

Race Results



Date	9 th & 10 th April 2011
Location	Donnington Park
Conditions	Extremely Hot & Sunny Track temp 27 Deg
Passenger	"Stig" Stephen Cowin

Practice 1	
Lap	Time
1	1.47
2	1.35
3	1.33
4	1.33.069
5	1.32.337
6	1.33
Lap Ave Speed	

Qualification	
Lap	Time
1	Crash

Race 1	
Lap	Time
1	1.47.848
2	1.41.262
3	1.44.175
4	1.42.744
5	1.42.061
6	1.41.785
7	1.41.513
8	1.40.582
Lap Ave Speed	70.832

Warm - Up	
Lap	Time
1	2.03
2	1.55
3	1.49
4	1.52
5	1.55
Lap Ave Speed	

Race 2	
Lap	Time
1	1.51.487
2	1.45.036
3	1.41.423
4	1.42.681
5	1.42.272
6	1.47.021
7	1.42.604
8	1.40.800
9	1.44.417
10	1.43.196
11	1.45.300
Lap Ave Speed	70.679

Summary	
Quickest Lap	1.32.337
Slowest Lap	2.03
Ave Lap Speed	78.00 (Unconfirmed)

Race Report
<p>Quoting an admired and respected F2 Driver <u>“ If ya not crashing ya not tryin hard enough”</u></p>
<p>Each time I start to do a report I remind myself keep it short, but so much happens funny, sad, good and bad. I do wonder if folks actually read them as well. I know this is the case because I have been told off for not getting this report out sooner. Note to self bring note pad because its hard to remember everything 3 weeks latter</p>
<p>Upon leaving the Oscar residence and setting off to pick up the team, I remembered my “safety over water tikki” was in my car. Will we turn round and get it, “No” Stig says we will be ok!!! Some close folks will know the story behind the Tikki’s, if you don’t then ask me. I wear two, this one and a “warrior” one at all times. Plus I truly believe I have the protection and spirit of a samurai. Hocus pokeus or madness I will leave you to draw your own conclusions.</p>
<p>Miss Julie prepared the butties and refreshments on boat and the journey to Castle Donnington was short and easy to get to. A welcome break at a motorway service station with the traditional scones was interrupted by a lovely gentleman who must have thought we had everything in our van including jump leads. His Volvo had broken down.</p>
<p>Stayed at a lovely B & B right on the roadside in Castle Donnington, which we can thoroughly recommend, can’t we Tony. With no racing the next day and the van parked up a Castle Donnington pub-crawl was called for. Some folks went home early to apparently come out latter,</p>

well we didn't see you. Some may have wished they had gone to bed early too as the Phantom spawner caused chaos for the poor owner of the B&B.

Super market was the first point of call for the weekend's refreshments leaving the lads to walk through Castle Donnington. No pubs open. 27 degrees. All loaded up and off to the track having been warned no grass to set up tents in the paddock a suitable area was found near Redgates. Alongside a young man (his name escapes me) who was at his very first meeting ever as an orange jacket. Ever resourceful team Oscar acquired a disused picnic table and chairs, which we borrowed for weekend. A laid back easy day with Technical scrutineering 3pm Friday. Only Stig had packed his shorts. Not a bikini or vest top or sun cream amongst us. So scissors at the ready and Julie set about shortening her jeans. No proper glass either poor Kevin had a guinness in a picnic wine glass two sips latter and it needed topping up well that was his excuse. An evening stroll before Bolognese tea with the entire team around the track. An early night was required leaving a good space for Team Shand's big truck which trundled in about 1pm. Kevin's 1st team as he is a sponsor.

What is it about racetracks and low flying things as alarm clocks. No need for geese like Mallory. Planes every 10 mins including one, which woke entire paddock on Saturday morning.

Nervous but really up for it. "Have it!. Practice session went well for us but not so fortunate for manx passenger Lenny Bumfrey who fell out after missing handgrip going into Craner curves. Comment coming in from myself it's a track that you could get carried away with or caught up with what others are doing.

Normally for qualifying you do a lap getting heat into the tyres and then set up on the grid and then set off but this session was different, it was just straight out of assembly area and off. Flying into Redgates I felt the unit start to drift but the back wheel started to drift to must and thought oh were are going to have a 360 degree spin. No problem do what you have done before don't stall it bring it round and carry on and then at about 270 degrees the chair wheel dug in and the next thing we are doing a 180 degree flip. The front bubble smashed and the kill switch worked and I though use your feet and next thing I am stood up looking for Stig and the sidecar. Sidecar upside down in the gravel and Stig flat on his back on the rumble strip. Marshalling kicked in and rushed to Stig who was winded. Opened visor undid helmet strap and hollered at him (as normal he would say) and encouraged him to get to his feet if he could, as the sidecars were just about to come round. The marshals who attended were brilliant and helped Stig through the gravel and off into an ambulance. The others helped me right the unit and drag it through the gravel to a place of safety. Fortunately Julie & Kevin were watching at Redgates and Julie went with Stig in the ambulance to the medical centre to be checked out and Kevin took the helmets. Leaving myself to deal with the Oscar. After dragging it back out of the deep gravel to Redgates and push it through the gate two lovely lady's offered to help push it down to our camp not to far away and a very worried Tony appeared from the grandstand to push it into the awning.

Off to the medical centre to ensure Stig was fine to be told oh he is fine doctor said he is fit to race and he has left and gone off with a lovely young lady!!!! Fine

Having put both leathers & helmets through Technical scrutineering and seen the race office organisers we only needed to put Oscar though and we would be allowed to start.

Other sidecar crews, Bill Curries Team, Shandy's Team came and looked over the unit giving welcome advise what needed to be done or not as the case maybe. Young Mullin came and cleaned off the tyres with heat gun and scraper. In the lunch break a technical scruteneer came and had a look and said everything was good with the exception we had lost our rear high vis light and to try and find it and to call in officially prior to going out in the first race at 3.30pm for official pass. Tony legged it off to the marshals at Redgates to see if they could find it but they had already so just a quick pop back into place and we were ready.

Cemex would be proud of the amount of gravel that was tipped out of the main fairing; it would have filled a few potholes.

After a warm up lap we were positioned at the back of the grid for the 3.30pm start. Just like "Oscar Time" in the National we put in our performance but not good enough with the class of F2 drivers in this series. We got a finish but I didn't want to push it or ourselves and bin it again. Towards the last two laps we both hear a metal sound so took it really easy to discover when we got back to the paddock the chain was loose. Nothing that couldn't be fixed anyway. We went off to the presentations for the day at the paddock bar area to cheer Conrad/ and Shand/Barrett & Neary/Chauhan for their great performances but somehow we missed them. Upon having a beer and some of us freshening up we returned to where Julie had prepared Chicken Fajitas wraps. But there was "Mary Hell" in the camp some dirty rotten scoundrel of a solo team had pinched out picnic table and chairs. War was declared and a note written on a napkin and attached to the windscreen of a very posh Winnebago after the Team Oscar sleuth's had worked out who was responsible. With tea nearly finished a noise was heard outside the awning at this point the team Oscar Jack Russell shot out and was hot on the heels of a shadowy figure who legged it into his awning for protection. Mission accomplished table for breakfast. Conversations into the night included trying to purchase a magnetic clock for the side of the van so I would not keep pestering everyone for the time every 5 minutes. This is when the boys always think of home comforts and are now on the look out for a flat screen TV with built in preview and possible DVD's (Porn no doubt) to also put on the side of the van.

Our friend Kevin having a near drowning experience the last time he camped at Donnington had a uncomfortable nights sleep as any of you will know if you have ever slept on and airbed. It bounced him off the side and he slept with his body up against the airbed and face towards the awning. With the traffic control stacking system at east midlands airport and the constant noise it is easy to let the imagination run riot. Kevin was awoken to flashing lights and a noise, which can only be, described a horrendous and in fear of his life and thinking he was about to be run over leapt up. The thing went past and when he had calmed his nerves and patted himself ensuring all limbs in place he looked out of the awning to see it was a huge grass cutter and blades which was going out to cut the grass and make the place aesthetically pleasing.

Our very good friends Kevin and Elizabeth must have been up early too because I had just brushed my teeth and they arrived at the track bearing very welcome gifts of coffee, hot choc, and chocolates for journey home.

Oscar once again race prepared. Stig and I were a little stiff and sore to say the least. We duct taped stig's foot to help reduce the swelling and give support, as it was the colour of liver. Having mutually decided that we would go out and do the warm up session for the following reasons.

- 1.Ensure unit and chain problem sorted
- 2.To ensure Stig could put weight on foot and move around
- 3.To try to get a little confidence back

We were once again at the back of the grid keeping out of trouble & carnage. At the bottom of Craner Curves into the old hairpin two sidecars touched resulting in one upside down in the grass on the left with the driver Dave Wallis stuck underneath and Lenny Bumfrey (Manx man) flying through the air superman style. We do hope you both make a speedy recovery and hope to see you in this years TT. With Stig and myself being marshals and speaking afterwards we felt that all the way back to the start/finish line we would see a red flag but it wasn't. Due to the speed and reactions of the marshals right around the course when dealing with incidents everything was safe and clear for things to continue. On the note of marshals they must have been melting in their orange probane suits and I am sure a few cases of sunburn to boot. Upon doing the final lap around the circuit after the chequered flag we stopped to see if Lenny needed a lift back to the

paddock but he drove their poorly sidecar car home. All the marshals and I believe a growing fan base of Team Oscar Racing clapped and cheered bring a small tear to my eye.. Not a good performance by us but home safe.

At this point we would like to also say that yes the top boys in the F2 class are the true professionals with top class machines, and their teams and set ups but still took the time to speak to us a tiny amateur team and give us advise and words of encouragement and help were needed. In what other sport do you know this happens I cannot think of many. Thanks fellas it's a pleasure to ride on the same black stuff as you.

Back at camp cans of cold beer had to be opened and tins clanked together. At this point Stig tried to peel the duct tape off the foot helped by myself. More painful than waxing girls I can assure you. It was funny though. Julie scampered off to a absolutely huge market, which appeared overnight right next to the track and returned with fabulous strawberries for the trip up the motorway and tales of great bargains to be had. NO room in the van for the a three-piece suite!!

A pretty uneventful trip up the motorway everyone sun burnt and tired and hungry and dreading sitting at the dock for three hours. We discovered a Toby Inn near one of the roundabouts in Lancaster, which does food till 10pm on a Sunday night, and I think I can speak for the entire team it is well worth the money and the carvery was great. We will not be stopping at any motorway services for food ever again.

As per the other meetings in the UK we do the first race of the day on the Sunday only and then have the van packed and watch the stars of the F2 do the final race. This means I am not to tired driving up the motorway and we are all safe and well.

Well our small incident, has not put off two of the team from racing. Julie Canipa is taking the chair in next week's race meeting at Jurby and May Bank holiday at Cadwell park with Father Fagan look out for them please. Tony Corlett is in the middle of financial transactions purchasing his race bike. Good luck to you both.

Motors TV 413 April 28th Thursday 9pm there will be coverage of the Thundersport GB series look at the very back for poor Oscar as the were not filming when we crashed fortunately. Images on face book group page supplied by "Marion Carnall" who couldn't believe her eyes.

The moral of this meeting: they say you can eat an elephant but one bite at a time. Well we have a long way to go then cos we only have little appetites and our BBQ aint big enough to cook a whole one just yet.