



2012 BRCA Stockcar National – Round 4 – YPL

YPL was a new venue on the National calendar this year with joint Stockcar and Banger round being the first national event that the YPL club had ever run. After the smallish scout hut of the previous day, walking into YPL was like walking into a different world. YPL was a wide open track with two very long straights to contend with. 26 drivers were in attendance with some change over in the list of personnel. Each round had two heats with 9 drivers and one heat with 8 drivers in.

The track was open for practice from when people arrived and had setup. Most people took advantage of the longer than normal practice time to first work out what gearing they needed to push their cars to the edge at the end of the straights, but also then to know what tires they could use to make sure they could get around the corners. Looking around the pits area during this time you could see a hive of activity with discarded tires strewn every which way. Slowly the chaos subsided as drivers honed in on the setup they wanted to start the meeting with.

Soon it was time for the drivers briefing and Philip welcomed everyone to YPL and asked for the cars to be put on the raised drivers platform for the concourse.

Chris Darlaston was testing the lower power LiFe cells which could be underpowered on this large oval. Chris had geared the car a lot higher than normal using a 16t pinion and a 50t spur as opposed to the normal 12/50 of other tracks.



Practicing Before the Heats

Round 1

Heat 1: 13(75) 259(74) 83(72) 169(70) 156(69) 766(69) 213(63) 109(55) A tentative heat started the proceeding off being won by Allan Inness with 75 laps from Jonathan Hartley with 74 laps and Ian Roper with 72 laps. Chris Darlaston was 6 laps off the pace with 69 laps and grip roll. Did this bode badly for the LiFe cells on the large oval?

Heat 2: 30(83) 501(80) 846(73) 34(71) 620(70) 383(70) 546(69) 40(67) Anthony Wyper showed that it did not matter what size the oval, he could still finish in first with 83 laps from Martin Cooper with 80 laps and Anthony Wade with 73 laps.

Heat 3: 70(87) 471(84) 219(78) 681(78) 33(77) The last heat of the round saw 3 drivers unable to take the start and reduce the grid from 8 cars down to just 5. Adam Sutherland and Ben Harding took full advantage of the reduced size grid. Battling for the lead early on a couple of mistakes from Ben allowed Adam to pull out a 3 laps lead by the end. Adam won with 87 laps and the FTQ of the round from Ben with 84 laps and then Miklos Szabados with 78 laps.

Summary: A new name was at the head of the field at the end of the first round with Adam Sutherland leading the way with 87 laps from Ben Harding with 84 laps and Anthony Wyper with 83. Martin Cooper was with fourth with 80 laps whilst fifth was Miklos Szabados on 78.



Race Action

Round 2

Heat 1: 471(82) 501(80) 34(73) 169(72) 109(67) 383(64) 219(63) Ben Harding led the round off in style bring home a slightly reduced score from his last round but winning the heat with 82 laps. Second was Martin Cooper with 80 laps and third was Keith Stanford with 73.

Heat 2: 70(73) 114(70) 13(68) 33(66) 766(65) 259(65) 681(63) 40(61) 846(56) A full grid of 9 cars saw Adam Sutherland still at the front of the pack winning, but with a much reduced number of laps (73) from Maikal Rutten on 70 and Allan Inness managed a 68.

Heat 3: 30(84) 156(81) 546(78) 620(75) 216(75) 83(72) 213(65) Anthony Wyper upped his laps with the FTQ of the round in this heat. Anthony finished with 84 laps from Chris Darlaston on 81 laps and Jim Burkett on 78 laps.

Summary: Established order was restored at the end of the second round with Anthony Wyper at the top of qualification order on 167 laps from Ben Harding with 166 and Adam Sutherland with 160.

Fourth was Martin Cooper also on 160 laps whilst surprisingly fifth was Chris Darlaston using the LiFe cells on 150 laps.

Round 3

Heat 1: 30(87) 114(84) 156(81) 13(78) 70(77) 383(71) In the second half of qualification and this heat saw the reduced grid from 9 to 6 cars. Anthony Wyper used this to get the FTQ of the round with 87 laps from Maikal Rutten with 84 laps and Chris Darlaston with 81.

Heat 2: 471(82) 219(78) 846(76) 259(72) 34(71) 620(70) 33(65) 83(63) 213(46) Ben Harding rose to victory with 82 laps from Miklos Szabados on 78 laps and Anthony Wade with 76 laps.

Heat 3: 501(81) 546(79) 40(76) 169(75) 766(68) 109(55) 216(47) 681(44) Martin Cooper won this heat with 81 laps from Jim Burkett with 79 laps and Leighton Holroyd with 76 laps.

Summary: With just one round left, the top five drivers were just shuffling their order around

slightly with Anthony Wyper on 254 laps, Ben Harding on 248, Martin Cooper moving from fourth to third with 241, Adam Sutherland slipping down to fourth with 237 and Chris Darlaston still in fifth with 231.

Round 4

Heat 1: 219(84) 546(78) 13(77) 216(76) 383(76) 681(74) 259(59) This saw a Fordham drivers one-two with Miklos Szabados winning with 84 laps from Jim Burkett on 78 laps and Allan Inness with 77 laps.

Heat 2: 30(86) 846(80) 70(80) 33 (77) 501(77) 169(74) 213(55) 109(40) Two Anthony's in the top two positions ... Anthony Wyper in first with 86 laps from Anthony Wade in second with 80 laps. Adam Sutherland came third with 80 laps also.

Heat 3: 40(81) 156(79) 114(79) 83(73) 681(72) 34(67) 471(63) The last heat of the qualification saw problems for Ben Harding. This left the door open for Leighton Holroyd to win with 81 laps from Chris Darlaston on 79 laps and Maikal Rutten to finish in third also with 79 laps.

Summary: With all the qualification heats over, the best 3 scores from the 4 rounds raced were added up and the top five drivers were Anthony Wyper on 257, Ben Harding on 248, Adam Sutherland on 244, Chris Darlaston on 241 and Martin Cooper with 241. Unfortunately due to problems with marshalling, both Martin Cooper and Mark Cooper were docked 25 laps from their qualifying scores. Chris Darlaston was not allowed to take a final position due to running the LiFe test cells.

Finals

Consolation: 40(81) 846(76) 33(75) 83(73) 501(72) 681(72) 169(61) 383(42) After qualifying on the front row of the grid Leighton Holroyd led from start to finish of the consolation finishing 5 laps ahead of his nearest rival. Leighton finished with 81 laps from Anthony Wade with 76 laps and Neil Ritchie came home third with 75 laps.



Consolation Race Lined Up



Final Line Up

Final: 30(85) 471(85) 219(82) 70(81) 114(80) 546(76) 40(76) 13(74) The final had the potential to be a very good race with Ben Harding on pole position from Anthony Wyper in second on the grid. Adam Sutherland and Miklos Szabados filled the second row. The race did not disappoint. Ben Harding got the better start and led the race for the first 50 laps or so.

Anthony did not get as good a start and was down to fourth at the end of the first lap. He soon battled back up to second but a crash in around lap 20 saw him down in fifth position at the 21st lap mark. After a quarter of the race the positions were: 471 / 13 / 70 / 114 / 219 / 30 / 546 / 40. The second quarter of the race saw the positions

start to sort themselves out and at around the half way point the positions were: 471 / 30 / 70 / 219 / 114 / 13 / 546 / 40. By the three quarter mark, all had changed with only fifth place Maikal Rutten being in the same position. The positions were: 30 / 471 / 219 / 70 / 114 / 40 / 546 / 13. The final few laps of the race were a tussle between Ben and Anthony with the lead swapping back and forth. At the end of the race managed to cross the line just 1.5 seconds ahead of Ben both on 85 laps. Miklos finished in third with 82 laps. Fourth was Adam Sutherland on 81 laps and Fifth was Maikal Rutten with 80 laps. Sixth and seventh both on 76 laps was Jim Burkett and then Leighton Holroyd. Last finisher in the final was Allan Inness on 74 laps.

Trophies were handed out to the eight finalists and also for the following people:

Concourse	Anthony Wade
Best White	Jamie Pindar
Best Yellow	Anthony Wade
Best Blue	Alan Harding
Best Junior	Adam Sutherland