

Snetterton 23rd July 2011 – "Rounds 14, 15 & 16"**Qualification: Weather Cloudy - Track Dry.**

This was the day and the place where the Mark 3s came to the fore. Not only did they have more rounds than anyone else but the 3 races they did were the three best of the day and just to prove how competitive this class has become we had 3 different pole sitters and 3 different winners. These pole sitters, and remember they are set by using the 1st, 2nd and 3rd fastest method, meant that for the first race we had Tom Roche on pole, then it was Rob Boston and lastly it was Luke Herbert, though in all the grids. These 3 always took the first 3 places but after that the order was always the same with Chrissy Palmer 4th, Jim Edwards Jnr 5th, Andrew Clarkson 6th and then Adam Gore 7th all with similar competitive times. Luca Furbatto, Clint Bardwell Abbie Eaton and Paul Sheard swapped around for the next few places with Matt Robinson also getting involved in the mix, then it was perm anyone of James Maxfield, Justin Newnam, Jim Edwards Snr., Ryan Cefferty, Kevin Dengate, and Jamie Ingram with Will Chappell and Jonathan Blake both unusually far back. Right at the tail of the timed runners was the Jota car of Craig Thomas which because of the regs it is built to (it matches all ours and some!) is slow, though it was not the last on the grid as we had Ben Constanduros and Kevin Taylor back there as their cars were underweight at the end of qualifying.

**Round 14: Weather Cloudy - Track Dry.**

For the first race Tom got away well from pole whilst fellow front row man Luke, did not and a they came back into sight at Coram it was Rob Boston who was right on Tom's bumper whilst Luke had also fallen behind Chrissy Palmer with quite a dent in his driver's side door. For the first 5 laps it looked like a race from last year's Mark 1s with Tom just holding off Rob whilst they drew away from the chasing cars. However the closeness of their racing, and it was very close (and I hasten to add fair) with Rob at one time having the lead but not the track position for the next corner, meant that by lap 6 Chrissy was right up behind them and

a couple of laps later had passed Rob for second which he held for all of 2 laps until Rob took it back. This place swapping had the dual effect of allowing Tom to pull away to a safe first place and also allow Luke to get up to join in the fun. Luke then continued his progress by taking first Chrissy and then Rob at Murrays when the subsequent moment saw Rob drop right back. At the end it was a win for Tom, but second place was a real drag race to the line, with Luke getting there by 2 hundredths ahead Chrissy. Adam was not far behind then came Rob just ahead of 6th place man Jim Edwards Jnr. who had had his own time off the track when he went from 3rd on lap 1 down to 9th. Seventh after a good recovery from 19th at the end of lap 1 was Andrew Clarkson, and then in 8th it was a down on form Paul Sheard. Abbie Eaton and Clint Bardwell completed the top 10 ahead of Kevin Taylor and Ben Constanduros all the way up from the back row. Will Chappell and Jim Edwards Snr provided another close finish with Will just getting the verdict. The final finishers were Jamie Ingram, Kevin Dengate, Jonathan Blake James Maxfield and a lapped Craig Thomas. The non finishers were Justin Newnam, Matt Robinson Ryan Cefferty, and Luca Furbatto whose smart Bimecc car was too battered to take any further part in the day's proceedings. Fastest lap, which of course set a new lap record went to Rob Boston.



Round 15: Weather Cloudy - Track Dry.

For the second Cup race Rob Boston used his pole position well to lead into Riches and from then on was never headed, but he never got away either as first Luke then Tom kept within slipstreaming distance. In spite of some very close racing especially up the Senna Straight (the start finish bit which is now longer and like so much of the circuit renamed) and Tom trying all the track including the pit lane exit Rob drove an immaculate defensive race and was still in front at the line. Meanwhile Luke had gradually dropped back into the clutches of Chrissy Palmer who had managed to pass and pull away from Jim Edwards Jnr. At chequered flag Luke was still in 3rd with Chrissy next then Jim Jnr.



whilst behind these three Adam Gore managed to draw away from Paul Sheard and Andrew Clarkson who was 8th. Abbie Eaton showed that she was getting the hang of the Mark3s with 9th then after Kevin Taylor (good effort from the back row) we had a group that had kept the crowd and the commentators interested all race long which finished in the order of Justin Newnam, Will Chappell, Ben Constanduros, and Jim Edward Snr. with the last 3 all finishing in a line abreast formation. Ryan Cefferty, Blakey and Janie Ingram were the last un-lapped runners whilst Clint Bardwell got his points via a pits visit and finally it was Craig Thomas who completed the field. This time it was Luke who got the fastest lap and as it beat Rob's previous effort he was now the lap record holder.

Round 16: Weather Cloudy - Track Dry.

The 3rd Cup race of the day was shortened due to the red flag incident earlier (see the Mark 1 reports). However it did not stop it being a great race with an ever changing leading group which consisted of the usual six suspects. This time however it was Chrissy Palmer who came home first notching up his first Ma5da win ahead of Rob Boston whilst Adam Gore and Jim Edwards Jnr staged such a close finish for 3rd that neither knew and they had to ask who got the last podium place – it was Adam. By the end Tom had dropped out at the end of the main straight with a puncture and Luke was touring round to his 16th place finish with a very sick engine. This meant that in 5th place it was Abbie who was close enough to admire the close finish between Adam and Jim and was way in front of the next finisher Clint Bardwell. In 7th and 8th it was Will Chappell and Jim Edwards Snr, again having a very close well matched scrap with again Will just getting the better of Jim with Ben Constanduros just behind. Ryan Cefferty took 10th in a day that was getting better as it went on and next came Blakey in the "Darth Vader" car whilst the



last 2 un-lapped runners, Kevin Dengate and Jamie Ingram fittingly ended the day of great racing with another side by side finish. Paul Sheard and Luke Hebert we officially both lapped and again Craig Thomas did finish to get his signature and must be commended for keeping out of everybody's way in what was a much slower car – mind you it would be interesting to see what times one of the race winners would have obtained. The fastest lap this time, and yes it was another lap record, went to Chrissy Palmer.



Snetterton Snippets:

Transponders:

Before I forget the timekeepers have said under MSA rules it is down to the drivers to **MAKE SURE THEY HAVE A WORKING TRANSPONDER** when they come to a meeting. They also said with the commitments they are getting both here and abroad they can't always be expected to have some at the circuit for hiring out. Don't say you haven't been warned.



Weighing scales:

There did seem to be a few people put to the back of the grid for being underweight in spite of a lot of weighing the previous day. Now I don't know if any of the cars that weighed on the Friday were those caught out, but scales do vary from day to day as the weather changes. I was also told that the direction of the wind and whether the doors are open or not. You see you did not know your car had ground effects did you? Anyway though you must of course take the penalty I have given you the basis for making up a really good excuse.



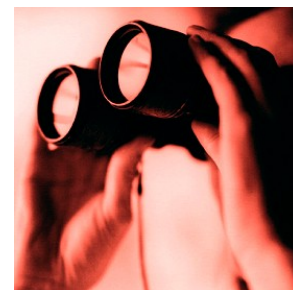
Paul Sheard – team manager (forthcoming wedding)

As a driver Paul Sheard had a weekend to forget with his own race cars and by that I mean the ones he actually drives, not performing and come under physical attack from other cars on the circuit. Nothing malicious there - just one of those things. In mitigation not only do the Sheard Racing operation successfully run a lot of cars, and of course his own car is the last to be looked at, but I have a feeling that he has an important date coming up in the near future taking Paula up the aisle not to mention the speech he will have to do, we wish you well Paul, not to Mention Jonathan and Paula, have a great day.



Commentary viewing:

The changes to the circuit do, for the 200 circuit at least – comments on the 300 must wait until we try it – seem to overall be a good thing and encourage good racing. However from the commentary box the new higher Armco and the raised spectator viewing areas does mean that for most of the circuit it is almost impossible to see anymore of the cars than the top of the rollcages. However I was told that by next year there will be a smart new race control building with a nice high commentary position and hopefully some decent TV screens that are readable.



Front row:

In the commentary box there was a discussion both on and off air about which side of the grid pole position should be. At present it is on the inside and that would give you the inside line for Riches, but the other side of the grid gives you the better line through Riches and is not as steeply uphill. In essence the discussion came to no conclusion but doing the unscientific study of looking who came round in the lead at the end of the 1st lap the inside favoured the Mark3s whilst the outside favoured the Mark1s. If that is the case it seems that the steepness possibly does have an effect.



Lap records:

Because I try and mention who got the fastest lap point I could not help noticing that while the Mark3s got faster and faster throughout the day, the ultimate time for the Mark1s was set in the first race. I can think of no good reason why this should be so but thought it interesting enough to mention. If anyone does have an answer please bring it to me at Brands, preferably with a suitable bottle!.



Thank you to our Sponsors

Thank you to our sponsors, Keystone Computer Group, Pipercross, Rota, Gaz, Scalextric and Hankook without which we would not be able to provide so many benefits to you the Drivers. Also, Bob, Tracy, Mandy and Nicola thanks for a lot of hard work, roll on Brands.



Championship Table –

Ma5da MX5 Cup 2011 (16 rounds completed – 3 rounds dropped)

Position	Number	Driver	Points
1	9	Rob Boston	1310
2	50	Luke Herbert	1254
3	10	Tom Roche	1250
3	8	Adam Gore	1231
5	20	Jim Edwards, Jnr	1216
6	18	Paul Sheard	1149

Fastest Lap (Snetterton Lap record) – 66 Chrissy PALMER 1:27.090

[See the website for full results and time sheets.](#)

Kind regards

Hugh Hartley

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Next Event:

Brands Hatch – Saturday 13th/Sunday 14th August 2011

See the website for further event details – www.ma5daracing.com

