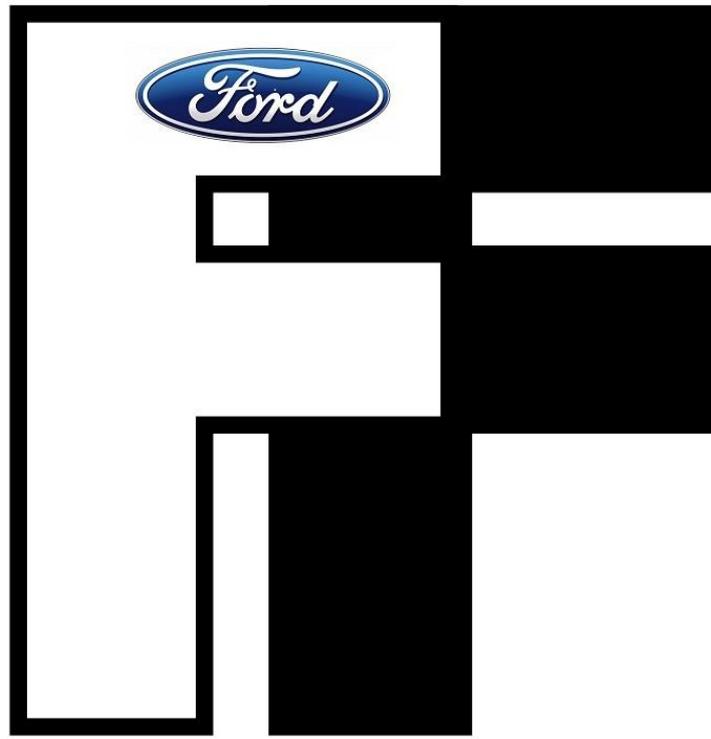


historic



Historic Formula Ford Newsletter 5

Welcome to the latest newsletter with a full report on Snetterton after a fantastic, sunny couple of days racing. Thank you to everyone who contributed

to it being such a great success. It was especially pleasing to see so many competitors using and enjoying the new A46 compound Avon Tyres and also to see double race winner, Cameron Jackson, set his pole time and win both races on the new compound tyre.

Further down you will read a full report from Rachel Harris Gardiner so please show your support by following her webpage at vintageformulaford.wordpress.com

All photographs in the newsletter were provided by Charlie Wooding so do please take a look at his website to find more pictures of every competitor at the event. <http://www.charliewooding.co.uk>

Thank you to both for their help and support.

And finally, I have updated the Championship tables to show overall positions and also for the Over 50s Championship supported again by Radio Caroline. Please check carefully as I'm certainly not infallible!

As ever, please contact me with any questions or queries. I look forward to seeing everyone at Silverstone in just under 4 weeks. Ted. 07885 372439



Snetterton Race Report.

Rachel Harris-Gardiner vintageformulaford.wordpress.com

JACKSON SETS THE STANDARD

Cam Jackson made an early bid to reclaim his Historic Formula Ford crown in the first races of the season at Snetterton.

Jackson, driving the Winkelmann in which he won the 2019 championship, was in imperious form right from the very beginning, setting an astounding time of 2:03s in qualifying which had his rivals open-mouthed.

His chief rivals in both races were Tom McArthur, driving Simon Hadfield's Titan Mk4, and Linton Stutely in his Royale RP3. McArthur had shown his hand in a couple of guest appearances last year and even in a different car, was on the pace.

Returning regular Callum Grant qualified his familiar orange Merlyn Mk20 in third but he struggled for pace and was quickly passed by Stutely. Grant's challenge only lasted five laps; his car was losing power due to a gearbox problem and he retired while it was still running.

McArthur and Stutely were locked together for the whole race while Jackson got away. Stutely had a few cursory tries at passing National regular McArthur but decided to wait, keeping within the Hawke's slipstream until lunging past at Agostini on the final lap. McArthur attempted a dummy to throw the Enigma boss off, but he lost his place. Stutely was driving while sitting in a pool of leaked fuel as his car's tank had split.

Samuel Harrison, driving a new Elden Mk8, was fourth after working his way up methodically from seventh. He benefited from Grant's retirement but also did well to keep clear of the scrapping Lolas of Simon Toyne and Brian Morris. Toyne took the better lines to finish fifth, while seventh-placed Morris had to make do with the Over 50 class win.

Classic Team Merlyn's lead driver Horatio Fitz-Simon was in between in sixth. He had struggled to get a clear lap in qualifying but did well to see off Morris on the last lap.

Danny Stanzl (Elden Mk8) was next through in eighth, some way ahead of Max

Bartell, driving Ross Drybrough's March 709. He was closely followed by Matt Wrigley's Merlyn Mk11A/20. A quartet of Over 50s in Merlyn Mk20s were next: Ross Drybrough, Westie Mitchell, Tim Brise and Kevin Stanzl.

Race 2 featured the same front three, with Jackson finishing almost 12 seconds ahead of McArthur, who only really had one opportunity to attack at the very beginning of the race. He was hotly pursued by Stutely and the two did change places at least twice. McArthur was using Jackson's tow but finding grip a little lacking and Stutely was missing some straight-line speed, but they were fairly evenly matched. Stutely took second on the penultimate lap but McArthur retook it at the right time and claimed the spot.

Fitz-Simon had struggles of a different kind. His Merlyn Mk20 developed a misfire but he had pulled far enough ahead of Morris and the rest of the pack to keep his fourth place. The misfire later resolved itself.

Morris was the Over 50 winner once more and fifth overall. The pack that followed him had hosted some of the best battles of the race, starting with Harrison and Morris with a corresponding scrap between Bartell and Danny Stanzl just behind. Harrison dropped out on lap 2 with a broken rear suspension arm. He tried to rejoin the race twice despite only being able to steer in one direction, before stopping for good at the hairpin. This freed Morris and brought Wrigley into the fray. Bartell, Stanzl and Wrigley were engaged in a slipstreaming contest that was soon enlivened by the presence of Grant. He had started at the back due to his earlier non-finish and quickly cut through the field. By the chequered flag he had pushed his way to the front of this pack to finish sixth, followed by Bartell and Stanzl, who passed Wrigley at the last corner.

It was a relatively incident-free race. Harrison's accident did not involve anyone else and Tom Pearson, driving Ted Pearson's Merlyn Mk11/17, recovered to finish 16th after a dramatic spin. He had been involved in a lower-midfield tussle, from which Glenn Eagling's Lotus came out on top.



Cameron Jackson not only won race one but in doing so won the 'Norman Greenway Trophy' presented by the family of Norman Greenway who was a great supporter of Formula Ford during the 70's and 80's and commentated at both Brands Hatch and Snetterton.

Seen here is Cameron receiving the trophy from Sam, Norman's grandson, on the Saturday afternoon.



Silverstone International Grand Prix Circuit 22nd and 23rd May

Time is marching on and grid spaces are filling up so, please, get your entries in as soon as possible to be sure of your place at this fantastic event. Entry via www.hsc.org.uk

I would very much like to start thinking about starting social events in the very near future but only if Covid regulations and social distancing regulations allow for it. If anyone feels able to help with this please contact me and we can start to plan for the future. This is such an important part of our racing weekends that we must be ready to start when we are allowed and people feel ready.



Championship Positions after Snetterton

Overall			Over 50s		
Position	Name	Total	Position	Name	Total
1	Cameron Jackson	50	1	Brian Morris	50
2	Linton Stutely	36	2	Ross Drybourgh	40
2	Tom McArthur	36	3	Tim Brise	30
4	Horatio Fitz-Simon	24	4	Kevin Stanzl	24
5	Brian Morris	21	5	Paul Unsworth	23
6	Danny Stanzl	16	6	Glenn Eagling	20
6	Max Bartell	16	7	Westie Mitchell	16
8	Samual Harrison	14	8	David Squire	16
9	Matt Wrigley	13	9	Mark Carter	14
10	Simon Toyne	12	10	Alan Schmidt	12
11	Ross Drybourgh	11	11	Kevin Williams	9
12	Callum Grant	10	12	George Ditchfield	9
13	Tim Brise	8	13	Nic Arden	7
14	Kevin Stanzl	5	14	Stuart Dix	5
15	Westie Mitchell	4	15	Peter Hamilton	0
15	Paul Unsworth	4			
17	Glenn Eagling	2			
18	Tom Pearson	1			
18	Scott Rawlinson	1			
20	David Squire	0			
21	Mark Carter	0			
22	Alan Schmidt	0			
23	Kevin Williams	0			
24	Nic Arden	0			
25	George Ditchfield	0			
26	Stuart Dix	0			
27	Peter Hamilton	0			