



2011 Northern Championship: Rounds 3, 4 & 5

Venue: Anglesey – Coastal Circuit

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Introduction

The second meeting of the 2011 Northern FF1600 Championship took place at the Anglesey Circuit over the Good Friday and Saturday of Easter weekend; the meeting also being the second event of this season's National Championship. It was a meeting that saw a new format being tried for the championship in the form of a triple header event. The first day of the meeting featured a qualifying session for each of the Post-89 and Pre-90 categories, followed by their first races later in the day, with the grid positions being set by the fastest qualifying times. On day two there were races two and three for each of the categories, with the race two grids being set by the race one results and the race three grids being decided by the drivers' second fastest qualifying times.

Post-89 Qualifying

14 cars took to the circuit for the meeting's Post-89 qualifying session, in sunny and dry conditions. In the opening laps it was Northern Championship regulars, David McArthur, John Murphy, Doug Crosbie and Martin Short setting the early pace at the top of the time screens. On lap four there was a brief spin for the ever improving Rob Smith, while a lap later, American teenager, Austin Kimberly, stopped out on the track with mechanical gremlins that put an end to his qualifying session. Lap five also saw perhaps the key moment of the session, when there was contact between front runners Crosbie and Jamie Jardine. The incident left Jardine stranded on the circuit and forced Crosbie to retire to the pit lane.

The battle for pole was then left between Murphy, McArthur and Short, with Chris Chisnall also improving his times as the session unfolded to get himself in the mix amongst the leading drivers. However the times were exceptionally close between all of the top eleven drivers. At the chequered flag, it was Murphy who managed to grab pole from McArthur by less than a tenth of a second. Chisnall and Short would occupy row two of the first race grid, ahead of Chris Middlehurst and Nigel



Doe on the third row. David's Dad, Neil McArthur, qualified seventh, ahead of Abdul Ahmed, Crosbie and Smith. Remarkably, just over eight tenths of a second covered all of the top ten qualifiers.



Avon Tyres Formula Ford 1600 Northern Championship - Post 89

QUALIFYING - RACE 1 - CLASSIFICATION

POS	NO	CL	NAME	ENTRY	TIME	ON	LAPS	GAP	DIFF	MPH
1	3	B	John MURPHY	Van Diemen RF90	1:12.588	7	16			76.87
2	15	A	David MCARTHUR	Van Diemen DP08	1:12.682	3	16	0.094	0.094	76.77
3	28	A	Chris CHISNALL	Van Diemen RF00	1:12.705	4	14	0.117	0.023	76.74
4	7	A	Martin SHORT	Van Diemen RF00	1:12.930	9	17	0.342	0.225	76.51
5	101	A	Chris MIDDLEHURST	Van Diemen LA10	1:12.950	15	15	0.362	0.020	76.49
6	30	B	Nigel DOE	Van Diemen RF90	1:12.977	12	16	0.389	0.027	76.46
7	16	A	Neil MCARTHUR	Van Diemen DP08	1:13.058	4	15	0.470	0.081	76.37
8	49	A	Abdul AHMED	Ray GRK09	1:13.061	15	16	0.473	0.003	76.37
9	54	A	Douglas CROSBIE	Van Diemen RF00	1:13.142	3	5	0.554	0.081	76.29
10	37	A	Rob SMITH	Van Diemen RF99	1:13.411	15	16	0.823	0.269	76.01
11	22	A	Jamie JARDINE	Ray GR07	1:13.596	3	4	1.008	0.185	75.81
12	62	A	Daniel HEADLAM	Van Diemen FF	1:13.867	14	16	1.279	0.271	75.54
13	57	A	Austin KIMBERLY	Van Diemen RF03	1:13.898	4	4	1.310	0.031	75.50
14	48	A	Vincent JAY	Ray GRK09	1:15.877	10	16	3.289	1.979	73.54

Pre-90 Qualifying

19 cars started the 20 minute Pre-90 qualifying period, with Juiceie Bruceie joining five minutes later to make it 20 cars out on track. Making a welcome racing appearance for the meeting was Medina Sport boss, John Loebell, and he quickly showed he has lost none of his ability behind the wheel, by setting the pace at the top of the time screens from the start of the session. Behind Loebell, it was Nigel Dolan, Ian Parkington, Andrew Thomas, John Wilkinson and Matt Ridge leading the challenge in the opening laps. Graham Legget was an early spinner in his class E Crossle 25F, while class D's Mike Stewart was an early visitor to the pit lane. Stewart went back out on track, but was soon to return to the pits, with mechanical problems putting an end to his qualifying session.



By the half session point, Loebell continued to dominate, with a fastest lap nearly half a second quicker than his closest rival! Dolan, Parkington and Thomas were the next quickest, with class E's Colin Williams putting in a very impressive performance to be sitting in a provisional fifth place for the first race grid. Williams continued to push hard, with a brief spin as the session continued, meanwhile his fellow class E competitor, Stuart Dix, was much less fortunate. A major drive train failure forced Dix to retire his stunning Cooper Chinook at the exit of Church corner; sadly spelling the end of the Stoke on Trent driver's race meeting.

At the end of the session, Loebell took a well deserved pole position, with Parkington just edging ahead of Dolan for second in the latter part of the session. Thomas and Williams qualified fourth and



fifth, with Jeff Hodgson and Mario Sarchet in sixth and seventh. Wilkinson, Ridge and Phil Nelson completed the top ten qualifiers.

Avon Tyres Formula Ford 1600 Northern Championship - Pre 90 QUALIFYING - RACE 3 - CLASSIFICATION

POS	NO	CL	NAME	ENTRY	TIME	ON	LAPS	GAP	DIFF	MPH
1	6	C	John LOEBELL	Van Diemen RF89	1:13.536	6	15			75.88
2	50	D	Ian PARKINGTON	Reynard FF84	1:13.951	13	16	0.415	0.415	75.45
3	3	D	Nigel DOLAN	Van Diemen RF86	1:13.983	3	15	0.447	0.032	75.42
4	38	C	Andrew THOMAS	Reynard SF89	1:14.487	3	14	0.951	0.504	74.91
5	34	E	Colin WILLIAMS	PRS RH01	1:14.678	4	15	1.142	0.191	74.72
6	44	C	Jeff HODGSON	Reynard RF88	1:14.790	8	15	1.254	0.112	74.60
7	8	D	Mario SARCHET	Van Diemen RF85	1:14.918	15	16	1.382	0.128	74.48
8	2	D	John WILKINSON	Van Diemen RF86	1:15.101	13	16	1.565	0.183	74.30
9	72	D	Matthew RIDGE	Van Diemen RF86	1:15.164	7	11	1.628	0.063	74.23
10	47	D	Phil NELSON	Van Diemen RF86	1:15.846	11	15	2.310	0.682	73.57
11	81	C	David GAVAN	Van Diemen RF88	1:16.479	12	15	2.943	0.633	72.96
12	26	D	Mike MULLINS	Van Diemen RF86	1:16.576	3	15	3.040	0.097	72.86
13	20	D	Phillip BISGROVE	Van Diemen RF86	1:16.718	15	15	3.182	0.142	72.73
14	21	D	Barry THOMPSON	Van Diemen RF86	1:16.785	3	14	3.249	0.067	72.67
15	18	E	Stuart DIX	Cooper Chinook	1:17.763	10	10	4.227	0.978	71.75
16	66	E	Graham LEGGET	Crossle 25F	1:17.837	12	15	4.301	0.074	71.68
17	33	D	Juicele BRUCEIE	Reynard FF84	1:18.668	6	10	5.132	0.831	70.93
18	55	C	David BEECHEY	Jamun M89	1:21.311	3	6	7.775	2.643	68.62
19	53	E	Steve COLE	Royale RP26	1:21.876	7	14	8.340	0.565	68.15
20	40	D	Mike STEWART	Van Diemen RF86	1:24.121	1	5	10.585	2.245	66.33

Post-89 Race 1

Conditions were cloudy and rather cooler for the meeting's first Post-89 race on Good Friday. Austin Kimberly unfortunately encountered electrical problems on the green flag and was unable to take to the grid. After a short delay while Kimberly's car was recovered from the circuit, the grid was reformed and the race ready to start. Pole man, John Murphy, got away well to take up the race lead, however David McArthur alongside him was a little slower off the line, allowing Martin Short to get past him into to second place.

On the opening lap, Chris Middlehurst was a spinner at Rocket, resulting in contact with class B's Nigel Doe. The incident sadly spelt the end of Doe's race, and while Middlehurst was able to continue, he was subsequently called into the pit lane by the scrutineers to have the damage to his nose section temporarily repaired before he continued in the race. In the early stages, the battle for the lead developed



into a four way affair between Murphy, Short, Chris Chisnall and David McArthur. Neil McArthur was running in fifth, while Jamie Jardine and Doug Crosbie, both of whom started further down the grid



than normal following their collision in qualifying, were in sixth and seventh. The battle for eighth was between Daniel Headlam and Rob Smith.

As the race unfolded, Kimberly was able to join the proceedings from the pit lane after his earlier problem on the green flag lap. At the head of the field, the four car lead group had split into two pairs,



with Murphy and Short breaking away from Chisnall and David McArthur. Further back, Crosbie had closed right in on the gearbox of Jardine, while a battle for tenth had developed between teammates Vincent Jay and Abdul Ahmed. On lap seven, Headlam retired his Van Diemen with clutch problems just after the Banking. A lap later, an understandably frustrated Short was forced to retire from the battle for the lead with gear linkage problems. Short's retirement left Murphy with a clear lead, while David McArthur was challenging Chisnall hard for second position.

Crosbie's pressure on Jardine finally paid off as he took fifth place, and then quickly set about closing in on Neil McArthur in fourth. At the chequered flag, Murphy took the race win by nearly four seconds from Chisnall, with David McArthur taking the third step on the podium. Neil McArthur finished fourth, with Jardine taking fifth, after Crosbie lost ground in the closing stages and fell back behind him to finish in sixth just ahead of Smith. Ahmed, Jay and Middlehurst completed the ten race finishers, while Short earned a small consolation for his non-finish by taking the fastest lap points.

Avon Tyres Formula Ford 1600 Northern Championship - Post 89

RACE 1 - CLASSIFICATION

POS	NO	CL	NAME	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	3	B	John MURPHY	Van Diemen RF90	15	18:14.572			76.46	1:12.236	6
2	28	A	Chris CHISNALL	Van Diemen RF00	15	18:18.568	3.996	3.996	76.19	1:12.344	4
3	15	A	David MCARTHUR	Van Diemen DP08	15	18:19.277	4.705	0.709	76.14	1:12.296	4
4	16	A	Neil MCARTHUR	Van Diemen DP08	15	18:35.471	20.899	16.194	75.03	1:13.099	2
5	22	A	Jamie JARDINE	Ray GR07	15	18:35.618	21.046	0.147	75.02	1:13.352	5
6	54	A	Douglas CROSBIE	Van Diemen RF00	15	18:38.301	23.729	2.683	74.84	1:12.648	7
7	37	A	Rob SMITH	Van Diemen RF99	15	18:38.622	24.050	0.321	74.82	1:13.357	6
8	49	A	Abdul AHMED	Ray GRK09	15	18:49.212	34.640	10.590	74.12	1:12.873	4
9	48	A	Vincent JAY	Ray GRK09	15	19:07.798	53.226	18.586	72.92	1:15.096	8
10	101	A	Chris MIDDLEHURST	Van Diemen LA10	14	19:04.952	1 lap	1 lap	68.23	1:13.169	9
NOT CLASSIFIED											
DNC	57	A	Austin KIMBERLY	Van Diemen RF03	9	19:09.188	6 laps	5 laps	43.70	1:13.212	9
DNF	7	A	Martin SHORT	Van Diemen RF00	7	8:31.572	8 laps	2 laps	76.35	1:12.229	5
DNF	62	A	Daniel HEADLAM	Van Diemen FF	6	7:37.880	9 laps	1 lap	73.12	1:14.221	4
DNF	30	B	Nigel DOE	Van Diemen RF90	0						
FASTEST LAP											
7	A	Martin SHORT	Van Diemen RF00	5	1:12.229	77.25 mph	124.32 kph				
3	B	John MURPHY	Van Diemen RF90	6	1:12.236	77.24 mph	124.31 kph				



Pre-90 Race 1

With Stuart Dix's meeting unfortunately over during qualifying, it was a grid of 19 cars that lined up for the first of three Pre-90 races. As the red lights dimmed, John Loebell led away from the front of the grid, with second place qualifier, Ian Parkington, dropping in behind him. Andrew Thomas got the better start of the row two men; moving into third place ahead of Nigel Dolan. Parkington's race would however sadly prove to be a short one, and in the run up to Rocket his car slowed and the class D Reynard was forced into retirement. Sheared flywheel bolts were subsequently traced as the source of the problem.



Parkington's retirement left Loebell with a small lead over the rest of the field. Thomas and Dolan continued to battle for second, while a short way behind them; the duel for third was between Jeff Hodgson and Colin Williams. There then followed a fantastic pack of six cars all battling for sixth spot – made up of Mario Sarchet, Matt Ridge, John Wilkinson, Mike Mullins, Phil Nelson and Barry Thompson. Further back, Mike Stewart was starting to make his way through the field, having started out of position at the very back of the grid after his earlier problems in qualifying. At the end of lap two, Ridge's race came to a premature end as he was forced to retire his Van Diemen onto the grass opposite the pit lane.

Loebell continued to lead the race at the head of the field, meanwhile Hodgson had pulled clear of Williams to secure fourth position, and then set about closing in on the Thomas/Dolan tussle for second. Stewart continued to work his way through the field, with Juiceie Bruceie also making progress from a lower than normal seventeenth place grid slot start. However the Welshman's race would subsequently come to an end after five laps with suspension problems on his Reynard. Back amongst the leaders, Thomas was coming under huge pressure from the experienced Dolan, and it proved to be only a matter of time before Dolan managed to move up into second place. Dolan then began to pull clear, leaving Thomas to subsequently come under pressure from both Hodgson and Williams; the latter having managed to get himself back on the tail of Hodgson.





The battle for sixth was now between Sarchet, Wilkinson and Mullins, while the ninth place race was another three way affair; between Nelson, Thompson and Stewart. Meanwhile Graham Legget and David Gavan were in close quarters for thirteenth spot. On lap nine of the race, Hodgson managed to pass Thomas to move into third place. A lap later it was unfortunate to see Mullins retiring at the exit of Church corner, the Cheshire driving having been running strongly after a somewhat troubled start to the season at the opening meeting. Stewart continued to make progress in the latter half of the race, passing both Thompson and Nelson, to get himself into eighth.

In the closing minutes of the race Dolan closed the gap on Loebell, but the leader looked to have the situation well under control, and Loebell took the chequered flag to earn an impressive and well deserved race win and fastest lap award. Dolan took the second step on the podium, with Hodgson the third. Thomas finished fourth, ahead of the class E PRS of Williams in a very credible fifth. Sarchet took sixth ahead of Wilkinson, with Stewart and Nelson in eighth and ninth, and Phil Bisgrove getting the better of Thompson to finish tenth.

Avon Tyres Formula Ford 1600 Northern Championship - Pre 90 RACE 3 - CLASSIFICATION

POS	NO	CL	NAME	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	6	C	John LOEBELL	Van Diemen RF89	17	20:56.884			75.47	1:12.731	15
2	3	D	Nigel DOLAN	Van Diemen RF86	17	20:58.713	1.829	1.829	75.36	1:13.255	12
3	44	C	Jeff HODGSON	Reynard RF88	17	21:07.218	10.334	8.505	74.85	1:13.679	8
4	38	C	Andrew THOMAS	Reynard SF89	17	21:08.274	11.390	1.056	74.79	1:13.695	12
5	34	E	Colin WILLIAMS	PRS RH01	17	21:15.383	18.499	7.109	74.37	1:14.019	7
6	8	D	Mario SARCHET	Van Diemen RF85	17	21:24.670	27.786	9.287	73.84	1:14.148	16
7	2	D	John WILKINSON	Van Diemen RF86	17	21:32.554	35.670	7.884	73.39	1:15.178	14
8	40	D	Mike STEWART	Van Diemen RF86	17	21:36.338	39.454	3.784	73.17	1:14.231	6
9	47	D	Phil NELSON	Van Diemen RF86	17	21:44.642	47.758	8.304	72.71	1:15.717	7
10	20	D	Phillip BISGROVE	Van Diemen RF86	17	21:48.025	51.141	3.383	72.52	1:15.399	12
11	21	D	Barry THOMPSON	Van Diemen RF86	17	21:48.183	51.299	0.158	72.51	1:15.701	11
12	66	E	Graham LEGGET	Crossle 25F	17	22:02.763	1:05.879	14.580	71.71	1:16.485	15
13	81	C	David GAVAN	Van Diemen RF88	17	22:20.783	1:23.899	18.020	70.75	1:16.572	9
14	53	E	Steve COLE	Royale RP26	16	21:31.336	1 lap	1 lap	69.13	1:19.115	9
15	55	C	David BEECHEY	Jamun M89	15	21:01.846	2 laps	1 lap	66.33	1:20.528	7
NOT CLASSIFIED											
DNF	26	D	Mike MULLINS	Van Diemen RF86	9	11:30.511	8 laps	6 laps	72.72	1:15.356	7
DNF	33	D	Juicele BRUCEIE	Reynard FF84	5	7:06.595	12 laps	4 laps	65.40	1:16.297	4
DNF	72	D	Matthew RIDGE	Van Diemen RF86	1	1:22.125	16 laps	4 laps	67.94		
DNF	50	D	Ian PARKINGTON	Reynard FF84	0						
FASTEST LAP											
6	C	John LOEBELL	Van Diemen RF89	15	1:12.731			76.72 mph		123.47 kph	
3	D	Nigel DOLAN	Van Diemen RF86	12	1:13.255			76.17 mph		122.58 kph	
34	E	Colin WILLIAMS	PRS RH01	7	1:14.019			75.38 mph		121.32 kph	

Post-89 Race 2

Race conditions for the first of Saturday's two Post-89 events were somewhat different to the previous day, with a very damp track and light rain greeting the competitors as they left the assembly area. The changed conditions necessitated two green flag laps for the competitors to familiarise themselves with the conditions – the reduced grip levels clearly highlighted by a spin for the pole man, John Murphy, during the green flag laps. Once the race did get underway, Murphy made a reasonable start, but it was second place man on the grid, Chris Chisnall, who made the stronger getaway to grab the race lead. Also starting well were Chris Middlehurst and Doug Crosbie, both making up places away from the grid.



The opening lap saw a spin and continue for Vincent Jay at the Corkscrew section, while a lap later Crosbie continued on from his superb start by passing Middlehurst in the run up to Rocket to take fourth position. Chisnall was leading the race, a short way ahead of Murphy, with Jamie Jardine not far behind in third. Next on track was the Crosbie and Middlehurst battle for fourth, while behind them was a five car train for sixth, made up of David McArthur, Martin Short, Neil McArthur, Rob Smith and Abdul Ahmed. The McArthurs had not had the best start to their races from third and forth on the grid, while Short was making good progress coming through the field, having started at the back of the grid after his non-finish in the previous day's race.



On lap four of the race, Murphy grabbed the lead from Chisnall with an out-braking move in the run up to Rocket corner. Further back the damp conditions were proving tricky for everyone, with spins for both Crosbie and Ahmed. Neil McArthur also found himself loosing ground on the group around him, leaving David McArthur, Short and Smith to close in on Middlehurst in fourth. However Short was undoubtedly the man on the move in the group, quickly passing both McArthur and Middlehurst in quick succession, and setting the provisional fastest lap in the process.

In the second half of the race Crosbie had his second spin of the event, while Ahmed found himself without a nose cone on his Ray GRK09. At the head of the field, Jardine was closing in on the leading pair, while Short was now occupying a comfortable fourth spot, leaving the battle for fifth to be between David McArthur, Middlehurst and Smith. Meanwhile there was also a very close three car tussle taking place for eighth place between the recovering Ahmed, Neil McArthur and Austin Kimberley.

In the closing stages, Chisnall got several good runs on the race leader, but Murphy defended well to keep his position. However, on the very last lap of the race, Chisnall's pressure finally paid off and he managed to take the lead through the Banking. So it was Chisnall who crossed the line first to take the win ahead of Murphy, with Jardine in third and Short in fourth; also both in close contention at the end of the race. David McArthur won the battle for fifth, with Middlehurst finishing sixth and Smith in seventh. Ahmed, Neil





McArthur and Kimberley completed the top ten finishers, with Short taking a well deserved fastest lap award for a great drive from the back of the grid.

Avon Tyres Formula Ford 1600 Northern Championship - Post 89 RACE 4 - CLASSIFICATION

POS	NO	CL	NAME	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	28	A	Chris CHISNALL	Van Diemen RF00	15	20:47.307			67.10	1:21.377	15
2	3	B	John MURPHY	Van Diemen RF90	15	20:48.250	0.943	0.943	67.05	1:21.607	11
3	22	A	Jamie JARDINE	Ray GR07	15	20:48.728	1.421	0.478	67.02	1:21.319	13
4	7	A	Martin SHORT	Van Diemen RF00	15	20:49.021	1.714	0.293	67.01	1:20.605	14
5	15	A	David MCARTHUR	Van Diemen DP08	15	21:00.815	13.508	11.794	66.38	1:22.088	13
6	101	A	Chris MIDDLEHURST	Van Diemen LA10	15	21:04.051	16.744	3.236	66.21	1:22.382	10
7	37	A	Rob SMITH	Van Diemen RF99	15	21:07.372	20.065	3.321	66.04	1:21.616	15
8	49	A	Abdul AHMED	Ray GRK09	15	21:16.730	29.423	9.358	65.55	1:21.575	14
9	16	A	Neil MCARTHUR	Van Diemen DP08	15	21:20.590	33.283	3.860	65.36	1:22.586	14
10	57	A	Austin KIMBERLY	Van Diemen RF03	15	21:20.800	33.493	0.210	65.35	1:22.146	14
11	54	A	Douglas CROSBIE	Van Diemen RF00	15	21:30.739	43.432	9.939	64.84	1:22.533	14
12	30	B	Nigel DOE	Van Diemen RF90	15	21:31.542	44.235	0.803	64.80	1:24.071	12
13	62	A	Daniel HEADLAM	Van Diemen FF	15	22:00.843	1:13.536	29.301	63.36	1:23.686	14
14	48	A	Vincent JAY	Ray GRK09	14	20:51.716	1 lap	1 lap	62.41	1:25.889	13
FASTEST LAP											
7	A	Martin SHORT	Van Diemen RF00	14	1:20.605	69.22 mph	111.40 kph				
3	B	John MURPHY	Van Diemen RF90	11	1:21.607	68.37 mph	110.04 kph				

Pre-90 Race 2

The tricky damp conditions continued for the second Pre-90 race of the meeting. When the red lights went out, it was Nigel Dolan, second on the grid, who made a great getaway to jump into the race lead ahead of pole sitter, John Loebell. Also starting well was Matt Ridge at the back of the grid, and by the end of the second lap, the class D man had made it all the way up to sixth position. Regular front runner, Ian Parkington, was also starting at the back of the grid after engine problems the previous day. His meeting looked to be over then, however the marvellous paddock camaraderie of the Northern Championship shone through, and the Doug Crosbie team were quick to lend Parkington their spare engine.



Having been beaten off the line, Loebell was setting about closing in on the race leader, Dolan. Meanwhile the damp conditions were really suiting the older class E Crossle 25F of Graham Legget; running in a very impressive fifth position. Legget was part of a fantastic train of seven cars, all potentially in contention for third position. Also in this group were Jeff Hodgson, Andrew Thomas, Ridge, Mario Sarchet, Parkington and Mike Stewart. As great to watch as this train of cars was, such close racing in slippery conditions was always going to be



risky, and unfortunately subsequent contact would see Legget out of the race with a damaged exhaust manifold.

On lap five of the race, Loebell spotted his opportunity and passed Dolan to take the lead. Behind them, the race had divided up into a number of two cars duels. Thomas and Parkington were battling for third, Ridge and Sarchet for fifth, Stewart and Hodgson for seventh, and John Wilkinson and Phil Bisgrove for ninth. There was then a four car dice for eleventh place, made up of the class D's of Juiceie Bruceie and Phil Nelson, and the class E's of Steve Cole and Colin Williams.



By half race distance, Loebell was opening up a small advantage over Dolan, while Parkington had passed Thomas coming out of the last corner to take third spot. In the laps that followed, there were separate spins for Bruceie, Bisgrove and Dave Beechey, meanwhile Hodgson was making good progress through the field, passing Stewart, Sarchet and Ridge, before beginning to close in on Thomas in fourth. An unfortunate late casualty was Parkington, the Barrowford driver understandably being cautious and retiring to the pit lane when he became unsure about the condition of his borrowed engine.

At the chequered flag Loebell took his second win of the meeting, with the other steps on the podium also being repeated - Dolan finished in second place and Hodgson in third, having got the better of fourth place finisher, Thomas. Sarchet got ahead of Ridge to take fifth place and second in class D, with Stewart in seventh finishing the race right on Ridge's gearbox. Williams took the class E honours with his eighth place finish, while Wilkinson and Nelson rounded out the top ten. Loebell added to his ever growing points tally by also taking the fastest lap award.

Avon Tyres Formula Ford 1600 Northern Championship - Pre 90 RACE 6 - CLASSIFICATION

POS	NO	CL	NAME	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	6	C	John LOEBELL	Van Diemen RF89	15	21:07.128			66.05	1:22.974	12
2	3	D	Nigel DOLAN	Van Diemen RF86	15	21:10.088	2.960	2.960	65.90	1:23.655	9
3	44	C	Jeff HODGSON	Reynard RF88	15	21:47.823	40.695	37.735	63.99	1:25.006	9
4	38	C	Andrew THOMAS	Reynard SF89	15	21:52.431	45.303	4.608	63.77	1:25.900	13
5	8	D	Mario SARCHET	Van Diemen RF85	15	21:55.833	48.705	3.402	63.61	1:25.795	15
6	72	D	Matthew RIDGE	Van Diemen RF86	15	21:58.203	51.075	2.370	63.49	1:26.494	10
7	40	D	Mike STEWART	Van Diemen RF86	15	21:58.735	51.607	0.532	63.47	1:26.591	15
8	34	E	Colin WILLIAMS	PRS RH01	15	22:02.497	55.369	3.762	63.28	1:25.319	13
9	2	D	John WILKINSON	Van Diemen RF86	15	22:09.811	1:02.683	7.314	62.94	1:26.804	14
10	47	D	Phil NELSON	Van Diemen RF86	15	22:11.670	1:04.542	1.859	62.85	1:25.909	12
11	20	D	Phillip BISGROVE	Van Diemen RF86	15	22:28.931	1:21.803	17.261	62.04	1:27.885	6
12	53	E	Steve COLE	Royale RP26	15	22:34.674	1:27.546	5.743	61.78	1:27.946	12
13	33	D	Juiceie BRUCEIE	Reynard FF84	15	22:36.607	1:29.479	1.933	61.69	1:28.150	6
14	21	D	Barry THOMPSON	Van Diemen RF86	14	21:09.095	1 lap	1 lap	61.55	1:28.522	12
15	81	C	David GAVAN	Van Diemen RF88	14	21:12.356	1 lap	3.261	61.39	1:27.701	11
16	26	D	Mike MULLINS	Van Diemen RF86	14	21:55.597	1 lap	43.241	59.38	1:30.030	7
17	55	C	David BEECHEY	Jamun M89	14	22:06.315	1 lap	10.718	58.90	1:30.321	11
NOT CLASSIFIED											
DNF	50	D	Ian PARKINGTON	Reynard FF84	11	16:15.028	4 laps	3 laps	62.95	1:25.685	7
DNF	66	E	Graham LEGGET	Crossle 25F	4	6:12.291	11 laps	7 laps	59.95	1:27.595	3
FASTEST LAP											
6	C	John LOEBELL	Van Diemen RF89	12	1:22.974	67.25 mph	108.22 kph				
3	D	Nigel DOLAN	Van Diemen RF86	9	1:23.655	66.70 mph	107.34 kph				
34	E	Colin WILLIAMS	PRS RH01	13	1:25.319	65.40 mph	105.25 kph				



Post-89 Race 3

The meeting's third and final Post-89 race was gridded based on the drivers' second fastest lap in the previous day's qualifying session, and as a result saw a first pole position for Medina Sport's David McArthur. It was however the man alongside him on the grid, John Murphy, who made the better start when the race got underway; moving straight into the lead. McArthur then found himself coming under immediate pressure from Martin Short and the fast starting Nigel Doe from the third row of the grid.



The track conditions were again damp with light rain falling, and Dan Headlam was an early spinner at Rocket on the opening lap of the race. A lap later, McArthur ran wide onto the grass exiting Church corner; dropping him down the running order and allowing Chris Chisnall to take up the race lead. Also on lap two, contact between Abdul Ahmed and Chris Middlehurst at the Banking corner saw both drivers subsequently out of the race. On lap three of the race, Vincent Jay was a spinner on the fast exit of Church corner.

As the race unfolded Chisnall set about opening up a small lead over the battle for second place between Murphy and Short. In third place, and closing in on the second place duel, was Jamie Jardine who was making superb progress through the field having started the race from twelfth on the grid. Doe was running in fourth spot, ahead of the four way battle for fifth between Doug Crosbie, Neil McArthur, David McArthur and Austin Kimberley. Rob Smith was in tenth place, with Jay and Headlam in close quarters for eleventh.

Despite battling amongst themselves, the four car train for fifth place managed to catch up with and all pass Doe, raising the question whether the Nottingham driver was encountering a problem with his Van Diemen. Meanwhile Jardine had now made it a clear three way race for second place, while the unfortunate Crosbie





found himself out of the race at Peel corner. David McArthur in fifth was also pushing hard, running wide over the kerbs at the exit of the final corner. Headlam also found his way onto these kerbs, tipping him into a spin that resulted in light contact with the pit wall. Fortunately the well travelled Surrey driver was able to recover and rejoin the race. Chisnall continued to lead the race, ahead of the Murphy/Short/Jardine battle for second. David McArthur continued to hold fifth position, with Neil McArthur, Austin Kimberly and Nigel Doe all in close contention for sixth. Smith in ninth place was also closing in fast on them.

Chisnall maintained his lead to the chequered flag to take a popular and well deserved race win and fastest lap. Murphy got the best of the battle for second, with Short finishing third and Jardine fourth. David McArthur took fifth position, while a late charge from Smith saw the Shropshire driver claim a sixth place finish. Doe took seventh spot, with Neil McArthur, Kimberly, Headlam and Jay completing the race finishers.

Avon Tyres Formula Ford 1600 Northern Championship - Post 89 RACE 8 - CLASSIFICATION

POS	NO	CL	NAME	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	28	A	Chris CHISNALL	Van Diemen RF00	15	19:59.849			69.75	1:17.559	7
2	3	B	John MURPHY	Van Diemen RF90	15	20:02.056	2.207	2.207	69.63	1:18.381	5
3	7	A	Martin SHORT	Van Diemen RF00	15	20:02.901	3.052	0.845	69.58	1:18.157	5
4	22	A	Jamie JARDINE	Ray GR07	15	20:03.416	3.567	0.515	69.55	1:17.845	5
5	15	A	David MCARTHUR	Van Diemen DP08	15	20:12.494	12.645	9.078	69.03	1:18.109	14
6	37	A	Rob SMITH	Van Diemen RF99	15	20:36.572	36.723	24.078	67.68	1:18.791	15
7	30	B	Nigel DOE	Van Diemen RF90	15	20:37.628	37.779	1.056	67.62	1:20.595	14
8	16	A	Neil MCARTHUR	Van Diemen DP08	15	20:39.831	39.982	2.203	67.50	1:20.514	8
9	57	A	Austin KIMBERLY	Van Diemen RF03	15	20:40.346	40.497	0.515	67.48	1:20.512	8
10	62	A	Daniel HEADLAM	Van Diemen FF	15	21:08.529	1:08.680	28.183	65.98	1:20.210	5
11	48	A	Vincent JAY	Ray GRK09	14	20:14.138	1 lap	1 lap	64.34	1:23.236	14
NOT CLASSIFIED											
DNF	54	A	Douglas CROSBIE	Van Diemen RF00	6	8:35.505	9 laps	8 laps	64.94	1:21.235	4
DNF	49	A	Abdul AHMED	Ray GRK09	1	1:29.511	14 laps	5 laps	62.33		
DNF	101	A	Chris MIDDLEHURST	Van Diemen LA10	1	1:30.311	14 laps	0.800	61.78		
FASTEST LAP											
28	A	Chris CHISNALL	Van Diemen RF00	7	1:17.559	71.94 mph			115.78 kph		
3	B	John MURPHY	Van Diemen RF90	5	1:18.381	71.19 mph			114.57 kph		

Pre-90 Race 3

After a damp and drizzly day of racing, the conditions began to dry out for the last of the three Pre-90 races. Pole position man, John Loebell, continued his excellent performance at the meeting with a strong start to ensure he lead the field away. However, two corners later he found himself relegated to second place by a very brave over-taking move from Nigel Dolan round the outside of Church corner. At the next corner, Rocket, the following pack of cars all poured into a narrowing space, and the unfortunate Andrew Thomas found himself being hit and put out of the race.

Third place man Mario Sarchet also received a tap from behind during the opening lap exchanges. The resulting damage to his rear steering arm forced his Van Diemen into a spin on the high speed exit of Church corner on lap 2. Loebell, now running in fourth position, did remarkably well to avoid the spinning Sarchet although was forced to take to the grass in avoidance. Second place was being occupied by Colin Williams, a truly exceptional performance by the class E competitor, who was actually starting to challenge for the race lead.



By the end of the second lap, class D's Matt Ridge was sadly out of the race. And by the end of the third lap, Williams had got the better of Dolan to take on the race lead. Behind the lead pair, the battle for third was a three way affair between Juiceie Bruceie, John Wilkinson and Jeff Hodgson. Mike Stewart was running in relatively clear air in sixth, ahead of Phil Bisgrove, Phil Nelson and Sarchet all challenging for seventh. A little further back there was also a great four car train taking place for

tenth spot; between the recovering Loebell, Barry Thompson, David Gavan and Mike Mullins.

Williams continued to lead the race until a brief spin coming down the Corkscrew section dropped the Stockport driver back to second behind Dolan. Hodgson had got the best of the battle for third place and was starting to close in on the lead pair; setting a provisional fastest lap in the process. However, by the time the race had entered its second half, the fastest lap honours were back with Loebell as he continued to move back through the field after his earlier excursion on to the grass. The battle for tenth place was still a four way affair, but it was now between Nelson, Mullins, Thompson and Gavan.

Hodgson managed to close right in on second place man Williams, but then a spin at the Banking section dropped him back into the clutches of Loebell, Bruceie and Stewart; making a four car train for the third step on the podium. Dolan continued to comfortably hold the race lead, but in the latter part of the race he then suffered an uncharacteristic spin at the bottom of the Corkscrew. The Birmingham driver was unable to rejoin the race and it soon became clear that some form of suspension failure was behind his retirement.

Dolan's retirement left Williams to take up the race lead and carry it to the chequered flag for both a popular, and quite possibly unprecedented, overall Pre-90 race win by a class E car. Hodgson claimed second spot, with Bruceie finishing in third just two tenths of a second ahead of Loebell. Loebell also collected the fastest lap points, posting a new class C lap record for the Coastal configuration of the Anglesey Circuit in the process. Stewart in fifth





was less than half a second behind Loebell, with Wilkinson and Sarchet claiming the next two finishing positions. Bisgrove, Nelson and Mullins completed the top ten across the line.

Avon Tyres Formula Ford 1600 Northern Championship - Pre 90 RACE 10 - CLASSIFICATION

POS	NO	CL	NAME	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	34	E	Colin WILLIAMS	PRS RH01	16	20:07.201			73.95	1:14.166	6
2	44	C	Jeff HODGSON	Reynard RF88	16	20:09.749	2.548	2.548	73.80	1:13.378	9
3	33	D	Juicele BRUCEIE	Reynard FF84	16	20:17.306	10.105	7.557	73.34	1:14.571	10
4	6	C	John LOEBELL	Van Diemen RF89	16	20:17.511	10.310	0.205	73.33	1:12.409	7
5	40	D	Mike STEWART	Van Diemen RF86	16	20:17.991	10.790	0.480	73.30	1:13.847	5
6	2	D	John WILKINSON	Van Diemen RF86	16	20:25.444	18.243	7.453	72.85	1:15.275	7
7	8	D	Mario SARCHET	Van Diemen RF85	16	20:35.288	28.087	9.844	72.27	1:14.602	9
8	20	D	Phillip BISGROVE	Van Diemen RF86	16	20:45.862	38.661	10.574	71.66	1:16.467	11
9	47	D	Phil NELSON	Van Diemen RF86	16	20:50.205	43.004	4.343	71.41	1:16.425	11
10	26	D	Mike MULLINS	Van Diemen RF86	16	20:50.468	43.267	0.263	71.39	1:16.192	4
11	21	D	Barry THOMPSON	Van Diemen RF86	16	20:50.655	43.454	0.187	71.38	1:16.012	11
12	81	C	David GAVAN	Van Diemen RF88	16	21:01.626	54.425	10.971	70.76	1:16.708	7
13	66	E	Graham LEGGET	Crossle 25F	15	20:13.590	1 lap	1 lap	68.96	1:17.935	14
14	53	E	Steve COLE	Royale RP26	15	20:30.573	1 lap	16.983	68.01	1:19.384	3
15	55	C	David BEECHEY	Jamun M89	15	20:32.926	1 lap	2.353	67.88	1:18.979	15
NOT CLASSIFIED											
DNF	3	D	Nigel DOLAN	Van Diemen RF86	11	13:44.658	5 laps	4 laps	74.43	1:13.601	6
DNF	72	D	Matthew RIDGE	Van Diemen RF86	1	1:31.223	15 laps	10 laps	61.16		
DNF	38	C	Andrew THOMAS	Reynard SF89	0						
FASTEST LAP											
6	C	John LOEBELL	Van Diemen RF89	7	1:12.409		77.06 mph		124.02 kph		
3	D	Nigel DOLAN	Van Diemen RF86	6	1:13.601		75.81 mph		122.01 kph		
34	E	Colin WILLIAMS	PRS RH01	6	1:14.166		75.23 mph		121.08 kph		

Trophy Winners







The competitors left Anglesey at the end of Easter Saturday, with the organisers pleased that the first triple header event for the BRSCC FF1600 Northern Championship had received strong support from a large proportion of the paddock.

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