

## 2009 CLASSIC CLUBMANS CHAMPIONSHIP

Rounds 5 & 6

Snetterton

June 27<sup>th</sup>./28<sup>th</sup>.2009

### Doubles for Harper and Webb

A brace of wins for Pete Harper in A-Sport and Paul Webb in Class B took them both to the front of the championship battles at the halfway point of the season. This was a weekend to forget for Mark Charteris, who broke an axle in race one and had to sit out race two and watch his championship lead disappear.

### Qualifying

The whole weekend, from Friday through Sunday, provided us with scorching conditions for the biggest grids of the year so far. Twenty cars had entered the first race on Saturday, but a disappointing no show from Giancarlo reduced that number to nineteen.

For the first time for two years, we had representatives from all four classes. Out for the first time ever in Classic Clubmans, was Ginetta G20 champion Spencer McCarthy in Peter Gartens Mk.20B. Testing times suggested that Spencer would be quick right from the start. Also out for the first time this year, was Jared Wood in the Class D Batten. Jared is always quick when the car runs well. It was also good to see Ray Mallock out, having found time in his busy schedule, to come out and play himself for a change!

So we had ten A-Sports, six B-Sports, two pre 1971 and a lone F1300 who took to the track on a bright sunny Saturday morning. It was the two championship contenders who dominated the timesheets in Class A, Mark Charteris grabbing pole from Pete Harper right at the end of the session, with a 1 min 10.7 . Pete was half a second adrift on 1 min 11.2.

Although some 1.3 secs adrift, Ray Mallock was comfortable in 3<sup>rd</sup>. with a 1 min 12.6. He was joined on row two by Malcolm Jackson, logging a 1 min 13.3 early in the session.

Steve Chaplin was the first non Mallock, in fifth place with a time just shy of Malcolm's time. He was joined on row three by Mike Hickson, the first of two runners in the 1 min 14 sec bracket. Row four consisted of Bob Crozier, also in the 1 min 14 sec. range and newcomer Andy Ayres, logging a respectable 1 min 15.4.

Row five contained David Childs in the Gryphon and Ian Mitchell, still trying to get to grips with the CTG.

Paul Webb was on the inside of row six and comfortably on pole for Class B. His time of 1 min 18.9 was over two seconds clear on the second Class B runner, debutant Spencer McCarthy. Spencer headed up a batch of four B-sports, all covered by less than 0.4 secs.

Row seven saw Mike Sales and John Deane-Bowers and on row eight were long time friends and rivals, Paul Marshall and Jeremy Banks.

Jared Wood was on row nine, after a session fraught with ignition problems. He was joined by Class C polesitter, Richard Fry, whilst on his own on row ten, was Bob Yarwood after yet another head gasket failure.

### Race

Pete timed the lights to perfection and eased into the lead as the field entered Riches for the first time. Mark was a close second, followed by Ray Mallock, Steve Chaplin and Malcolm Jackson. In Class B it was Paul Webb from Spencer McCarthy and John Deane-Bowers.

As the field scrambled through Russell to complete the first lap, it was still Pete, but with Mark climbing all over him. Ray was a close third, followed by Steve and Malcolm. A little further back it was Mike Hickson from Bob Crozier and David Childs, then Andy Ayres and Ian Mitchell. Paul Webb was already easing away from the class B pack, whilst Jared began to make steady progress from his lowly grid position.

On lap four, the first retirement of the day was posted, as Jeremy banks coasted into the pits with no third gear. On the same lap, Mark was alongside Pete exiting Coram, but Pete held the inside line into Russell. On the next lap, Mark looked set to grab the lead, but the axle failed going through Russell and Mark coasted to a halt in the pitlane.

Bob Yarwood also called it a day on lap five, retiring to the pits with yet another engine issue.

At half distance, Pete was comfortable in front and settled back a little. Ray was now second, but being pushed hard by Steve. Malcolm was clear in third and Bob Crozier was in fourth, just clear of David Childs. Andy was sixth and Ian was seventh, although coming under pressure from Jared Wood in the F1300.

In Class B, it was Paul Webb, well clear of Spencer, who had a couple of seconds to JDB. Mike Sales was

fourth and Paul Marshall fifth. Richard Fry, the remaining Class C runner was the final runner. At three quarter distance we suddenly lost Ray Mallock, with what turned out to be a water pump belt failure. This promoted Steve to second and he set about hunting down Pete in the lead. This promoted Malcolm to third and a lap later, Mike Hickson spun out of the race at the Esses, promoting Bob Crozier to fourth. At the end it was Pete, just clear from a chasing Steve Chaplin. Malcolm was third and Bob Crozier should have been fourth, but he struggled for gears coming out of Russell for the last time and was pipped at the post by David Childs. Andy Ayres had a lonely race to sixth and the last unlapped runner. Jared Wood had found his way past Ian and came home seventh overall, to take Class D. Ian was the final A-Sport runner home. Paul Webb strolled to Class B spoils, some 30 secs clear of Spencer McCarthy. John Deane-Bowers took the final podium place with Mike Sales in fourth and Paul Marshall in fifth. Richard Fry was the lone Class C finisher.

## Qualifying – Race 2

We had lost Mark Charteris, but gained Morris Hart, whose work commitments would only allow Sunday running, so it was still nineteen cars for qualifying bright and early Sunday morning. It was very much the same as Saturday (but without Mark). Pete was comfortably on pole, nearly a second clear of Ray Mallock. Row two saw Malcolm Jackson and Steve Chaplin and it was the Mallock Sports run pair of Bob Crozier and Andy Ayres on row three, both Bob and Andy logging personal best times. Row four saw a slightly bewildered Mike Hickson, wondering how the Mallock pairing got in front of him. He was joined on the row by David Childs. Jared Wood was on the inside of row five in the lone F1300. Alongside him, was Class B poleman Paul Webb, once again streets ahead of his nearest rival. John Deane-Bowers was second in Class B and on the inside of row six. He was the only other B-Sports runner to dip under the 1 min 21 secs bracket. He was joined by Spencer McCarthy, the first of four runners in the 1 min 21's. Mike Sales and Jeremy Banks made up row seven, whilst Paul Marshall and Morris Hart occupied row eight. The two Class C runners, Bob Yarwood and Richard Fry were on row nine and the lone occupant of row ten, was Ian Mitchell who picked up a misfire very early in the session.

## Race.

The lights went out and Ray Mallock went..... nowhere. The ensuing chaos was to have a major impact on the outcome of the race further down the field. Pete Harper once again timed his getaway to perfection, but fellow front row man, Ray broke something in the drive train and remained stationary. Snetterton has a very narrow grid and how everybody got by without contact is a miracle in itself. But get by they did and once again it was Pete from Steve Chaplin, Malcolm Jackson, Bob Crozier, Mike Hickson and David Childs. Jared Wood was next up but the B-Sport grid had been completely upset. Spencer McCarthy used his Ginetta experience to grab a huge lead, followed by Paul Webb. Mike Sales and Jeremy Banks also found a way through, but both John Deane-Bowers and Paul Marshall were hugely delayed and were quickly pounced upon by the two Class C cars of Bob Yarwood and Richard Fry. As the field exited Russell at the end of lap one, it was Pete from Steve and Malcolm, in very close formation, then a small gap to Bob Crozier and Mike Hickson. Then came David Childs, Andy Ayres (also held up at the start) and Jared Wood. In Class B it was Spencer, still well clear of Paul Webb, these two already had a gap to Mike Sales and Jeremy Banks. JDB and Paul Marshall were having serious trouble trying to get past the two Class C boys and were losing ground to the front four very quickly. The final A-Sport runner, Ian Mitchell was already using the extra power to progress through the field from the back, whilst somewhere in the confusion we lost Morris Hart from the field completely. As the race progressed through half distance, there was no let up in the fierce squabbles going on throughout the field. At the front, Pete still had Steve and Malcolm glued to his tail and Bob and Mike were having an equally tight scrap for fourth. In Class B, Paul had found his way up to and past Spencer, but Mike Sales was having a real struggle to stay in front of Jeremy. Richard Fry had retired to the pits on lap four and JDB and Paul had finally found a way past Bob Yarwood. It was far too late however, to make any impact on the cars in front. The scraps continued with no let up and at the flag it was Pete, just 0.6 secs clear of Steve, who was a further

0.3 clear of Malcolm. Bob held off Mike Hickson for the whole race, finishing just 0.5 secs clear at the flag. David Childs was sixth, closely followed by Jared Wood, who took Class D honours. Andy Ayres was eighth and Ian Mitchell was ninth.

In Class B, once again it was Paul Webb, but this time just seven seconds clear of Spencer. Mike Sales just held on for third, with Jeremy just 0.5 secs adrift at the line. JDB was a distant fifth and Paul Marshall sixth. Bob Yarwood brought his Mk.8 home for Class C honours.

We now have a long break, before Thruxton in mid August. Enjoy your summer holidays and we will meet again in Hampshire's sunny climes.

Sue Facer

The Demonic Perm

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