' which seemed to do the trick and a great race actually unfolded except for there were eight DNF's.

TRACK FACTS

Car Count - 31 cars

Fastest Lap - IAN HALES #6 in the Feature Final, lap 24 - 15.213 seconds (59.160mph)

Weather Conditions - dry, windy and cold

RESULTS

Heat One : 60, 395, 22, 156, 55, 52, 161, 48, 45, 182, 29, 151, 50, 75, 76, 79, 32. DNF 8, 555, 15.

Heat Two : 5, 21, 15, 22, 156, 33, 52, 48, 465, 37, 105, 29, 42, 100, 79, 26. DNF 6, 57, 32.

Heat Three : 60, 100, 5, 395, 21, 182, 161, 45, 76, 105, 75, 151, 50, 42, 26. DNF 465. DISQ 55.

Feature Final : 395, 100, 6, 52, 5, 15, 182, 161, 45, 465, 29, 42, 151, 26. DNF 60, 555, 76, 21, 22, 156, 105, 75.

So a testing day for all of our assistants, not least for Stu Pritchard (Asst Race Steward) who after sorting out all of the carnage also found time to trailer the 55 car as Andy Hartwell had failed to stop under a black flag.

And from Hednesford hills we huffed and puffed our way up more hills on our way up to Buxton for round three.....

Pete takes another trophy back down there.

This place is a real strange one. It is without doubt the single worst venue to get to, takes ages, murders tow vehicles and is pretty bleak once you're there, BUT we are made so welcome by Dave Pierce and his team and we always have a great meeting whenever we make the effort to go and so it proved on Sunday 11th. 23 cars, which in itself is a good effort, made the trip and were rewarded with some great racing on a very fast and challenging Peak District oval.

The final was, for me, the best Legends race for a very long time and with "jockey" Pete taking the trophy, it means that we've now had nine different race winners from eleven races and three different final winners from three finals, and all final winners as it happens are from the East Anglia area (how long before Ian and Derek add to that list?)

I know the grades still concern some of you but trust me, after another couple of rounds it will all sort itself out. Here is Peggyann's report....

BUXTON RACEWAY
SUNDAY 11th APRIL
Round 3 - NORTHERN & MIDLAND CHAMPIONSHIP

PETE AMAS, THE FIRST NORTHERN & MIDLAND CHAMPION

Sunday at Buxton saw the first running of the Oval Track Legends Northern & Midland Championship, won by Pete Amas (33) in a gripping 30 lap final. A docking of two places for Pete in the second heat for a jump-start didn't suppress his mood and he drove a superb race from 7th on the grid. Robie Jukes (22) in the ex-dark blue Ian Hales car enjoyed a good race too. He started just behind Pete to feature as runner-up.

The winner of both heats, Russ Bull (100), started the meeting as a yellow roof and was upgraded to blue for the final. He came home for third and took the biggest points haul of the day. John Townshend (42) held first spot well for the best part of the feature final and looked good out front for his first win. Pete and the ensuing pack of Robie, Russ, Ian Hales (6), Martin Lamb (52) and Paul Bullock (15) piled on the pressure thick and fast for a great finish. John held an exemplary line throughout but fell back through the pack. With so many cars coming through in quick succession, he deserved a better result.

A new Pace Car Pilot, in the shape of Eoin Shearing, did an excellent job for his first time out in the specially adapted Legends Car #600 and Richard Pullen (555) had a day off from racing and took hold of the Pit Crew job well to radio check the Legends before letting them on track.

Peter Blundell (156) suffered a DNF in the first heat when a plug lead came loose and it was a DNF too for Simon Rourke (60) when he got on the 'red rumbles' in heat two and his exhaust worked loose. Dan Holden (161) was another victim to the rumbles in the final and his car took to Phil Moore's (465) resulting in accident damage to the 465 car and a non-finish for Phil and rookie, Derek Linley (32), took a heavy hit into the wall on the town bend, ripping off the front right corner of his car. Luckily Derek was unhurt but the car looked very worse for wear.

TRACK FACTS

Car Count - 23 cars

Fastest Lap - IAN HALES #6 in the Feature Final, lap 16 - 17.239 seconds (52.207mph)

Weather Conditions - dry, windy and sunny

RESULTS

Heat One : 100, 76, 6, 33, 15, 22, 52, 5, 60, 182, 21, 75, 161, 45, 465, 151, 29, 37, 79, 32, 57. DNF 42, 156

Heat Two : 100, 15, 22, 33 (docked x2 places for jump start), 6, 52, 76, 161, 5, 182, 45, 465, 37, 29, 151, 75, 42, 79, 32, 57. DNF 156, 21, 60.

Feature Final : 33, 22, 100, 6, 52, 15, 21, 5, 182, 156, 161, 45, 42, 76, 151, 37, 75, 79, 57. DNF 465, 32, 29, 60.

I will, if I may, make a couple of observations "post-meeting". Firstly, although there is still some uncertainty about lining-up, you should line-up one race inside and one race outside as instructed on the meetings Heat Split list. We will be enforcing this more strenuously from here on in, so please try and do the right thing, the finals remain first come, first served (in your grades) for now anyway.

Secondly, we once again, witnessed a couple of our drivers, Phil Moore and Peter Blundell dishing out a little "afters" while under the reds, this really is unacceptable and has resulted in a lengthy bans for Phil and Peter. I do have to say though, that in most cases, driver discipline was very good at Buxton, two or three drivers needed reminding about their lane/line control and Pete Amas got docked two places for being a bit too eager at the green in heat two, but in general terms it all

went very well until the end of the final. PLEASE realise that once we go "red" some drivers loosen their belts and remove helmets and, in some cases, we may have marshals on track. So any contact could have very serious consequences and any contact after the chequers will not be tolerated. - **PLEASE DON'T TEST ME!**

2010 TECH-TORQUE from Barry and Des, INEX Scrutineers

As the season unfolds, all the drivers should acknowledge that both of us get very little time to view the amount of cars prior to a practise/meeting as some do arrive a little later than they should. BUT, we try our hardest to make sure - firstly the cars are as safe as they can be and secondly to make sure no driver is getting an advantage by bending the Inex rules as per the 2010 rulebook and also the ORC have relevant things to adhere to for racing in the UK.

A few items, as follows, that have cropped up this year concerning Legends cars which we have noted and informed the drivers concerned:-

1. All the wings must now have the INEX small oblong sticker visible on each when fitted to the car as supplied by INEX UK supplier.
2. There must be NO removal of any of the seat structure in any way (INEX rulebook page 42 item 8.)
3. The roll bar padding must be mounted on ALL bars within 1x foot of the driver's helmet (page 42 item 6). But please, not just a few straight bits in between the joints of the roll cage tubing which leaves the cage visible to a possible smack from your helmet upon a good impact.
4. Lifting eyes must be mounted on both the front and back chassis legs.
5. Steering columns must have either a hose clip or collar mounted no further than quarter of an inch from the firewall to stop the column moving up and parting company with the steering gear (page 58 item 68).
6. Transporter regulation fire extinguishers must be clearly located close in case of fuel problems.
7. Bumper tabs must remain within stock dimensions and thickness, and may not have excessive weld etc. as these become considered illegal (page 45 item 10).
8. If car is damaged during the meeting you must ask an Inex scrutineer to check it over before your next race. Also, you must get permission to race without any fibreglass component/wing missing (page 48 item 24.)

All of these items must be sorted before the next meeting at Northampton or we cannot sign your licence for racing. No doubt you will sort all these things out and make life a little easier for all and we hope you have a great meeting.

BARRY and DES

Dealer News from Derek Hales

The container with the long awaited tyres should leave Charlotte approximately the 28th April, which means they will be available in the UK by approximately the 3rd week of May, until then you can ignore the wear bar rule plus you can turn the tyres on the rims if desperate.

The \$1000 (approx £750) parts credit is still available on new cars, which means a new car is effectively £10,300 plus VAT.

Anybody ordering a new car can have the body and chassis painted in the factory for approximately £500 plus tax, which does save a lot of work and considering the price of paint, is quite a bargain.

If anybody is interested in racing in the 'Million Dollar' race meeting in Charlotte in July, give me a ring as I have several contacts for hiring cars. A decent car would cost approximately \$1000 for the meeting but if you make the main feature race (30 cars) you get \$10000 to start the race.

The UK season is now well under way with our new set of rules, some popular, some not so popular. The racing looks good and the appearance of the cars is a credit to all the drivers.

The car count at meetings has been good considering the increasing cost of diesel etc.

In spite of the recession Helen tells me we now have 46 registered drivers, which seems a world away from twelve years ago when we started at Hednesford with just Des, myself and Gary Thomas, off the long circuits, boring the Easter Monday crowd.

Enjoy your racingGo Fast.....Turn Left

Derek Hales

Just a few words from Paul Gerrard...

Three meetings in and it really does seem to be going swimmingly well, particularly in the area of car numbers on the grid.

It is a worrying time for Promoters with the recession still in fine flow and particularly with the cost of travel and it is great to see so many drivers taking part and indeed the driver licencing approaching the half century.

The race procedure changes implemented seem to be going down quite well and the racing looks really good, with yellow flags few and far between. Talking of yellow flags, please remember that in 2010, any driver that overtakes under yellows, WILL be excluded, so please, at the instigation of a yellow, just stay in your position and go into single file. It is always best I think for you to complete an overtaking manouevre that is underway at the yellows, but then let that driver take his place back and we won't be taking any action.

I hope everyone is looking forward to Northampton on Monday, but be warned; it will be me in charge as Keith is having a leisurely day (well he thinks he is)

We will be having the customary Grand Parade on Monday, but a quick word of warning that Legends Heat 1 is the first race of the day, so drivers that are in that heat need to take everything with them for the Grand Parade as you will not be allowed back to your Pit Area. So have a look at the heat split, which is enclosed, along with the new Points Chart and grading list. I have to say that the grading for this fourth meeting really has moved around quite a lot, but congratulations to Martin Lamb, Ian Hales and Barry Randall, our three Superstars.

The Grand Parade on Monday will be headlined by Des Chandler, who is announcing his 5 mile 'Run for Heroes' event to the Bank Holiday crowd and hopefully get some pennies in buckets to raise money for the Derbyshire, Leicestershire and Rutland Air Ambulance, the division which transported Des to hospital after his accident at Mallory Park, almost two years ago. Buckets will be around the pits of course and I guess you may have a few more members of public visiting your pit area on Monday, so please make them very welcome.

One final item to mention, regarding your last visit to Hednesford...Our Maintenance Manager would like to congratulate you and put you to the top of the litter awards. He comments that he always knows where you were parked, because there is never any litter left in your pit area, other than several black bags with everything in them. Credit where credit is due and thank you all for

doing your bit to keeping the place as tidy as you can. It is a thankless task, litter picking after a meeting and he enjoys the job much better when Legends have been racing – Well done!

Well, that's about it for me, so over to Keith for some final words....

Another huge thanks to all of our stewards and helpers, Paul Gerrard for sorting the points and grades, Stu Pritchard steward at Hedno, Mark Brown pace car at Hedno, Eion Shearing pace car Buxton, Barry, Des, Richie Pullen and of course Peggyann. How fortunate we are to have such massive help from so many!

In other news, congratulations go to 52 Martin Lamb for heading up the points table, with some good finishes, mainly from the "Super-Star" grade. Also to 151 Chris Pye, he will be invited to take his grade at Northampton. Remember this year it is not a foregone conclusion and some drivers may be held at the back until the stewards and indeed the driver in question feels happy to take up their grade. 182 Mike Walmsley has put together some very good scoring rounds, 100 Russ Bull had a blinder at Buxton, 6 Ian continues to score well in nearly every race, 45 Andy Embery is still on a bit of a roll and 22 Rocket-Robie is clearly enjoying himself. Lower down the order, and 21 Stef looks like he has got a handle on it, 42 John Townshend is another looking the part and 60 Simon Rourke swings from hero to zero and back again collecting trophies on the way. 76 Dynamo Daz looks like he will be moving up the grades very soon and it's great to see our current drivers "Driver of the Year" 161 Danny Holden back on the grid. Well, that's probably put the "curse of the steward" on you lot, so I'll move swiftly along..... 32 Derek Lindley must rank as the unluckiest of us all just now, two big hits in as many meetings but remember the old saying mate, its always darkest just before dawn!

And finally, I was asked by Dave Pierce, during our post meeting de-brief, if any of our drivers could shed any light on a very serious incident relating to our visit to Buxton Raceway. It would appear that their top banger champion, a Mr I Smackem (666) could not take part in the big final last Sunday because whilst changing his damaged outside front tyre, he had to answer a call of nature and visit the gents. On his return, it is reported that some "nondescript" had made off with his only spare wheel and tyre! Now Dave does apparently have some fairly poor CCTV footage of the alleged offender but could still only describe him as "a little fella with a big black cowboy hat on". Any information will, of course, be treated in the strictest confidence and handed over to the Peak District Constabulary.

See you all trackside.

Yours sincerely

Keith Whalley

Keith Whalley
Legends Race Director