

RACING RESULTS ROUND-UP

SNETTERTON: BRSCC BY LEWIS BEALES
AUGUST 29/30
KIRKISTOWN: 500MRCI BY IAN

RESULTS

Britcar Production: 1 David Fenn/Robert Fenn (Lotus Elise) 93 laps in 2h 00m 45.423s (90.19mph); 2 Wayne Hampson/Andy Schulz (BMW M3 E36); 3 Peter Mouldale/Steve Kent (BMW M3 E46); 4 Steve Spurr (BMW 320i E46); 5 Keith Gent/Kevin Williams (BMW M3 E46); 6 Dave Cox/Michael Cox (Ford Escort Cosworth); 7 Richard Adams/David Green (Honda Civic). **Class winners:** Hampson/Schulz, Spurr, Green/Adams and Richard Chamberlain/Zubin Randeria/James Fillingham (Lotus Elise). **Pole position:** Gibson 1m 12.293s (97.20mph). **Fastest lap:** Clarke 1m 12.514s (96.90mph). **Starters:** 18.

Britcar GT: 1 Michael McInerney/Sean McInerney (Mazda MT900R) 193 laps in 4h 00m 17.965s (94.06mph); 2 Mark Sampson/Adrian Slater (Porsche 911 RSR) +15.115s; 3 Witt Gamski/Kaith Robinson (Ferrari F360 GT); 4 Duncan Cameron/Mike Edmonds (Ferrari F430 GT); 5 Rob Barff/Jamie Stanley (Ferrari 430 GT); 6 Javier Morcillo/Manuel Centrao (Porsche 996 GT3); 7 Rod Barrett/Jan Pearson/Jay Shepherd (Porsche 996 GT4); 8 Henry Morgan/Fiona James (Ginetta G50); 9 Paul White/Calum Lockie (Aston Martin GT4); 10 Tom Black/Alan Bonner (Aston Martin Vantage). **CW:** Gamski/Robinson, Barff/Stanley, Morcillo/Centrao and Morgan/James. **PP:** S McInerney 1m 07.257s (104.48mph). **FL:** S McInerney 1m 07.816s (103.62mph). **Starters:** 19.

Competition Car Insurance Ford Fiesta Championship: 1 David Ellesley 9 laps in 12m 52.404s (81.87mph); 2 David Abbott + 4.907; 3 Rory Bryant; 4 Mark Tibury; 5 Richard Kemp; 6 Stewart Scott; 7 David Nye; 8 Terence Upton; 9 Nick Sanderson; 10 Cliff Pellin. **CW:** Nye and Lee Brett. **PP:** Ellesley 1m 23.363s (84.29mph). **FL:** Kemp 1m 24.188s (83.45mph). **Starters:** 29. **Race two:** 1 Ellesley 15 laps in 21m 21.200s (82.27mph); 2 Tibury + 5.087s; 3 Abbott; 4 Kemp; 5 Bryant; 6 Richard Durham; 7 Terence Clark; 8 Scott; 9 Upton; 10 Nye. **CW:** Nye and Brett. **PP:** Ellesley. **FL:** Durham 1m 24.144s (83.51mph). **Starters:** 31.

Club Formula Three: 1 Chris Needham (Dallara F302) 23 laps in 25m 45.323s (104.59mph); 2 Damien Charveriat (Dallara F301) + 0.439s; 3 Mark Terry (Dallara F302); 4 Stephen Clegg (Dallara F301); 5 Jon Gray (Dallara F302); 6 Roy Rowan (Dallara F302); 7 Mark Harrison (Dallara F301); 8 Dave Karasikas (Dallara F303); 9 Ian Smith (Dallara F301); 10 Mike White (Dallara F398). **CW:** Karasikas. **PP:** Charveriat 1m 06.074s (105.67mph). **FL:** Charveriat 1m 06.074s (105.67mph). **Starters:** 14. **Race two:** 1 Needham 23 laps in 25m 52.000s (104.13mph); 2 Charveriat + 0.150s; 3 Terry; 4 Clegg; 5 Gray; 6 Harrison; 7 Philip Austin (Dallara F398); 8 Rowan; 9 Karasikas; 10 Tristan Cliffe (Dallara F398). **CW:** Karasikas. **PP:** Charveriat 1m 06.550s (105.59mph). **FL:** Needham 1m 06.293s (106.00mph). **Starters:** 14.

Sports 2000 Pinto/Xenia Sports 2000 Historic Championship: 1 Oliver Stirling (Tiga SC80) 20 laps in 25m 09.580s (93.10mph); 2 Andy Mathew (Shrike P16) + 2.485s; 3 David Houghton (Van Diemen RF02SC); 4 Paul Street (Swift DB2); 5 Patrick Sherrington (Tiga SC80); 6 Mike Johns (Royale RP42); 7 Charles Fogg (Tiga SC 78/90); 8 Mike Fry (Royale RP42); 9 Colin Peach (Tiga SC84); 10 Richard Cooke (Lola T87/90). **CW:** Street and Sherrington. **PP:** Mathew 1m 13.984s (94.98mph). **FL:** Sherrington 1m 14.323s (94.54mph). **Starters:** 24.

Sports 2000 Endurance: 1 Chris Snowdon/Martin Ellis (Carbir CS2) 45 laps in 1h 00m 06.803s (87.57mph); 2 Mark Higson/Tom Mills (Gunn TSB) + 5.980s; 3 Les Johnson/Richard Johnson (Van Diemen RF05SC); 4 Patrick Sherrington/Mike Jenvey (MCR); 5 Robert Oldershaw/Paul Tickner (Juno/MCR); 6 Mike Fry; 7 Richard Cooke/Will Arif; 8 Mike Johns/Jonathan Leader (Van Diemen RF02SC); 9 Bert Smetts (Juno S2000); 10 Barry Phillips (Tiga SC83). **CW:** Fry and Cooke/Arif. **PP:** L Johnson 1m 10.616s (99.51mph). **FL:** R Johnson 1m 11.215s (98.67mph). **Starters:** 22.

INSIDE LINE

Peter Mouldale/Steve Kent suffered the heartbreak of their BMW blowing up just six minutes from the end of the two-hour **Britcar Production** race.

The pair had inherited the lead when a steering bolt worked loose on the Wayne Gibson/Kevin Clarke BMW. Their woes left David and

Jenvey proves top Gunn

Mike Jenvey and Richard Johnson continued their season-long rivalry with little daylight between the squabbling duo during the 50-mile race at Snetterton.

Jenvey narrowly out-paced the Van Diemen of Johnson in qualifying but the locally-built machine made the better start to lead the opening laps.

Jenvey piled tremendous pressure on the leader and, after probing at every twist and turn, he found a little extra speed down Revett Straight to snatch the lead on the seventh lap.

"I had hoped to pull away but just couldn't shake him off," said Gunn racer Jenvey, who completed the rest of the race with Johnson hard on his tail.

Series leader Robert Oldershaw sadly had the differential break on his Juno during qualifying and returned home to Spalding, Lincolnshire for a spare car: "We got held up in the Bank Holiday traffic and came over the circuit entrance bridge just as the race started."

He was then able to watch Miles Griffiths take over the championship lead by finishing third having passed Chris Yarwood.

Griffiths had also had a busy morning replacing a

RACE DATA

1 Mike Jenvey (Gunn TSB) 26 laps in 30m 40.075s (99.29mph); 2 Richard Johnson (Van Diemen RF05SC) + 0.215s; 3 Miles Griffiths (Lola T87/90); 4 Chris Yarwood (MCR); 5 Rupert Russell (Van Diemen RF94SC); 6 Patrick Sherrington (MCR); 7 Mike Turner (Lola T88/90); 8 Nick Bates (Lola B07/90); 9 Paul Tickner (Carbir CS2); 10 Mark Higson (Gunn TSB). **Class winner:** Turner. **Pole:** Jenvey 1m 09.885s (102.01mph). **Fastest lap:** Jenvey 1m 09.448s (101.18mph). **Starters:** 17.

broken upright, which failed on his Lola at the high-speed Coram Curve. Rupert Russell started a lowly 12th when his Van Diemen engine stranded him trackside in qualifying but a change of ECU did the trick.

He quickly joined the four-way battle for fifth place and steadily worked his way to the front but then started to fade in the final laps.

That allowed Patrick Sherrington to close in but the MCR racer wasn't able to find a way past and had to settle for sixth place.

Mike Turner claimed the MDB class honours in seventh place having been running in fifth place until the tenth lap when Russell unseated him.

The Lola runner then lost another position to Sherrington and had to keep the newer Lola of Nick Bates at bay during the final laps.

Photo: Richard Styles



Jenvey (10) won after close battle with rival Johnson

It took three attempts to run the opening **Ford Fiesta Championship** race and the last one was the one start that David Ellesley fluffed and dropped to third place.

The poleman then had to demote Nick Sanderson before chasing

A fluffed gearchange exiting Russell allowed Charveriat to slip ahead of Needham on the fourth tour of race two but the previous winner tenaciously fought back to snatch victory going into the Esses for the 16th time.

Terry and Kemp both had to pass



Robinson was the class act as he scythed through the field

Epic Robinson lifts

Noel Robinson completed one of the most dramatic comebacks ever seen at Kirkistown to lift the prestigious prize for Kent-engined Formula Ford cars.

He powered his Van Diemen RF92 up from an incredible 22nd on the grid for the final through to collect the generous prize fund and the free entry for this year's Formula Ford Festival at Brands Hatch in October.

After finishing outside the top ten in his heat, Robinson had left himself with a mountain to climb in the final.

But, as others battled ahead, he picked his way through the order one-by-one until, on lap 19 of the 21 lap showpiece, he sliced ahead of Neville Smyth and Noel Dunne to crown a remarkable race.

Mike Edgar, choosing to run his older Van Diemen RF92 rather than the newer '09 machine, led the initial stages of the final.

He fended off Neville Smyth but one of the pre-event favourites, Scott Malvern, was in the wall at Colonial on the first lap.

Edgar and Smyth's fight at the front was joined by racer-turned-rallyman Robert Barrable, who managed to leapfrog them both.

While the top three fought frantically, that allowed a train to form behind and Robinson was

already beginning to climb through the

Morgan Dempsey, head of the pack. Robinson hit the

came under pressure and Dunne overtook him. He was not to be deterred.

In the opening stages, Dunne profited when a

Noel Dunne scooped the spoils in the slot for the final.

Dunne managed to

and finish in the hands of Cormac O'Neil. He placed Dempsey

In heat two, he was forced to give his start as he got to Barrable's

managed to slip to the top slot before the train to turn his attention off Malvern.

Robinson had to get through to the last chance event home by Fergus his troubles in h

in race one Donnelly ahead of Crawford more than a few laps. In the end, Crawford to snatch the win.

seized the lead only to deny Donnelly. Legends turned out were Niki Mered

A dozen cars made **Formula Shearwater** leader Gary New

Anton Savage. It was a race as Savage led from Gary Newson in third place ahead of Gary Newson's existing Debtors and Savage



Malvern (22)

INSIDE LINE

Not to be outdone by the headlining Formula Ford events, the **Formula Vee** brigade produced a full grid for its race. Robbie Allen was the early pacesetter but Stephen Kershaw had other ideas and he quickly worked his way through the pack to wrest the number one slot. He built up a four-car length lead but was gradually reeled in by the pack. Under intense pressure from the gaggle behind, he managed to maintain first place by less than one second from Allen.

There was a double helping of the combined **Roadsports and Legends** contests. Mark Crawford started from pole for both races and, despite having already clinched a deal to sell his Radical before the meeting, it didn't cramp his style. His main competition came from