



BRSCC Formula Ford 1600 – Northern Race Report 06: issued 16th September 2010

Northern Championship: Rounds 11 & 12
National Championship: Rounds 11 & 12
Venue: Oulton Park – International Circuit
Date: 4th September 2010

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Introduction

Saturday 4th September saw the final visit of the 2010 season to Oulton Park by the competitors in the Avon Tyres Formula Ford 1600 Northern Championship, in association with REIS. The meeting covered rounds 11 and 12 of the 14 round championship, in addition to counting as the equivalent rounds for the Formula Ford 1600 National Championship. Once again using the full International circuit configuration, the results of the meeting would confirm the Post-89 and Pre-90 Champions of Oulton for 2010, and quite possibly also the National champion for the season. The format took that of a combined qualifying session for the Post-89 and Pre-90 categories, but with the races run separately. The qualifying session decided grid slots for the first race of the afternoon, with the race two grid being the finishing order from race one.

Combined Qualifying

A sunny sky and dry track greeted the 37 competitors as they took to the circuit for the day's combined qualifying session, and what a fabulous site they made as the large field streamed round the Cheshire circuit on the opening lap. There should have been one extra driver qualifying too, but sadly Nigel Doe had blown his engine in testing the previous day.

In the opening minutes of the session, Post-89 championship leaders Jordan Skinner and Stuart Gough leapt straight to the top of the time screens. Following behind were more Post-89 drivers in the form of Doug Crosbie, Chris Chisnall, Neil McArthur and Martin Short. One of the hottest battles of the day looked set to be that between the Pre-90 title contenders, John Farrell and Lee Hannam – and sure enough the pair were just 0.004 seconds apart on lap times in the early part of the qualifying session.



Post-89 regular, David Gavan, had opted to compete in his class D, Pre-90 Ray chassis at this meeting, and was having an eventful couple of weekend. After a heavy off in testing the previous day, his qualifying session came to a very premature end with an overheating, steaming car in the pit lane. Meanwhile out on track, fellow class D man, Phil Bisgrove, was clearly trying hard getting his Van Diemen very close to the wall coming out of Deer Leap.

As the session progressed, Skinner managed to keep a small advantage over Gough, despite a missed gear at Lodge that the Australian teenager was lucky not to damage his engine with. Crosbie was continuing to qualify well by holding third spot, but now he was under pressure from Neil Patten and Mike Bennett. Also improving as the laps unfolded was Salisbury rookie, Dan Wells, once again making a very welcome long haul trip to Oulton Park.



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The chequered flag came out for the end of the period, and Gough managed to grab pole on his very last flying lap. Moments later, Skinner crossed the line to retake the top spot with a seemingly unbelievable lap time; and so it proved as he had missed the Hislops Chicane entry on the last lap and the time was discounted. Gough therefore took pole by quarter of second from Skinner, with Crosbie maintaining third ahead of Patten, Bennett and Chisnall. Short, Phil Austin, Wells and McArthur rounded out the overall and Post-89 top ten qualifiers. In Pre-90, Farrell

grabbed the pole position advantage from Hannam, with Nigel Dolan, Bruce Evans, Will Alterman, Andrew Thomas, John Wilkinson, Bisgrove, Andrew MacGregor and Jim Mitchell filling the next eight positions.

Avon Tyres Formula Ford 1600 Northern Championship QUALIFYING - RACE 2 & 4 - CLASSIFICATION

POS	NO	CL	NAME	ENTRY	TIME	ON	LAPS	GAP	DIFF	MPH
1	29	A	Stuart GOUGH	Ray GR507	1:48.200	9	9			89.56
2	9	A	Jordan SKINNER	Ray GRK10	1:48.450	3	10	0.250	0.250	89.36
3	54	A	Douglas CROSBIE	Van Diemen RF00	1:49.047	5	8	0.847	0.597	88.87
4	0	A	Neil PATTEN	Van Diemen RF99	1:49.379	5	9	1.179	0.332	88.60
5	11	B	Mike BENNETT	Swift SC93F	1:49.717	9	9	1.517	0.338	88.32
6	28	A	Chris CHISNALL	Van Diemen RF00	1:49.999	10	10	1.799	0.282	88.10
7	7	A	Martin SHORT	Van Diemen RF00	1:50.043	10	10	1.843	0.044	88.06
8	90	B	Phillip AUSTIN	Van Dieman RF90	1:50.231	10	10	2.031	0.188	87.91
9	18	B	Daniel WELLS	Van Diemen RF91	1:50.308	4	8	2.108	0.077	87.85
10	16	A	Neil MCARTHUR	Van Diemen RF00	1:50.320	5	10	2.120	0.012	87.84
11	78	A	Joe WALTON	Ray GR505	1:50.901	6	6	2.701	0.581	87.38
12	45	B	Oliver BULL	Swift SC92F	1:51.058	9	9	2.858	0.157	87.26
13	91	A	John MURPHY	Van Diemen RF99	1:51.155	2	10	2.955	0.097	87.18
14	15	A	David MCARTHUR	Van Diemen RF04/09	1:51.176	6	10	2.976	0.021	87.17
15	27	C	John FARRELL	Reynard FF89	1:51.437	4	9	3.237	0.261	86.96
16	44	C	Lee HANNAM	Reynard RF88	1:51.660	6	10	3.460	0.223	86.79
17	92	B	Mike DEVOY	Van Diemen RF92	1:51.890	10	10	3.690	0.230	86.61
18	4	D	Nigel DOLAN	Van Diemen RF86	1:51.999	5	10	3.799	0.109	86.53
19	99	A	Jeff HODGSON	Van Diemen RF02	1:52.444	5	10	4.244	0.445	86.18
20	37	A	Robert SMITH	Van Diemen RF99	1:52.878	7	10	4.678	0.434	85.85
21	22	A	Jamie JARDINE	Ray 07	1:52.964	5	7	4.764	0.086	85.79
22	24	B	Paul MASON	Swift SC94	1:53.248	9	9	5.048	0.284	85.57
23	83	D	Bruce EVANS	Reynard FF84	1:54.148	8	8	5.948	0.900	84.90
24	68	C	William ALTERMAN	Reynard FF89	1:54.163	8	9	5.963	0.015	84.89
25	33	C	Andrew THOMAS	Reynard SF89	1:54.606	4	6	6.406	0.443	84.56
26	2	D	John WILKINSON	Van Diemen RF86	1:54.892	7	9	6.692	0.286	84.35
27	20	D	Phillip BISGROVE	Van Diemen RF86	1:55.027	7	9	6.827	0.135	84.25
28	17	D	Andrew MACGREGOR	Van Diemen RF86	1:55.501	9	9	7.301	0.474	83.90
29	87	C	James MITCHELL	Van Diemen RF88	1:55.597	6	9	7.397	0.096	83.83
30	21	D	Barry THOMPSON	Van Diemen RF86	1:58.265	4	9	10.065	2.668	81.94
31	96	C	Robin BOOTH	Van Diemen RF89	1:58.853	6	9	10.653	0.588	81.54
32	51	B	Ian WOOD	Swift SC94	1:59.692	4	9	11.492	0.839	80.96
33	47	D	Roy MACGREGOR	Van Diemen RF85	2:01.225	6	9	13.025	1.533	79.94
34	52	D	Trevor MORGAN	Van Diemen RF86	2:02.046	6	7	13.846	0.821	79.40
35	76	D	Patrick HUMPHREYS	Van Diemen RF86	2:03.099	8	8	14.899	1.053	78.72
36	55	C	David BEECHEY	Jamun M89	2:09.184	5	8	20.984	6.085	75.01
37	81	D	David GAVAN	Ray 86		0	1			



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Post-89 Race 1

20 cars lined up on the grid for the first of the day's Post-89 races. Pole man Stuart Gough made an unusually poor start, seeming to initially get moving okay, but then almost immediately bogging down. This let the fast starting Jordan Skinner and Mike Bennett to get clearly ahead before Old Hall corner. Gough was however quick to recover and was back past Bennett into second place just a corner later through the left hander at Cascades. On the following lap, Gough made a brave overtake at the same place, and managed another brave overtake to take the race lead.



Behind the lead pair, Bennett had a small advantage over a very tightly packed group of six drivers made up of Chris Chisnall, Doug Crosbie, Neil Patten, Martin Short, Dan Wells and Phil Austin. On lap three, the leaders' advantage over the rest of the field increased further with the demise of Bennett at Island Bend due to electrical problems. Nonetheless the chasing pack continued to provide spectacular entertainment, with Chisnall leading Crosbie and Patten out of Deer Leap, only for the trio to cross the line three abreast and then Crosbie to grab the advantage through Old Hall.

Meanwhile, John Murphy in ninth had closed in on the back of Wells, Short and Austin. The battle for tenth was a three way affair between Neil McArthur, Joe Walton and Oliver Bull, while Robert Smith, Jeff Hodgson and Jamie Jardine were in close quarters for sixteenth. As was to be expected, Skinner was not letting Gough get away from him and build up an advantage. In fact, the Australian was upping the pressure on the race leader, and by half distance his hard work paid dividends with a successful move to retake the lead.

As the race developed in the second half, Crosbie, Chisnall and Patten became a little more spread out in third, fourth and fifth. This left the next real battle on track being that for sixth between Wells, Short and Austin, who had managed to pull away somewhat from the attentions of Murphy. There was however no let up in the three way tussle for tenth, with McArthur, Walton and Bull as close as ever as they crossed the line to start lap seven.



The lead pair traded fastest laps times in the second part of the race, although Skinner seemed to just about have the measure of his challenger. Meanwhile Patten overhauled Chisnall's small advantage and passed his fellow Cheshire driver to take fourth spot. Short was ever improving as the race continued and he over took Wells to move into sixth place. A little further back, Jardine in fourteenth had pulled away from Smith and Hodgson, who now found



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themselves in a battle with visitor, Paul Mason.

At the chequered flag, Skinner took the race win by 1.12 seconds from Gough, although the second place man took a couple of useful extra points by securing the fastest lap time. Crosbie was third on the podium, ahead of Patten and Chisnall. Wells managed to get back ahead of Short to take a sixth place finish, with Austin, Murphy, and Walton completing the top ten.

Avon Tyres Formula Ford 1600 Northern Championship - Post 89

RACE 2 - CLASSIFICATION

POS	NO	CL	NAME	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	9	A	Jordan SKINNER	Ray GRK10	11	20:05.337			88.44	1:48.354	7
2	29	A	Stuart GOUGH	Ray GRS07	11	20:06.458	1.121	1.121	88.36	1:48.290	7
3	54	A	Douglas CROSBIE	Van Diemen RF00	11	20:23.672	18.335	17.214	87.11	1:49.617	6
4	0	A	Neil PATTEN	Van Diemen RF99	11	20:25.863	20.526	2.191	86.96	1:49.559	7
5	28	A	Chris CHISNALL	Van Diemen RF00	11	20:26.854	21.517	0.991	86.89	1:50.059	5
6	18	B	Daniel WELLS	Van Diemen RF91	11	20:31.799	26.462	4.945	86.54	1:50.540	5
7	7	A	Martin SHORT	Van Diemen RF00	11	20:31.876	26.539	0.077	86.53	1:50.385	2
8	90	B	Philip AUSTIN	Van Diemen RF90	11	20:31.996	26.659	0.120	86.52	1:50.451	7
9	91	A	John MURPHY	Van Diemen RF99	11	20:32.530	27.193	0.534	86.49	1:50.336	7
10	78	A	Joe WALTON	Ray GRS05	11	20:37.344	32.007	4.814	86.15	1:50.947	8
11	16	A	Neil MCARTHUR	Van Diemen RF00	11	20:43.139	37.802	5.795	85.75	1:51.018	2
12	45	B	Oliver BULL	Swift SC92F	11	20:43.244	37.907	0.105	85.74	1:51.244	4
13	92	B	Mike DEVOY	Van Diemen RF92	11	20:43.366	38.029	0.122	85.73	1:51.095	5
14	22	A	Jamie JARDINE	Ray 07	11	20:51.566	46.229	8.200	85.17	1:51.907	4
15	37	A	Robert SMITH	Van Diemen RF99	11	20:59.830	54.493	8.264	84.61	1:53.101	5
16	24	B	Paul MASON	Swift SC94	11	21:00.821	55.484	0.991	84.55	1:52.871	8
17	99	A	Jeff HODGSON	Van Diemen RF02	11	21:01.162	55.825	0.341	84.52	1:52.846	9
18	15	A	David MCARTHUR	Van Diemen RF04/09	11	21:19.343	1:14.006	18.181	83.32	1:51.634	5
19	51	B	Ian WOOD	Swift SC94	11	22:03.395	1:58.058	44.052	80.55	1:57.296	2
NOT CLASSIFIED											
DNF	11	B	Mike BENNETT	Swift SC93F	2	3:47.010	9 laps	9 laps	85.38	1:50.077	2
FASTEST LAP											
	29	A	Stuart GOUGH	Ray GRS07	7	1:48.290			89.49 mph	144.02 kph	
	11	B	Mike BENNETT	Swift SC93F	2	1:50.077			88.04 mph	141.68 kph	

Pre-90 Race 1

At the start of the day's first Pre-90 race, most of the top ten on the grid made clean starts to get the 20 minute event under way. Hence pole position man, John Farrell, took up the race lead, with Lee Hannam second on the grid dropping in behind him. Sadly Andrew Thomas and Jim Mitchell would not make it to the end of the opening lap, as contact between the pair put both out of the race at Knickerbrook. In the opening exchanges, Hannam lost second place to class D's Nigel Dolan, however by the end of lap two he had regained the position following a small mistake by Dolan. Not far behind the pair was Welshman Bruce "Juiceie Bruceie" Evans having his first outing of the 2010 season.





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The race unfolded into a typically entertaining Pre-90 affair, with plenty to see throughout the field. There was a three way class D scrap for seventh developing between Andrew MacGregor, Phil Bisgrove and Barry Thompson. David Gavan and Roy Macgregor were battling for twelfth spot, while not far behind, Patrick Humphreys and David Beechey were in close quarters for fourteenth. No doubt plenty of hard work was put in by the RSM Motorsport outfit to get Gavan out for the race after his extensive overheating problems earlier in the day during qualifying.

By the second half of the race, the field was becoming a little more strung out. Leader Farrell was gradually increasing his advantage over Hannam, while third place man, Dolan was comfortably ahead of Evans. Thompson had dropped away slightly from the back of Bisgrove and Andrew Macgregor, and unfortunately his race would be cut short two laps from the end after a minor mistake resulted in an off that damaged two corners of the car.



Class C's Will Alterman was running comfortably in fifth spot, with class D's John Wilkinson in sixth. However, Wilkinson was having to watch his mirrors as the Bisgrove/MacGregor battle was gaining behind him. In fact it wasn't long and Bisgrove was right on his gearbox challenging for the position. A gap opened up through Old Hall and Wilkinson was forced to concede the position. Andrew Macgregor also had a look up his inside, but was unable to follow Bisgrove through.

At head of the race, Hannam was endeavouring to cut into Farrell's advantage with a provisional fastest lap, but once again the UCLAN driver responded to maintain the gap. And so at the chequered flag it was a rejuvenated Farrell who took the win by nearly eight seconds from his championship rival, Hannam, as well as bagging the fastest lap. Dolan took third position and the class D honours, with Evans posting an excellent result in fourth for his first race of the year. Alterman took a comfortable fifth place finish ahead of Bisgrove and Wilkinson. A late race demise for Andrew Macgregor left Robin Booth in eighth spot and Trevor Morgan in ninth. Gavan got the better of Roy Macgregor in their race long battle to take the tenth place finish.



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**Avon Tyres Formula Ford 1600 Northern Championship - Pre 90
RACE 4 - CLASSIFICATION**

POS	NO	CL	NAME	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	27	C	John FARRELL	Reynard FF89	11	20:38.073			86.10	1:51.447	6
2	44	C	Lee HANNAM	Reynard RF88	11	20:46.026	7.953	7.953	85.55	1:51.483	4
3	4	D	Nigel DOLAN	Van Diemen RF86	11	20:57.909	19.836	11.883	84.74	1:53.315	4
4	83	D	J. BRUCEIE	Reynard FF84	11	21:12.381	34.308	14.472	83.78	1:53.889	7
5	68	C	William ALTERMAN	Reynard FF89	11	21:18.605	40.532	6.224	83.37	1:54.680	5
6	20	D	Phillip BISGROVE	Van Diemen RF86	11	21:23.936	45.863	5.331	83.02	1:54.944	10
7	2	D	John WILKINSON	Van Diemen RF86	11	21:31.933	53.860	7.997	82.51	1:55.593	3
8	96	C	Robin BOOTH	Van Diemen RF89	11	22:07.831	1:29.758	35.898	80.28	1:58.784	6
9	52	D	Trevor MORGAN	Van Diemen RF86	11	22:16.696	1:38.623	8.865	79.75	1:59.859	8
10	81	D	David GAVAN	Ray 86	11	22:17.410	1:39.337	0.714	79.70	1:59.078	10
11	47	D	Roy MACGREGOR	Van Diemen RF85	11	22:17.815	1:39.742	0.405	79.68	1:59.503	10
12	76	D	Patrick HUMPHREYS	Van Diemen RF86	10	20:49.157	1 lap	1 lap	77.58	2:00.861	7
13	55	C	David BEECHEY	Jamun M89	10	22:08.601	1 lap	1:19.444	72.94	2:09.359	3
NOT CLASSIFIED											
DNF	21	D	Barry THOMPSON	Van Diemen RF86	9	17:44.552	2 laps	1 lap	81.93	1:56.944	3
DNF	17	D	Andrew MACGREGOR	Van Diemen RF86	8	15:38.765	3 laps	1 lap	82.58	1:54.914	5
DNF	33	C	Andrew THOMAS	Reynard SF89	0						
DNF	87	C	James MITCHELL	Van Diemen RF88	0						
FASTEST LAP											
27	C	John FARRELL	Reynard FF89	6	1:51.447	86.95 mph	139.94 kph				
4	D	Nigel DOLAN	Van Diemen RF86	4	1:53.315	85.52 mph	137.63 kph				

Post-89 Race 2

The second races of the meeting were of 15 minutes duration; 5 minutes less than those earlier in the day. The cloud cover had increased as the afternoon wore on, but nonetheless conditions remained dry. With the grid positions being decided by the race one finishing order, Jordan Skinner lined up on pole position with Stuart Gough alongside him on the front row. The pair were perfectly poised to fight over the Champion of Oulton title in the following laps; the championship having gone down to the very last race. Behind them on the grid were Doug Crosbie and Neil Patten on row two, and Chris Chisnall and Dan Wells on row three. Mike Bennett was also sure to be worth watching, the experienced racer starting from the back of the grid.



Skinner held the pole position advantage when the red lights went out, but by the time the field headed down the Avenue for the first time, Gough was already alongside looking for a way past. Wells also started strongly, having gained two places to move up into fourth by the end of the opening lap. On lap two the whole complexion of the lead battle changed when mechanical failure put Skinner out of the race at Knickerbrook. This left Gough with a very strong lead over second place man, Patten, and just needing to get the car home at the front to secure the track championship title. As the following pack took avoiding action

during Skinner's exit from the race, tenth place runner, John Murphy, picked up damage to his nose cone and was forced back to the penultimate spot in the running order.



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With Gough comfortably in the lead and Patten running in second, there was a great five way dice developing for third position between Crosbie, Wells, Chisnall, Martin Short and Oliver Bull. Elsewhere, Paul Mason, Joe Walton and David McArthur were the trio battling for thirteenth. Bennett was making the expected rapid progress through the field, moving up to ninth by the end of lap two.

As the laps unfolded, Crosbie got the better of the group battling for third, and then quickly set about closing in on Patten in second. Also developing was a duel for eighth position between Neil McArthur and the rapidly advancing Bennett, with Mike Devoy and Robert Smith challenging each other for eleventh. Meanwhile on lap five of the race, Wells found himself dropped back from fourth to tenth place after a brief excursion onto the grass during his battle with Chisnall. Crosbie continued to post some excellent laps times, and was very quickly on the gearbox of Patten, and then past him to take second position. Patten picked up his pace in response, but on the day, Crosbie was the stronger of the two drivers.

In the closing stages of the race, contact between Walton and Murphy put both drivers into the tyre wall at the exit of Shell Oils corner. The collision forced Murphy's car into a serious roll over that left the driver trapped in his upturned Van Diemen. Fortunately the driver was not seriously hurt, and all credit must go to both the speedy work of the marshal/medical teams, and the strength of the chassis. The incident or course caused the race to be red flagged and the result was called. Gough, Crosbie and Patten took the podium positions, ahead of Chisnall and Short. Bennett made it to sixth position, with Bull, Phil Austin, Wells and Neil McArthur completing the top ten.

The day's results give Stuart Gough the Champion of Oulton title for 2010, while Jordan Skinner clinched the National Formula Ford 1600 title with two rounds still to run. Congratulations go to both drivers.



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Photo sequence courtesy of Tim Williams at www.Excel-R8.co.uk



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RACE 9 - CLASSIFICATION

POS	NO	CL	NAME	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	29	A	Stuart GOUGH	Ray GRS07	6	11:00.521			89.03	1:48.783	6
2	54	A	Douglas CROSBIE	Van Diemen RF00	6	11:09.919	9.398	9.398	86.79	1:49.694	4
3	0	A	Neil PATTEN	Van Diemen RF99	6	11:10.436	9.915	0.517	86.73	1:50.345	4
4	28	A	Chris CHISNALL	Van Diemen RF00	6	11:13.711	13.190	3.275	86.30	1:50.738	6
5	7	A	Martin SHORT	Van Diemen RF00	6	11:13.939	13.418	0.228	86.28	1:50.508	4
6	11	B	Mike BENNETT	Swift SC93F	6	11:14.091	13.570	0.152	86.26	1:50.024	4
7	45	B	Oliver BULL	Swift SC92F	6	11:15.310	14.789	1.219	86.10	1:50.889	4
8	90	B	Phillip AUSTIN	Van Diemen RF90	6	11:18.330	17.809	3.020	85.72	1:50.882	4
9	18	B	Daniel WELLS	Van Diemen RF91	6	11:20.186	19.665	1.856	85.48	1:51.017	4
10	16	A	Neil MCARTHUR	Van Diemen RF00	6	11:24.804	24.283	4.618	84.91	1:50.653	4
11	92	B	Mike DEVOY	Van Diemen RF92	6	11:24.930	24.409	0.126	84.89	1:51.927	3
12	37	A	Robert SMITH	Van Diemen RF99	6	11:25.923	25.402	0.983	84.77	1:52.477	6
13	15	A	David MCARTHUR	Van Diemen RF04/09	6	11:29.148	28.627	3.225	84.37	1:52.065	6
14	24	B	Paul MASON	Swift SC94	6	11:30.764	30.243	1.616	84.17	1:53.078	6
15	99	A	Jeff HODGSON	Van Diemen RF02	6	11:35.504	34.983	4.740	83.60	1:53.592	4
16	51	B	Ian WOOD	Swift SC94	6	11:59.649	59.128	24.145	80.80	1:57.614	3
NOT CLASSIFIED											
DNF	9	A	Jordan SKINNER	Ray GRK10	1	1:54.936	5 laps	5 laps	84.31		
DQ	78	A	Joe WALTON	Ray GRS05	6	11:26.333	25.812	0.000	84.72	1:51.192	5
DQ	91	A	John MURPHY	Van Diemen RF99	6	11:26.506	25.985	0.173	84.70	1:50.984	5
FASTEST LAP											
29	A	Stuart GOUGH	Ray GRS07	6	1:48.783			89.08 mph		143.37 kph	
11	B	Mike BENNETT	Swift SC93F	4	1:50.024			88.08 mph		141.75 kph	

Pre-90 Race 2

17 cars gridded up for the second Pre-90 race of the day, and once proceedings got under away; it was again pole man John Farrell who got away at the head of the field with Lee Hannam and Nigel Dolan in hot pursuit. In the laps that followed, the lead trio pulled out a small advantage over fourth place man Bruce Evans. He in turn was ahead of a three way dice for fifth between Will Alterman, John Wilkinson and Phil Bisgrove. Behind them, Trevor Morgan, Andrew MacGregor and Jim Mitchell were contesting eighth spot, while Barry Thompson and Andrew Thomas were battling for eleventh.



Leader Farrell managed to gradually gain a small advantage over the following pair. Hannam in turn responded by upping his pace, to pull away from Dolan and begin closing back in on the rear of Farrell's car. Further back the various races continued to develop, the first of which saw Alterman and Wilkinson crossing the Start/Finish line side-by-side as they dived for fourth place. Mitchell and Andrew Macgregor had managed to drop Morgan, but were still in close quarters for eighth spot. This left Morgan to join Thompson and Robin Booth in a three way battle for

eleventh. Meanwhile, Roy Macgregor was struggling with a misfire in his Van Diemen RF85.

By the latter stages of the race, Farrell and Hannam were still running nose-to-tail, trading fastest lap times in the process. Meanwhile Dolan and Evans were having relatively quiet runs in third and fourth

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places respectively. Bisgrove in fifth had managed to pull out a small advantage over Alterman and Wilkinson. The battle for eleventh was now a four car train, with David Gavan having joined the back of the group. A spin for Morgan in the middle of the group at Old Hall corner could have resulted in a multi-car accident, but fortunately all of the other drivers managed to avoid him.



Farrell drove an excellent defensive race to take a lights to flag victory, despite virtually constant pressure from second place finisher and fastest lap winner, Hannam. Dolan once again claimed the third spot on the podium, with Evans taking his second fourth place finish of the day. Bisgrove took

fifth spot, but by less than half a second from Alterman who had managed to pull clear of seventh place man, Wilkinson. Mitchell won his race long battle with Andrew Macgregor for eighth, with tenth place driver, Thomas, finishing right with the pair. Congratulations go to Farrell as the results confirm him as Pre-90 Champion of Oulton for 2010. However in the overall Pre-90 championship, Farrell and Hannam remain exceptionally close at the head of the table, with all to play for at the final double header meeting of the year at Anglesey.





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Avon Tyres Formula Ford 1600 Northern Championship - Pre 90
RACE 11 - CLASSIFICATION

POS	NO	CL	NAME	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	27	C	John FARRELL	Reynard FF89	8	14:59.770			86.16	1:51.068	5
2	44	C	Lee HANNAM	Reynard RF88	8	15:00.429	0.659	0.659	86.10	1:50.918	6
3	4	D	Nigel DOLAN	Van Diemen RF86	8	15:02.668	2.898	2.239	85.89	1:51.528	5
4	83	D	J. BRUCEIE	Reynard FF84	8	15:32.397	32.627	29.729	83.15	1:54.454	2
5	20	D	Phillip BISGROVE	Van Diemen RF86	8	15:36.087	36.317	3.690	82.82	1:55.235	6
6	68	C	William ALTERMAN	Reynard FF89	8	15:36.538	36.768	0.451	82.78	1:55.224	7
7	2	D	John WILKINSON	Van Diemen RF86	8	15:37.892	38.122	1.354	82.66	1:56.136	6
8	87	C	James MITCHELL	Van Diemen RF88	8	15:44.850	45.080	6.958	82.05	1:55.430	7
9	17	D	Andrew MACGREGOR	Van Diemen RF86	8	15:45.927	46.157	1.077	81.96	1:55.600	7
10	33	C	Andrew THOMAS	Reynard SF89	8	15:46.108	46.338	0.181	81.94	1:54.519	7
11	21	D	Barry THOMPSON	Van Diemen RF86	8	16:07.791	1:08.021	21.683	80.11	1:58.505	8
12	96	C	Robin BOOTH	Van Diemen RF89	8	16:08.075	1:08.305	0.284	80.08	1:58.292	3
13	81	D	David GAVAN	Ray 86	8	16:08.662	1:08.892	0.587	80.03	1:58.627	8
14	52	D	Trevor MORGAN	Van Diemen RF86	8	16:16.716	1:16.946	8.054	79.37	1:59.459	6
15	76	D	Patrick HUMPHREYS	Van Diemen RF86	8	16:29.019	1:29.249	12.303	78.39	1:59.552	8
16	47	D	Roy MACGREGOR	Van Diemen RF85	8	16:44.500	1:44.730	15.481	77.18	2:01.661	2
17	55	C	David BEECHEY	Jamun M89	7	15:49.578	1 lap	1 lap	71.44	2:14.075	4

FASTEST LAP											
44	C	Lee HANNAM	Reynard RF88	6	1:50.918	87.37 mph	140.61 kph				
4	D	Nigel DOLAN	Van Diemen RF86	5	1:51.528	86.89 mph	139.84 kph				

Rounds thirteen and fourteen of the 2010 Avon Tyres Northern Formula 1600cc Championship will take place at the Anglesey Circuit over the weekend of 25th 26th September.

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