

Thruxton

The big weekend (August 19th 2012)

We arrived Saturday afternoon in bright sunshine and the paddock was completely full and buzzing with activity. The tiny pit garages had been reserved for the Juniors. It was great to see such a lovely line up of cars. Scrutineering was on Sunday morning and again the weather was great, with all the garages now full of Formula Juniors, the day was looking very exciting.

This meeting was special for team Bond as Jon and Jennie were visiting, Jon has had some medical problems and hadn't seen his cars race since Silverstone.



Qualifying

Qualifying went well. I last raced at Thruxton in 1990, driving an E Type, so I needed to re-learn this very fast circuit in just 15 minutes. Gil had been an instructor at Thruxton some 15 years ago, so needed to 'blow the cobwebs' out of his memory to find the correct lines. I was delighted to find myself 1st in class. I later discovered that my competition had problems. Jack Woodhouse (Elva) and John Chisholm (Gemini) both had misfires and were lacking top end power. Stuart Roach in

his rear engined Alexis also had problems with a broken drive shaft. This is a continuation of bad luck Stuart has had all year.

Gil went well, qualifying fifth fastest front engined car and comfortably fastest 1000cc. He was slightly 'miffed' to find that the new surface put down a few years ago had obliterated the old surface changes he used as reference points on the fast sweeps after the Complex.

Race 1

I made a good start for a change and had a battle with Crispian Besley, Alex Morton and Lance Whitehead. Jack Woodhouse was unable to keep up as his misfire was still very evident. I felt confident having passed these three cars. I then overstepped the mark and under-steered on to the grass at Church corner. Church is the fastest corner on the circuit, possibly around 110 MPH. I consider myself very lucky to have bounced back on the circuit behind the three cars I had previously overtaken, I slowly caught them up and passed Alex and Lance. Crispian had pulled away a little and finished ahead of me.

Gil started well and had a great race with David Woodhouse in his very pretty DolphinMk2, eventually finishing 3rd front engined car.

There were victims in the race. Gordon Russell (Gemini) broke a push rod. Simon Jones (Elva) bent 2 exhaust valves. I think Linden Brand suffered with engine problems, and pulled off before club corner. John Chisholm continued to suffer a misfire.

Race 2

Jack Woodhouse had replaced his head gasket and was ready for a second go, Stuart Roach had borrowed his father's car (Gemini Mk2). Stuart is always extremely quick. John Chisholm decided not to race as his misfire was getting worse.

I made an average start and was passed by 4 cars before the first corner. A big effort and I managed to re-pass 3 of them. I then had great fun chasing Crispian, but was unable to get past. On about lap 10 oil had been put down at Church and Club corners. This was the point I stopped pushing Crispian, I was leading my class and there was no need to endanger my position.

Gil again had a good start, but was passed by a hard charging Stuart Roach, who started from the back row in his Father's Gemini. Gil shadowed him around the back and past him up the hill into the Chicane. Stuart re-passed into the Complex and slowly pulled away.

Gil then enjoyed another close race with David Woodhouse until the oil went down. A couple of careful laps brought the Bond home, again third front engine and the 1000cc class winner.

Race two and the oily track unfortunately took its toll. Jack retired with a misfire again after just 2 laps, Michael Hibberd retired to the pits with an overheating engine, Anthony Goddard retired to the pits after the oil was put down (very sensible). There were no oil flags shown. Unsure about Phoebe Rolt, but she had pulled off at Cobb corner .

Trevor Griffiths spun and damaged the Emeryson on the oil at Club corner and Richard Smeeton spun on oil at Church corner and damaged the lovely Wainer.

Overall Winners

Jon Milicevic (CooperT59) ,David Methley (Brabham BT6) and Pete Morton (Lightning Envoyette) took the podium positions in both races.

A great weekend for Team Bond. The weather was terrific, the track exciting, both cars had two class wins and fastest laps each, but more importantly, it was great to have Jon and Jennie back to complete the team.

Next Race

Oulton Park Gold Cup August 26th