



Historic Formula Ford Newsletter 7.

Better late than never I'm sending the Cadwell Park report and photos and some updates that many of you already know but I thought worth repeating about Donington and Brands Hatch. Both meetings look like having good entries but there are still spaces for those who have yet to enter. If you can support our championship it is greatly appreciated and makes for great racing and spectacle. So far this year we have had over 50 individual entries from new and seasoned competitors and the signs are that this will grow further. Thanks again to all who have supported the championship so far this year.

Our Supporters

We are very fortunate to have two companies that are supporting our championship.

Our existing supporter for the second consecutive year, **Classic Race Simulators** and a new name for this year, **Quob Park Estate** - Exceptional English Sparkling Wine.

Please do take a look at their websites and show support to them if you are able.

<https://classicracesimulators.com>

<https://www.quobpark.com>

Our Over 50s Championship is supported and promoted by **Radio Caroline** who need no introduction. Each Monday before our events they put out a jingle for a competition for the winners to attend our race meetings as

spectators.

Donington Park 26th and 27th June.

As already mentioned there are still places available for this coming weekend.

Starts. Both race starts at Donington will be standing starts.

Can everyone please read the **final instructions** carefully for the full leaving the assembly area procedure. **All event documentation** can be found here: <https://hsc.org.uk/event/donington-park/>

Qualifying Order: I am waiting for the final entry list to come through and will make sure that the assembly area marshalls have copies in advance of the qualifying on Saturday morning. Please follow their instructions.

Brands Hatch Grand Prix Circuit. 10th and 11th July

There are spaces left for this event on the magnificent grand prix circuit. There aren't many chances to compete on the undulating grand prix loop so make sure you enter as soon as possible.

Testing on Friday

There is testing available on the Indy circuit on the morning of the 8th July for those who feel a little rusty. Forms to enter must be filled in prior to the event and can be found here: <https://hsc.org.uk/wp-content/uploads/2021/02/Brands-Hatch-Testing-Booking-Form-2021.pdf>

Photos Below Clockwise from Top: 17 Year old Sam Harrison put in a fantastic weekend chasing Cam Jackson all the way: They were this close in

both race 1 and also race2 until Sam made a mistake at Charlie's 2 and went off. Great, great racing from both! Photos courtesy of Paul Lawrence



Cadwell Park Race Report.

As usual our full race report is courtesy of Rachel Bichener. Please do visit and support her website covering all aspects of Formula Ford at <https://vintageformulaford.wordpress.com>

Race 1. The chase is on...

The weather finally sorted itself out at Cadwell Park for the Wolds Trophy,

and what could have ended up as a lacklustre pair of races gave us an intriguing new rivalry. A few regulars were missing but we wanted for nothing in terms of action.

Cam Jackson and his Winkelmann WDF2 were out in front as usual and it was Jackson who claimed both wins, but he was pushed all the way by Samuel Harrison, who was on superb form in his Elden Mk8.

We got the first inkling that something was about to happen in qualifying, where Harrison refused to let Jackson dominate the session and kept within about half a second of his experienced rival. Classic Team Merlyn's Horatio Fitz-Simon was a little further behind, followed by Brian Morris (Lola T202) and Danny Stanzl's Elden.

Jackson and Harrison spent the entire first race glued together and it was only in the closing laps that Jackson was able to put some distance between himself and the orange-and-black Elden. The final gap between the leaders was just under two seconds, although there was over half a minute between positions one and two and the rest of the field.

Matt Wrigley was third in his Merlyn Mk11A/20, having won his own little battle with Fitz-Simon on the final lap. Wrigley came out the best of a chasing group involving him, Fitz-Simon, Morris and Stanzl. Fitz-Simon was fourth, having got an indifferent start, dropping from third to fifth at the start and only getting back into the business end of the race in the final laps.

Over 50 class winner Morris was fifth and Stanzl sixth, with Stanzl some way behind. He had led the group and held third place for a couple of laps, but had to take evasive action to avoid a backmarker and spun, letting Morris through.

Over 50 runner-up was class leader Ross Drybrough, taking his Merlyn Mk20 to seventh place ahead of the sister Mk20 of Tim Brise. Some way behind was Alex Meek in another Merlyn, followed by Lola T200s driven by Paul Unsworth and Jeremy Caine. Glenn Eagling might have been a top-ten contender in his Lotus 61MX, but he did not finish.

Race 2

Having kept Jackson in sight throughout Race 1, Harrison was full of confidence at the start of Race 2. By the second lap, he had actually caught Jackson and briefly nosed past him, but could not make the move stick. His lap times were eclipsing Jackson's and he almost took the lead again on lap 4, but he backed out of a move as Jackson did not appear to have seen him, sending the Elden onto the grass at Coppice where the nose dug in.

This gifted the win to Jackson, who just bettered Harrison's fastest lap to show this wasn't a default victory. Harrison's departure also gave second place to Fitz-Simon, just over seven seconds behind and running his own race.

A relieved and happy Stanzl kept hold of third this time, having managed to pull away from fourth-placed Wrigley and avoid the backmarkers. He also managed to steer his Elden out of time-wasting squabbles with the likes of Wrigley, as well as Morris whose car failed to get off the line.

With Morris out of the race, Drybrough claimed the Over 50 win with his fifth place. He had been scrapping with Wrigley but lost out in the later part of the race. Unsworth had also been part of this group, but he disappeared on lap 7.

Brise was sixth and Kevin Stanzl was seventh in his Crossle 16F, up from twelfth place on the grid after a strong race. Meek was some 21 seconds behind in eighth, having had a topsy-turvy race and fought his way back from the rear of the field. Chris Porritt was 0.6s behind in another Merlyn and George Ditchfield (Elden Mk8) was tenth.

Photos Below - Clockwise from Top: Alan Schmidt being followed by Oliver Chapman; Danny Stanzl heads Tim Brise and Ross Drybrough; Glen Eagling

ahead of Alex Meek and Kevin Stanzi; Alex Meek leads Paul Unsworth; All photos by Paul Lawrence



Championship Points Tables

Rather than waste space here by listing the positions in full I thought I'd add a link. The keen eyed amongst you might have noticed a few race numbers being wrong in the last newsletter; something I have corrected this time.

Anyway, to find the overall championship positions please click this link:

https://mcusercontent.com/0cf6432791a214dcfa48e6a41/files/036c9021-15c7-719d-c295-5cc6e3496d1a/2021_Championship_Overall_Post_Cadwell.docx

And for us oldies the Over 50s Championship positions are listed here:

https://mcusercontent.com/0cf6432791a214dcfa48e6a41/files/81124f1b-3f14-bc2d-8daf-0728235e2e03/2021_O50_Championship_Post_Cadwell.docx



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