

Chairman's viewpoint 06.11.

Hello and welcome to Crimond raceway for what, I hope, will be another action packed meeting. Last time out we had excellent racing with plenty of action throughout the afternoon.

The Brisca F2's were having our round of the World Qualifier series, where every Brisca F2 track holds one W/Q meeting and a drivers best top five scorer from all the rounds they attend will put them into one of the two semi-finals at Hednesford, later on in the year. Our own top drivers, Robbie Dawson and Stuart & Graham Kelly, were in with a good chance of scoring points after their recent form at their home track.

Stuart unfortunately only lasted the practice and the first heat when his engine decided to blow a piston, but Brother Graham scored well over the meeting with two first and two second places. Robbie had a quieter meeting but still finished in the top six in every race. Once again Gordon Moodie made the trip north along with some other superstar drivers, with Gordon timing his last corner push on Graham Kelly with perfection and passed Graham to take the win in the final. No doubt our drivers will be attending the W/Q round at Knockhill on Wednesday the 22nd of June, where they all have done well in the past, so a meeting not to miss, where with its wide open track and plenty of local and visiting drivers the action is never far away.

Due to the National championships this weekend at Taunton, there are no F2's today, but are replaced with the Stoxkarts. This new formulae is slowly increasing in numbers with more and more local drivers competing. Not sure if we will have any English drivers today, but we are expecting some for their next meeting on July 2/3rd.

The Saloonstox were competing in round four of the new Northern Saloon championship last meeting, so we had a few visitors, not as many as last time, but they still used the bumpers as and when required. Visitor Allan Stirling #277, was using his June grading of a Yellow roof to full affect, with two wins in the heats, but was a marked man in the final and was spun out at pit gate corner by Barry Russell #600, who went on to take the chequer flag from our own Nicky Bonner and John Ironside.

Once again newcomer Ryan Simpson was in the wars, a few meetings ago he went down the entire length of the start / finish straight on his roof, spinning around and around all the way. This time he tried to climb over the main start / finish straight tyre barrier! He hit it by himself but was then collected by the pack of cars coming behind him who continued to push him along the top of the tyre wall from where he returned to the track, landing on all four wheels

We suspended the race to check he was ok, which he was, and he tried to drive away but his rear wheels were pointing in totally different directions, some more work for the Simpson team!

As I stated in my last report, there was a change around in the June Trophy meetings for the Ministox. Last time it was for the Sye Morrison trophy for the highest point's scorer of the day and also a new tyre was given to the top three point's scores on the day. Today's meeting in the Ministox, we have the Jim Miller trophies. These go to the highest point's scorers over the first two races, with the third race being used to split up any drivers who have tied for points in the first two races. Jim usually has something special lined up for the Mini drivers, with ALL drivers competing today receiving a trophy.

The 1400cc Bangers finished their season last meeting with the usual end of meeting demo Derby. A lot of spectators had stayed to the very end to witness this event and they were not disappointed. Seventeen cars made the start and within a short time were reduced to only a few, but the few chased one another around for a while until all were gone apart from Brian Youngson and John Riddell. They continued to hit head on with each other at the pit gate

corner until they were stuck together with neither having reverse gear. We intervened and pushed them apart for one last big hit, but Brian had lost all drive, so John was declared the winner, an excellent DD enjoyed by all.

Today we have the one of meeting of the Van Bangers and once again it is sponsored by "The Spotty Bag Shop" from Banff. There is extra prize money available over the meeting for various things, supplied by the sponsor. So expect to see plenty of spots and no doubt "The hairy Man in a Van" will make a re-appearance. Not sure how many Vans will appear as pre-meeting bookings are a bit slow, but no doubt they will put on a good show and they will have a DD at the end of the meeting as well, this can take a while as these Vans are a lot harder to wreck.

Our next meeting is our first speed weekend of the 2011 season, where we see the return of the Munster's for their annual pilgrimage from Northhampton. All formulae's will be competing for the Munster trophies, with drivers lining up in the heats in normal graded order with track championship points awarded as normal, but in the finals on Sunday, cars will be lined up in points scored over the weekend regardless on roof colour, so no track points will be awarded in the finals.

For the first time ever for this weekend we have the Brisca F2's on both days. Due to having to stick to a certain format for the F2's, they will be competing for their Munster trophies on the Saturday night only, with the Highland Fling being run on the Sunday. Their finals will be run in highest points scored in their grade.

As usual there will be a practice session on the Saturday afternoon from 1pm till 4pm, £10 per car for complete afternoon. ALL drivers must sign in at the track office for the practice and re-sign in for the evenings racing, please remember this as you will not be allowed to race if you arrive on track for the first race of the night and have not signed in!

After some discussions with Eck Cowie, the land owner, we may have the return of overnight camping available at the circuit on the Saturday night of the Munster & Scottish weekend meetings. This was stopped by the club a few years ago, but has been discussed many times about reinstating it. There is available along the road, in a field belonging to Eck, behind the Strathbeg Hotel, but there are no toilet facilities available there now and the Hotel owner was not happy last year for some reason.

If you are interested in an overnight stay at Crimond Raceway, please go to the track office and put your name down so we can gauge if we go ahead with this. The Track toilets would be left open for the overnight stay, all we would request is to keep the noise down. A small charge will be made for any overnight stay, with all proceeds going to a charity of the clubs naming.

Well that's about it for today, enjoy your racing and see you all next time.

Bill Barrack
Chairman C.S.C. Promotions Ltd.