

Biddulph Moor

Presents



Stock Cars

&

Bangers

The 2005

British Open Championship

Sunday 23rd October

Radio Controlled Car Club

The Venue: - Biddulph Moor Village Hall, Hot Lane, Biddulph Moor, Stoke - on - Trent, Staffordshire

As the Biddulph club staged a fantastic Open meeting last year and do not hold a National meeting the club was approached once again about holding this year's Open meeting, and as you can see the answer was yes, so I have to ask why do our section members miss such a great meeting, I know this year's date fell near to a bank holiday so this might account for a few missing racers, and as the meeting is raced on one day there can be no excuse for "I haven't done all the meetings" or how about "I am not good enough and would only get in the way" unless you try how do you know you are not good enough, and as there are grade awards for the Stockcars the lower grade racers can pick up a nice trophy for themselves, unless we as the members support these big meetings the clubs that take the time to stage them will no longer do so as they will not be able to afford to stage them, as we all know it costs money to hire the hall, and pay for the trophy's, and when we have no big meetings you the members will all blame the organisers, when you will only have your-selves to blame for not supporting these meetings, if anyone has some ideas on how to attract more to these big meetings your ideas would be appreciated.

The organisation for this meeting was superb and we owe a debt to the Eardley family along with a few other people, lets start with Mum and Dad Eardley doing great work out in the kitchen all day, and as for the home cooked treats that were on offer my waist line tell the story, we also have the organisational skills of Colin Eardley the club promoter along with the help of Stephen Farmer and Brett Nixon and Colin's good lady Karen doing a sterling job on the race control computer, and what dedication from the stockcar scrutineers Brandon Snell and Paul Brooks, they attended the meeting to do their job as the official BRCA Stockcar scrutineers although they did not race! cheers you guys, and we also had the Banger scrutineer looking after his side of things, thank you Alastair Needham, and as ever we had Alan Crossland with his array of spares for those emergency situations, apologies if I have missed anyone out.

The format for today's meeting is the usual best three from four rounds for the Stockcars with the top seven qualifiers into the final, and the next eight contesting a consolation race with the winner promoted into the final, any one left had a grand national race with a small prize for the winner, and the format for the Bangers was an unusual five rounds, although you would only race in four with the best three counting, each round a group of racers would miss one of the rounds, this helped to keep things interesting as some racers had completed their four rounds before the fifth and final round, so they would have to wait to see if they had qualified as one of the top ten racers that would make up the final, and anyone that had not qualified for the final were eligible to enter the D/D race, and there was a prize for the winner of that. The Stockcars were split into three separate heats, and the Bangers were divided into two.

The defending champions for this Open Championship are, Stockcars:- Ben Harding, and the defending Banger champion is:- Anthony Wyper, and as Ben Harding is not racing today we are already guaranteed a new Stockcar Open Champion for 2005. We have a very disappointing turn out for both formulas today just twenty-two racers for the Stockcars and one less for the Bangers, although we have five different clubs represented in both formulas, they are the home club Biddulph Moor, along with Urmston, Rugby, Stoney Stanton and the Wycombe Radio Car Club.

Round 1. Bangers.

We had a full heat of nine cars for this first race of the day, and looking back to last years meeting a good lap score around the Biddulph oval was a high 60 although the best from the meeting was 71, and the first winning lap score was posted by Tom Houlker with 62 from Clive Buckler in second position with his 60 laps and the National Ladies Champion from last year Debbie Jackson with 56 finishing in fourth place with 50 laps was Matthew Houlker, then we had two racers battling it out over fifth and sixth places they were George Nixon and Martin Riley the result went to Martin by one lap with his 42 compared to George's 41. Race two was more on the money as Alastair Needham equalled last years best with his winning lap score of 71 from the defending champion Anthony Wyper who was just behind Alastair with 70, they were chased by Banger specialist Mike Tomkinson with 62 and Biddulph racer Stephen Farmer with 59.

Round 1. Stockcars.

Surprisingly the laps for the Stockcars were well down on last years best of 84, after the high scores by the Bangers you would presume that the Stockcars would do the same, although it was nice to see a racer returning to the action with a race win, this was achieved by Urmston racer Paul Jenkinson with 80 laps, in second place it was Clive Buckler with 76 he was followed by Wycombe racer Roy Calver with 74 and Jim Wilson with 73, race two was won by another Urmston racer, this time it was Mike Tomkinson with 75 from Carl Baker with 73 and Pete Clarke with 65 in third place, and the third race saw some higher lap scores as the Biddulph club promoter raced to a win with 79 laps, pursuing him to the finish was Mark Cooper with 77 along with Urmston racer Pete Ayriss with 72 another racer into with a lap score that just got into the 70 laps was Debbie Jackson with just that lap score 70, with Scott Williamson a further lap back on 69.

Round 2. Bangers.

Roy Calver set the pace by winning race one with a new highest lap score of 72 from Biddulph Moor track specialist Craig McNerney who equalled the previous highest lap score of 71 by finishing second to Roy, and Alastair Needham finished in third with 70, behind these three was Chris Flynn with 65 and Debbie Jackson with 63 followed by Miles Chapman with 57 in his first race as he was one of the racers that had not taken part in the first round. Race two was a hectic affair as the race featured a full grid of nine cars, at the finish of the race it was Mark Cooper finishing ahead of Clive Buckler and Tom Houlker, Mark's winning lap score was 59 to Clive and Tom's 58, the next nearest racer in this heat to the first three was the National Junior champion Nicholas Cooper with 40.

Round 2. Stockcars.

Race one was taken with 75 laps by Mark Cooper from Jim Wilson in second place with 70, then we had two racers finishing with 64 they were Darren Grace and Roy Calver with Alan Greig a further four lap behind with 60. Race two went to Rugby racer Clive Buckler with 78 laps next to finish was Angela Yarwood with 75 and Carl Baker was a further two laps behind Angela in third place, fourth place went to Alan Crossland with 65. Race three saw a race long battle between Colin Eardley and Paul Jenkinson, at the end of the race it was Paul that took the win with 79 laps with Colin just behind with 78 they were followed by Peter Ayriss with 73 and young Nicholas Cooper with 70 laps, Nicholas getting to grips with his new Lecatt 2 race car.

Round 3. Bangers.

Roy Calver was a man in for as he raced to another win in the Banger class his winning lap score was 65 with Anthony Wyper just behind him with 64 in second place, then it was Mike Tomkinson with 59 and Miles Chapman with 42 in fourth place. Race two was won by Alastair Needham with 69 from Mark Cooper with 67, these two were some way ahead of the third place finisher Stephen Farmer who had 55 laps to his credit and Matthew Houlker was a further five behind Stephen in fourth place, and posting a good score behind these four racers was the young Biddulph White grade racer George Nixon with 45.

Round 3. Stockcars.

Race one of round three saw a good race between three racers all vying for the race win, at the finish it was Mark Cooper and Roy Calver tied on 77 laps with Roy just ahead, and Anthony Wyper was a single lap behind these two with 76, then it was Nicholas Cooper with his second lap score of 70 in fourth place. Race two was just like race one as the first two both finished with 77 laps, they were Colin Eardley and Jim Wilson they finished in that order as Colin was ahead by a narrow margin, they were followed by Jon Cutts with his first decent race score of 74, his previous two races had yielded just 38 laps. Would you believe it, race three incredibly was the third successive race to be won with 77 laps this time the winner was Clive Buckler from Paul Jenkinson in close attendance with 76, these two were pursued by Urmston racer Mike Tomkinson in third place at the finish of the heat with 73 with Pete Ayriss a further four laps behind with 69.

Round 4. Bangers.

Race one had a full grid of nine cars which explains why Alastair Needham's winning lap score was low by his standards although his 65 was enough, second place went to Mike Tomkinson with 60 and Roy Calver was just one lap behind Mike on 59, and in fourth place we had Debbie Jackson with 55. Race two had a lot more racers finishing with decent scores as they all managed to avoid each other, at the finish it was a win for Anthony Wyper with 67 laps, behind him was Craig McNerney with 64 in second place and Stephen Farmer came home in third position with 60, Darren Grace was fourth with 52 then we had Martin Riley in fifth place with 49, then we had two racers on 47 they were Miles Chapman and Chris Flynn and the final racer in this race with 42 laps was young George Nixon.

Round 4. Stockcars.

With a race score of 81, the Biddulph club promoter Colin Eardley was well pleased with a race win, finishing a single lap behind him in second place was Paul Jenkinson, then it was Mark Cooper with 76 in third place followed by Pete Ayriss with 75 and Mike Tomkinson with 73. Race two was also won with 80 laps as was the first race of this round, the racer achieving this was the sole representative from the Wycombe club Roy Calver second place was taken by Clive Buckler with 77, and one lap behind Clive in third place was Urmston club racer Carl Baker, Jon Cutts regained some credibility with his second decent lap score of 73 in fourth place, he was followed over the finish line by Angela Yarwood with 70 and Nicholas Cooper with 69. Race

three saw Anthony Wyper take the win with 78 laps from Jim Wilson with 76 and Debbie Jackson a further two laps behind with 72, and Scott Williamson finished the race with a creditable 71 his highest race score of the day.

Round 5. Bangers.

This round was for the Bangers only although Nicholas Cooper, Kayleigh Cooper, Alastair Needham and Stephen Farmer had already completed their four rounds and were waiting on the results of this round to see if they had qualified for the final, and in race one we had the first tie for the win as both Roy Calver and Chris Flynn finished the race with 68 laps, the computer had Chris Flynn just ahead of Roy as the crossed the finish line, then we had Mike Tomkinson in third place just one lap down on the first two with 67, fourth was Darren Grace with 64 and Miles Chapman had 57 laps to his credit in fifth place. Race two saw Mark Cooper set a new best lap score with 73 as he raced away from Biddulph Moor racer Craig McInerney in second place behind Mark with 69, another racer finishing with 69 was Anthony Wyper in third place, then we had Tom Houlker on 61 laps in fourth place.

With the end of qualifying for both formulas, the totals could now be worked out for all of the racers and the line ups for the Stockcar consolation and final could be worked out, although the final place in the final would remain open at this stage as the place would be filled by the winner of the consolation, and the top ten straight through to the Banger final could be announced, so after some frantic number crunching here are the grids for all three races along with the qualifying totals,

Banger Finalists	Total
1. Alastair Needham	210
2. Anthony Wyper	206
3. Roy Calver	205
4. Craig McInerney	204
5. Mark Cooper	199
6. Mike Tomkinson	189
7. Tom Houlker	181
8. Chris Flynn	180
9. Debbie Jackson	174
10. Miles Chapman	161

Stockcar Consolation	Total	Stockcar Final	Total
1. Mike Tomkinson	221	Paul Jenkinson	239
2. Peter Ayriss	220	Colin Eardley	238
3. Nicholas Cooper	209	Clive Buckler	232
4. Debbie Jackson	208	Roy Calver	231
5. Scott Williamson	204	Mark Cooper	230
6. Alan Crossland	199	Jim Wilson	226
7. Anthony Wyper	195	Carl Baker	222
8. Darren Grace	194		

The Stockcar Consolation race.

This was a hard race to predict the winner as this was an unusual line up of racers, we had a mix of experienced racers not at the top of their game along with some new faces amongst the line up, so the question is who would step up to the plate and pull off a result, and the answer came from an experienced racer who kept it clean and did not panic and pulled out a great result with a winning 77 laps, well done Anthony Wyper who now goes forward into the British Open Final, second place went to Mike Tomkinson with 74 laps and the final rostrum place was filled by Pete Ayriss with 71 behind him came Nicholas Cooper with 68 and Alan Crossland was a further lap back on 67, finishing in sixth place with 62 lap was Debbie Jackson, then we had two racers finishing the race on the same lap score of 45 they were Scott Williamson and Darren Grace.

The Stockcar British Open Final.

The line up for this final was full of racers that had been there and done that before, and amazingly we had five different clubs represented in the final, and we were sure of a new Open Champion as the defending champion was not at today's meeting to defend his title, so with an experienced line up of racers we were guaranteed a good race and boy were we not disappointed as the winner and new open champion Paul Jenkinson added an incredible four laps to his previous highest lap score with the top lap score of the days proceedings with 84, which equalled last years best lap score, finishing in second place with 83 was the consolation winner Anthony Wyper and third place went to Jim Wilson with 82, Colin Eardley put in a good performance to finish in fourth place with 81, he was followed by Clive Buckler, Mark Cooper and Carl Baker all three finishing with 80 laps in fifth and sixth and seventh places respectively, and Roy Calver had 78 laps in eighth place.

Grade awards for the Stockcar class went to Martin Riley as the best Yellow grade racer, Debbie Jackson collected the best Blue award and Nicholas Cooper was the top Junior of the day. There was also a non qualifiers race for those that wanted to enter, this proved to be a race of attrition as there were only two racers that finished the race they were Martin Riley the winner with 63 and Kayleigh Cooper with 52.

Set-up chart of the British Open Finalist's

Name	F/Tyre Inside	F/Tyre Out	R/Tyre Inside	R/Tyre Outside	Gear Ratio	Speed Board	Charger	Car Type	Chassis	Cells	Club	Grade	Qualif	Final
Paul Jenkinson	SE Med	Orange	SE Med	Pink	12/50	Mardave	Pro Trak	Baker	Anderton	3300	Urmston	Red	1	1
Colin Eardley	SE Med	812	SE Med	Pink	12/49	Mardave	Pro Peak	Farmer	Farmer	2000	Biddulph	S/S	2	4
Clive Buckler	Jap Med	Orange	SE	SE	12/50	Mardave 3 speed	Quasar	Sminka	Anderton	2000	Rugby	S/S	3	5
Roy Calver	Jap Med	812	Jap Med	Jap Med	11/54	2 speed	Pro Trak	Diamond Mk 2	Diamond Mk 2	3300	Wycombe	Red	4	8
Mark Cooper	Orange	Jap 44	SE Med	Pink	12/50	2 speed	Pro Trak	Lecatt 2	Anderton	3800	Stoney Stanton	Red	5	6
Jim Wilson	Pink	Pink	SE Med	Pink	13/50	Mardave 3 speed	CCD 20	Self Build	Mardave	1700	Urmston	Red	6	3
Carl Baker	SE Med	Orange	SE Med	Pink	12/50	Mardave	Apex	Baker	Anderton	2600	Urmston	Red	7	7
Anthony Wyper	SE Med	812	Pink	Pink	12/52	Mardave	Apex	Wipeout	Anderton	3800	Urmston	S/S	8	2

The British Open Final for the Bangers.

Looking at the qualifying totals for the qualifiers there was a big difference between the totals from the top qualifier Alastair Needham with 210 and the tenth qualifier Miles Chapman with 161, but the usual suspects had all qualified as had the defending champion Anthony Wyper, with the exception of one of the home club's top racers Stephen Farmer along with the Stoney Stanton club champion Clive Buckler, there were also one or two amongst the line up that were tasting the big time action for the first time, with all of this in mind along with the first grid of ten racers we were sure of a great final, so it was a shame that one or two decided on tactics that would be better used down in New Zealand on the 240 cubic inches dirt modified tracks, if anyone seen what happened to Junior Wainman this year you will know what I am talking about, but as someone said this is Banger racing, full contact racing, with that said it was still a fast and close final with the first two having a good battle clear of the rest of the field and the new open champion for 2005 was Alastair Needham with 71 laps just one in front of Mark Cooper in second place with 70, in third and fourth places with 65 laps each was Roy Calver and Mike Tomkinson, finishing in fifth position was Chris Flynn with 63 he was followed by the outgoing champion Anthony Wyper who had a big hand in who was going to be the new champion, although his lap score of 62 was enough to secure sixth, another two laps behind in seventh place was Tom Houliker, and Miles Chapman came home with 52 laps in eighth place, one of the pre-race favourites was unlucky to have been rolled out of the final for the second year running although his 17 laps gave him ninth place in the final which leaves us with Debbie Jackson with 7 laps in tenth place.

There was also a D/D event for the eleven non qualifiers, this proved to be rather unusual because all of the more experienced racers failed to last the distance leaving two of our youngest members to dice it out, they were Kayleigh Cooper and Warren Riley who fought it out between themselves for nearly five minutes, and fittingly it was decided after a head on crash between the two which left Warren on his roof leaving Kayleigh as the winner and the proud owner of a new body-shell.

Meeting report prepared by Mark Cooper.