

## Race Report

Round 9

**Cadwell Park**

September 3rd 2011

We really were hoping that Oulton marked the turning point in this most difficult of seasons, and that numbers would begin to improve over the following 3 meetings. But 9 entries for Cadwell really was not what we were expecting. Granted Stuart was otherwise engaged, attending a wedding, and Liam was spanning down at Brands for Team Dempsey (hanging out with the likes of Messrs Coulthard, Herbert and Brundle apparently !) Even so, a single figure turnout hasn't been seen in Classics for many years, made even more surprising it being at such a great circuit.

On a positive note, the Two Daves were back with us – Mr Lowe having recovered from his shunt at Le Mans (no, he wasn't on the Mulsanne Straight doing 240mph in the 24 hours....), and Mr Malpas having sorted his engine following his blow up at Thruxton. And Jonathan Greenwood was back out for the first time since Snett.

Things started badly with Andrew Smith withdrawing from the meeting, when he experienced a repeat of his Brands problems, with 2 brand new bolts shearing off the flywheel again whilst lapping during the Friday evening test session. Not wishing to continue and damage the engine, he wisely decided that a thorough investigation into the problem was necessary before any further on track action.

With no Stuart, we were faced with the prospect of a virgin CFF victor, unless Steve Pearce or Dave Lowe did the job. Of the 8 drivers, 4 of them were in with a good chance. Despite the poor numbers, this was looking to be a cracking race.

Colin, ever the bridesmaid this season, with 5 second places to his name, was clearly fancying his chances for his maiden win. Dave Malpas too was in the frame, although the engine was an unknown factor. And of course James Buckton, who has been regularly in the top 10 in Historics of late, and clearly the Man of the Season in Classics, was looking at repeating or bettering his Oulton Class win.

And so there were 8....

**Qualifying** : Circuit conditions were good, although the track was considerably slower for some reason than the previous evening. Andy Powell was in his usual slot at the front of the queue in the assembly area, and went out determined to put the RP26 on the front row. The session was uneventful, with consistent lappery from everyone, with Andy breaking into the 1 min 38s to take pole, with Colin being the only man close on a 39.5.



Ian Jeary pre shunt



Ian Jeary post shunt

Drivers were on their final laps when Ian Jeary put a wheel onto the grass on the exit of Charlies. The car swapped ends, and he careered at fairly high speed into the tyre wall on the right, sending tyres from the wall bouncing down the hill onto the track near Mansfield ! There was some concern over Ian, but thankfully he emerged from the medical centre some 20 minutes later with no visible signs of damage, although he couldn't recall anything of the accident, nor where he was or what day of the week it was (his memory would return later). Peter Hackett did claim to be his long lost brother, but Ian was clearly compus mentus enough to realise that this couldn't possibly be true.....(or is it ? Careful now Ian, tread carefully in all of this, you don't know what you're going to discover..)

I jest of course. Young Mr Hackett leapt into action after the accident, and ran (yes, ran.. there's a first time for everything) back to the paddock to reassure Steph, Ian's daughter, that her dad was OK. Nice one Peter.

Sadly though, the Dulon was not in great shape, with damage to one corner, and a bent chassis and broken pick ups. Even were Ian up to the job, the car most definitely was not,

And so there were 7....

Perhaps Ian could take some comfort from the fact that he had stuck the Dulon onto the 2<sup>nd</sup> row, in third spot, and Class B pole ! The progress has been meteoric from the rather farcical debut at Rockingham last September. Hopefully the car can be sorted in time for Oulton.



Andy Powell on route to pole



Dave Malpas back in action

Ian ended up on a 41.5, with Steve and Dave Malpas each a tenth adrift. James and Dave Lowe were next up, with Jonathan taking a cautious approach to his first visit to Cadwell in 8<sup>th</sup> spot.

**Race :** Off the line, and Andy led into Charlies and up the hill into Park, with Colin in close attendance. Around Chris Curve they went, and Colin made a move to take the lead into the

Gooseneck. It succeeded. Unfortunately, he didn't make it stick, as he spun at the Gooseneck....only to make matters worse by then spinning again trying to get back on track. He ended up in last place, and by some distance. The maiden win was now looking slim....



Andy leads on lap 1



James Buckton on route to another Class B win

Andy P led up the Mountain, under pressure from Steve. Dave Malpas was now in third, similarly under pressure from James and then Dave.

The order stayed unchanged throughout laps 2 and 3, with this gaggle of 5 cars all within a couple of seconds of each other. Dave Malpas was hounding the gearbox of the RF81, allowing Andy to lengthen his lead to two car lengths, and then it was Dave's turn to be put under pressure from James. Meanwhile, Colin was trying to reel them in, putting in the fastest lap of the race on a 41.3 in clear air.

Onto lap 4, and the gaggle disappeared round Charlies and into the country. This time, Dave Malpas did not return, having spun at Park. He managed to recover, albeit only slightly ahead of Colin.

Back up front, Andy resisted the attentions of Steve, who in turn continued to be pressured by James. Dave Lowe held station in fourth, waiting to pounce if anyone tangled.

Colin succeeded in passing Dave Malpas on lap 6 into the Mountain, although Dave was decent enough to make room, as otherwise they might have touched. Thereafter Dave kept the RF78 on the gearbox of the PRS until lap 9.

With everyone concentrating on defending their positions, lap times were not particularly quick. James put in the fastest lap on lap 7 with a 41.0. Andy again managed to pull out a slight gap on lap 8 as James continued to hound Steve.

Andy made the most of Steve's preoccupation behind him, putting in a 40.4 on lap 8. Nevertheless, the gaps were minimal, and all 4 cars – Andy, Steve, James and Dave Lowe – were all circulating within 4 seconds of each other.

On lap 9, Colin spun at Barn and stalled. The starter motor failed to fire up the engine, so that was it for Colin, who abandoned the PRS and watched out the remainder.

Thereafter, the order of things stayed unchanged, with Andy taking a convincing victory, with Steve two and a half seconds down the road, and James only a few tenths adrift. Dave Lowe was only a car length behind James, content to take 2<sup>nd</sup> in Class, and return to the top of the leaderboard in Class B.

# Classic Formula Ford

So, many congratulations to Andy Powell – his first motor race win in 18 years of trying. It was great to see the joy on his face afterwards, a shame that dad Reg wasn't there to witness it. Andy has put huge efforts into his motor racing, not always with success, so this win was long overdue. May it be the first of many more !



Team Powell celebrate their first win

In terms of the Championship, Stuart now has a 30 point advantage over joint second placed drivers Colin and Steve. Its looking all but impossible for anyone to catch him now, so it could all get sewn up at Oulton in 3 weeks time.

So, come on guys – a double header at the best racing circuit in Britain on Sept 24<sup>th</sup> – let's put at least 20 cars on the grid, please !

ADH