

Chippenham Winter Indoor Championship (CWIC) Rounds 1 & 2 - Race Report

The Chippenham Winter Indoor Championship got underway again on the 23rd October, proving as popular as ever with a full entry of 120 drivers across 6 classes. At 30m x 16m, the carpet track laid out at the Christie Miller Sports Centre must surely be one of the largest in the UK, and the racing was of a fittingly high standard. The format is three rounds of fastest-time-of-the-day qualifying, followed by two finals; each one a separate round of the 12-round championship, with the best seven results to count. Support for the series this year comes from Much-More Racing UK (distributors of Sweep tyres), Schumacher Racing (distributors of Sorex tyres) and MMR Flux, who provided a very well stocked trackside shop.

Mini Outlaw

A new addition this season is the Mini Outlaw class. This class is for racers seeking the ultimate from these smaller-sized cars, with any 2wd chassis allowed and no motor limit – although most drivers chose to use boosted 17.5 brushless systems. Top qualifier with a time of 18 laps in 5 minutes and 15 seconds was Stuart Parnell with his Tamiya FF-03-derived “Infinity Hades”, ahead of Mark Williams’ Tamiya M-05 and Martin Reeder’s TOP Sabre Mini. Both finals went to Mark who scores a perfect 200 points from the first two rounds.

Class results:

Round 1:

P1 Mark Williams - Tamiya M-05 – 18/311
P2 Stuart Parnell – Infinity Hades – 18/317
P3 Martin Reeder – TOP Sabre Mini – 17/304

Round 2:

P1 Mark Williams – Tamiya M-05 – 18/304
P2 Stuart Parnell – Infinity Hades – 18/306
P3 Martin Reeder – TOP Sabre Mini – 18/310

Mini Formula

With a healthy entry of 20 drivers, it's clear that the new restrictions in this class have not affected its popularity. Only front-wheel drive Tamiya Minis are allowed, with the HPI Saturn 20 control motor and Sweep pre-mounted tyres. This led to some very entertaining and evenly matched racing. Pole position went to Joe Keaveney, who dominated the timesheets with an 18/311, despite having only a handful of Mini race meetings under his belt after coming over from nitro touring. Second on the grid was David Allen with newly crowned Super Production Cup champion Andy Travis in third. Despite contact with Dave at the first corner of the first final, Joe took a comfortable win by a lap from Andy, with Dave working his way back through the field to take third. Joe ran away from the pack again at the start of the second final, until his switch came loose, costing him several laps and leaving him back in seventh at the buzzer. Dave took the win after snatching the lead from Andy Travis with a few laps to go.

Class results:

Round 1:

P1 Joe Keaveney - Tamiya M-05 – 18/311
P2 Andy Travis – Tamiya M-05 – 17/316
P3 David Allen – Tamiya M-05 – 17/316

Round 2:

P1 David Allen – Tamiya M-05 – 17/309
P2 Andy Travis – Tamiya M-05 – 17/311
P3 John Ridding – Tamiya M-05 – 16/307

Formula 1

This is another class that seems to be growing in popularity with racers trying to put the fun factor back into on-road. Class rules were simple, with foam tyres and HPI Saturn 20 motors providing a controllable yet rapid package. With 13 entries in a single heat it promised to be a hectic qualifying, and it was Ian Watkins who came out on top with a time of 20 laps in 314 seconds. Ian replicated that form in both finals, taking maximum points for the meeting.

Class results:

Round 1:

P1 Ian Watkins – Tamiya F104 - 19/302
P2 James Alexander – 3Racing F109 – 19/306
P3 James Laird – Tamiya F103 – 18/307

Round 2:

P1 Ian Watkins – Tamiya F104 – 19/304
P2 James Laird – Tamiya F103 - 19/311
P3 Richard Gorringe – 3Racing F109 – 19/313

Stock Touring (17.5)

Although these are the least powerful touring cars at the CWIC, with boosted ESC software these cars are far from slow, as top qualifier Richard Gorringe proved by setting a time that would have placed him 9th on the grid in the 13.5 A-final! Unfortunately Richard had a poor start in both finals, leaving Andy Travis with a clear track ahead of him as he sealed two wins. Like all the touring classes, the 17.5 cars were limited to any pre-mounted Sorex tyre as supplied by Schumacher Racing.

Class results:

Round 1:

P1 Andy Travis – HB TCX – 20/310
P2 Mark Mitchell – XRAY T2'009 - 19/300
P3 Jay Millbank – XRAY T3'11 – 19/302

Round 2:

P1 Andy Travis – HB TCX – 20/305
P2 James Barnes – XRAY T3'11 - 20/312
P3 Mark Mitchell – XRAY T2'009 – 20/314

Super-Stock Touring (13.5)

Super-stock has grown to be the most popular class at the CWIC, with nearly 40 entries, and close racing throughout the field. Mark Hancock was a late convert to 13.5 after running 10.5 in recent seasons, and promptly TQ'd from the bottom heat with a 21/302, the fastest time in any class. The first final started with a close battle between Mark, Reece Hodges and Rob West, but after problems for both pursuers, Mark found himself out on his own, only to collide with lapped traffic on the last lap. Fortunately his car was quickly returned to the track and he took the win by just under a second. The second final saw Mark clip the barriers on the first lap and drop back, with Reece taking the victory with Rob in hot pursuit.

Class results:

Round 1:

P1 Mark Hancock – AE TC6 – 21/305
P2 Reece Hodges – XRAY T3'11 - 21/306
P3 Reuben Manning – XRAY T3'11 – 21/310

Round 2:

P1 Reece Hodges – XRAY T3'11 - 21/302

P2 Rob West – Schumacher Mi4 CX - 21/306

P3 Tim Langdell – Schumacher Mi4 CX – 21/313

Pro-Stock Touring (10.5)

Less than a second separated pole position man Chris Gunter from last year's champion Kyle Gardner after three rounds of qualifying. Kyle took his revenge in the finals though, winning both.

Class results:

Round 1:

P1 Kyle Gardner - AE TC6 – 21/304

P2 Chris Gunter – AE TC6 - 21/313

P3 Paul Ash – AE TC6 – 21/315

Round 2:

P1 Kyle Gardner – AE TC6 - 21/303

P2 Paul Ash - AE TC6 – 21/311

P3 Mark Giaquinto – XRAY T3'11 – 20/300

After a busy days racing, a lot of hard work by the organisers, and a dose of healthy banter in the pits, it was time to head home. The series continues with Rounds 3 and 4 on 13th November.

David Allen