

Round 3 of the Cape Hell Drivers club championships took place in lovely weather conditions, despite the wind and clouds earlier in the day. As a result the CHD faithful turned up at the circuit in their droves...

McCarthy Toyota N1 2.1 Modified Class

Intense racing was the order of the day, despite the dwindling numbers in the class.

Etienne du Plessis (A98, Mazda) made a welcome return to winning ways in the new season by easily winning Race 1 from the start. Clint Fouché (A9, Fiesta) continued his best form to date by being heavily involved in the tussle for second position with reigning class champion Russel Ormerod (A118, Corsa), Eugene Griessen (A5, Audi TT), Francois Muller (A55, Clio) and Guido Serrotti (A40, Fiesta). The four drivers bumped and barged their way to the chequered flag, with Fouché being forced onto the dirt at the chequered flag! It was decreed that Ormerod finished as runner up ahead of Fouché and Muller, while Griessen faded into retirement.

While Ormerod led for most of Race 2, Fouché had the final say when he dived up the inside on the brakes into Engen corner on the final lap, forcing Ormerod wide and sprinting to the chequered flag to post his maiden victory in the class. Du Plessis capitalised on Ormerod being run wide and made a last-gasp pass to clinch second position! Muller finished fourth ahead of Griessen, while Benito Oosthuizen (A72, Golf) was still working on his Golf, freshly converted from dirt oval racing, and finished a distant sixth.

Ormerod attempted another run at victory in Race 3, but was thwarted again: this time by Etienne du Plessis, who eased past him on the brakes at Fontini Corner and sprinted to victory. Fouché finished third ahead of Griessen, while Muller withdrew for the remainder of the evening after blowing a head gasket.

Du Plessis rounded off a superb evening with victory in the final, ahead of Ormerod, who worked hard to clear Fouché and Griessen in the early stages.

Du Plessis won overall for the evening, ahead of Ormerod and Fouché, with the diminutive Fouché also walking away with one of the two "Driver of the Day" awards.

Two hot rods came to join the party in Richard Griessen (A26, Corsa) and Michael Wilson (A112, Fiesta). The two drivers put up a good show, but Griessen had the upper hand all evening and took the overall honours between the two on the night.

Andre Groenewald Mini Class

The youngsters put up an impressive display on the night, with some spirited driving from the more up-and-coming chargers.

William Wheeler (A15) proved to be a revelation on the evening, taking victory from pole position in Race 1, despite intense pressure being applied by Shane Muller (A22) and Joshua Williams (A6). The first race was stopped when Gavin Fleming (A24) spun into Fontini corner and Caitlin Kennedy (A102) soundly clouting Fleming's mount! Fleming reappeared for Race 2, but the damage to Kennedy's machine forced her to withdraw for the remainder of the evening. The restart saw Wheeler hold off Muller and Williams to the chequered flag, with Izelle Opperman (A33) and Basie Burger (A28) finishing in the minor places.

Burger came to the fore in Race 2, dominating from the start and winning comfortably from Muller, Opperman and a resurgent Fleming. Williams had to be content with sixth position, behind Wheeler, after running second for most of the race and falling away in its dying stages.

While Izelle Opperman led the early stages of Race 3, she ran wide at Engen corner and could not fend off the intentions of Ewan Simon (A100) and Basie Burger and had to settle for third position. Victory for Simon, the reigning class champion, must be a relief to him and his team after a disastrous start to the season. Muller, Wheeler and Williams were, again, in the hunt and not too far behind at the fall of the chequered flag.

Burger dominated the Final, blitzing the field, with Simon eventually finishing as runner up after a race-long scrap with Shane Muller, Gavin Fleming and William Wheeler, his rivals having to settle for third, fourth and fifth, respectively.

A number of Mini's were impounded after the final race and the final results were still pending at the time of writing.

Rite Auto Electric 1660 Class

The class again showed its competitiveness amongst the drivers, producing good racing without having to be too robust...

Race 1 was action-packed, with Essie de Vries (A4, Golf) blasting into the lead at the start ahead of Richard Maunder (A20, Alfa) and Shane Justus (A13, Golf). David Koegelenberg (A331, Golf) and Arnold Swart Jr (A105, Fiesta) were making up the minor places, when Koegelenberg's machine spat out its oil filter, spilling oil over its wheels and over the circuit at the exit of Fontini corner. Chaos ensued, with Koegelenberg spinning off towards the outside of the track, while Swart spun off towards the infield! The race continued and de Vries comfortably kept Maunder and Justus at bay to take victory, while Munnik "Hannie" Hanekom (A70, Fiesta) finished fourth ahead of Marcelle van Heerden (A145, Golf).

Swart had better luck in Race 2, taking the lead at the start ahead of Hanekom, Kevin van Zyl (A60, Golf), Andrew Geldenhuys (A205, Datsun), and Koegelenberg. The front three pulled away from the rest of the field, and each other, before the race was red-flagged as a result of Timmy Collins (A52, Golf) spinning at Fontini corner and Kevin Leak (A23, Datsun) bringing his machine to a halt to avoid hitting Collins. He was not rewarded for his deed, however, as van Heerden careened into the stationary Leak! The result was called with Swart, Hanekom and van Zyl finishing ahead of Justus, de Vries and Koegelenberg.

Race 3 saw some intense driving, with five drivers vying for victory! It resulted in gentle contact between Justus and Swart, sending Swart into a high-speed spin towards the infield. The disgruntled Swart rejoined and subsequently thrashed his Fiesta in the attempt to close the gap to the five drivers in front of him. He ran out of time, however, and had to settle for sixth place behind Hanekom, Maunder, van Zyl, de Vries and Justus, who all finished nose-to-tail!

The Final was far more sedate, with Essie de Vries and Arnold Swart forcing their way past Richard Maunder to finish first and second, respectively. Maunder, the early race leader, had to settle for third position, while Hanekom, Koegelenberg and Justus continued to show form by finishing fourth, fifth and sixth, respectively.

Essie de Vries walked away with overall honours for the evening, while Hannie Hanekom and Richard Maunder claimed the second and third place trophies for the evening, respectively.

Most Wanted Dyno Tuning Clubmans Class

The class is still growing in numbers and is fast becoming one of the more popular classes amongst the fans. Monique Pool (A50, Datsun) took a break from her hectic study schedule and began her evening in style, winning the opening race of the evening. She was supported by dad, Johan Pool (A5, Nissan Skyline), who kept the likes of Sandra Erasmus (A81, Golf), Michael Paxton (A44, Golf), Nigel Thorpe (A227, Golf), Dewald Rautenbach (A42, Golf) and Francois Muller (A55, Mazda) at bay for much of the race before spinning out of contention and taking Rautenbach with him. This left Sandra Erasmus, Muller, Thorpe and Paxton to fill the minor places in Race 1.

Paxton dominated most of Race 2, only to be overhauled on the final corner of the final lap by the hard-charging Hannes Erasmus (A70, Golf)! Muller finished a close third, well clear of Sandra Erasmus, Thorpe and Rautenbach.

Paxton continued his good form in Race 3, taking the lead at the start, but this time he was passed by Muller (boot lid flapping in the breeze) and he could not match Muller's pace. Hannes Erasmus finished a strong third ahead of Monique Pool, while Thorpe, Sandra Erasmus and Donovan Allen (A52, Nissan Skyline) gave chase.

Francois Muller, driving a Mazda he intends to sell, dominated the Final, lapping everyone up to fourth position! Hannes Erasmus blew his Golf's motor spectacularly, allowing Monique Pool to finish as runner up, with Johan Pool finishing third ahead of Thorpe, despite intense pressure being applied by the Young Modz pilot. Paxton finished a distant fifth ahead of Allen and Sandra Erasmus.

Cars were impounded after the event and final results were still pending at the time of writing.

Tygerberg Engine Rebuilders V8 Class

While there were eight entrants for the class on the evening, only six ventured out onto the circuit: Mark Fontini (A11, Camry) suffered differential failure and Andre Ferreira (A24, Chev Montecarlo) blew a motor before racing even started...

Johan Tulleken (A5, Chev Montecarlo) began his evening well by taking the lead at the start of Race 1, but he paid the price of pushing too hard too early when he spun at the exit of Engen corner, forcing out the full course caution. Johan Spies (A900, Ford Thunderbird) blasted into a lead that he would not relinquish, while Carl Blake (A7, Ford Thunderbird) began showing signs of issues that would plague him for much of the evening when he spun out of second position at the exit of Engen corner. Ernst Heydenrych (A6, Sentra) finished in the runner up position ahead of Tulleken, Fanie Mostert (A42, Calibra) Martin Neethling (A94, Astra) and Blake.

While Heydenrych got the holeshot to start Race 2, it was short-lived: Spies eased his way past under braking into Fontini corner and cruised to victory, with Mostert finishing third and Neethling being the last of four finishers.

Spies continued to dominate the evening when he passed Blake easily to take the lead, but decided to run into the pits on the final lap to take a detour, gifting Blake victory ahead of Neethling and Mostert. Spies did return to the circuit to claim a fourth place finish.

Spies cruised to the front in the final, with Blake chasing helplessly in second position. Neethling had to endure endless harassment from Mostert, who consistently “rubbed” the veteran in front of him in the hope of Neethling making a mistake. Instead, it was young Mostert who made the mistake after one rub too many and he spun into retirement at the exit of Engen corner.

Spies claimed the overall spoils for the evening, ahead of Neethling and Blake. Despite the disappointment of the Final, Fanie Mostert claimed one of the two “Driver of the Day” awards.

Kitching Aluminium/Wellbuild Midget Class

The midget entry list promised much, but delivered little. While seven high quality entries were received, fans did not see Robert Kitching (A6) or Louis Zurich (A96) turn a wheel in anger. Instead, Dirk Binneman took over driving the A96 machine instead of his usual A97.

Eerick Horn (A20) produced almost a carbon copy result of his previous race meeting, slowing to a halt on the main straight on the second lap of Race 1, producing a full-course caution. His machine was removed and the fans were deprived of another racer for the remainder of the evening. Binneman blasted into a lead that he did not relinquish, despite the best efforts of the wild Shaun Zurich (A98), who almost ran off the road into Engen corner earlier in the race! Chris “Budgie” Crafford (A66) finished third, while Ruhann Horn (A21) circulated at the tail of the field.

Zurich dominated Race 2, while Horn did a sterling job to keep Crafford behind him to the chequered flag, while Binneman looked out of sorts at the tail of the field, particularly after his victory in the previous race.

While Crafford attempted to take a victory in Race 3, it was not to be as Zurich easily got by under braking into Fontini corner and streaked away to another win. Horn finished third, easily keeping Binneman at bay.

The Final only saw three midgets take to the track, as Horn did not appear. It was a muted affair, with Binneman winning from a tame looking Zurich, with Crafford finishing third.

Zurich took overall victory for the night, while Crafford finished as runner up. Dirk Binneman claimed the trophy for third position for the evening.

The fourth round of the CHD club championship takes place on 3 December 2011 and, hearing rumours of who is to return, it promises to be a cracker!

Nick van der Meulen



Commentator