

CAPE HELL DRIVERS RACE REPORT: 21 January 2012

The fifth round of the Cape Hell Drivers club championship took place in sweltering heat. Despite having to overcome uncomfortable conditions, the CHD faithful arrived in their droves. The addition of Jacques Lemmer and his drifting prowess with his BMW to the bill provided a greater spectacle...

Most Wanted Dyno Tuning Clubmans Class

Quintin Saayman (A152, VW Golf) got his evening to a flying start when he got the holeshot in Race 1 ahead of championship leader, Sandra Erasmus (A81, VW Golf), Dewald Rautenbach (A42, VW Golf), Nigel Thorpe (A227, VW Golf), Francois Muller (A55, Mazda), Donovan Allan (A52, Nissan Skyline) and Renier Louw (A7, VW Golf). Rautenbach got it all wrong soon afterwards, spinning at the exit of Pit Turn, leaving Allan with nowhere to go and he ran off on to the infield to avoid the Golf. Saayman managed to stave off Erasmus to take his maiden victory, while Muller kept Thorpe at bay to take the final podium position. Dewald Burger (A6, Opel Monza) and Louw rounded off the top six finishers.

Thorpe compromised his race when he ran off at the back straight in the early stages of Race 2, while Burger took the lead from Rautenbach, Muller, Allan and Saayman. Muller's speed was devastating, however, and he scythed his way into the lead to take the chequered flag comfortably ahead of Burger, with Allan finishing a strong third. Saayman won the three-way tussle for fourth position, ahead of Rautenbach and Erasmus.

Saayman, enjoying his new run of success, again took the lead to begin Race 3, ahead of Paul Isles (A13, Ford Cortina), Louw, Muller, Allan and Erasmus. Isles had a moment, spinning on the main straight, and Burger did a sterling job to avoid hitting the Cortina! Soon afterwards, Allan and Thorpe ran off the circuit simultaneously at the exit of Engen corner, with both rejoining. Muller, again, scythed past his rival to take a comfortable victory over Saayman, with Erasmus finishing third after sneaking past Louw on the final lap. Rautenbach finished fifth, while Allan finished sixth. It was later decreed that Rautenbach be excluded from Race 3 after he helped Isles off the circuit earlier in the heat.

Renier Louw slipped into the lead to begin the Final, ahead of Paul Isles, Quintin Saayman, Dewald Burger and Francois Muller. Louw's lead was short-lived, however, as both he and Isles ran wide at the exit of Pit Turn, allowing Saayman, Burger, Muller and Donovan Allan through. Saayman made a mistake with his bouncing Golf, running wide and putting two wheels on the grass, which was enough to let Burger and Muller through. Muller put pressure on Burger for victory, but ran out of time and had to settle for second position. Burger (and his legion of fans) was overjoyed with his

maiden victory. Saayman completed a successful evening with a third place finish, ahead of Allan, Sandra Erasmus and Louw.

Kitching Aluminium/Wellbuild Midget Class

The healthiest number of entries for the season thus far appeared on the evening and, while eight entries were received, Andries Bezuidenhout (A69) did not make it out on the circuit for any of the four races.

Shaun Zurich (A98) blasted into the lead of Race 1 ahead of Chris “Budgie” Crafford (A66), Louis Zurich (96), Eerick Horn (A20), Robert Kitching (A6) and Dirk Binneman (A97). Louis Zurich’s race was short-lived, as his midget ground to a halt, while Horn and Crafford scrapped for position, resulting in the two touching, twitching and spending time on the grass at high speed! Binneman spun and beached his midget in Pit Turn, bringing out the full-course caution and Crafford pulled off the circuit before the restart. Zurich cruised to victory ahead of Kitching, Eerick Horn, Binneman and Ruhann Horn (A21), returning after his fiery exit at the previous meeting.

Race 2 saw Binneman take the lead and pull the gap over the skirmishing duo of Kitching and Shaun Zurich, with Eerick Horn giving chase. The battle for second place was intense, with a bit of rubbing taking place between Kitching and Zurich, as well as the rivals running onto the grass in the attempt to get the better of the other! This left Binneman to canter to victory, while Zurich pipped Kitching to the chequered flag for second position. Eerick Horn finished fourth ahead of Crafford and Louis Zurich.

Shaun Zurich blasted into the lead in Race 3 and dominated to the chequered flag. This left Binneman, Kitching, Eerick Horn and Crafford to duke it out for second position – with Horn powersliding in the attempt to remain in the mix. They finished in this order when the chequered flag fell, with the exception of Crafford, who pulled off the circuit to retire on the final lap. This gifted Louis Zurich fifth position, while Ruhann Horn was classified sixth.

Eerick Horn finally got to show his mettle in the Final, as he powered into the lead ahead of brother Ruhann, Louis Zurich, Dirk Binneman, Robert Kitching, Shaun Zurich and Budgie Crafford. Crafford retired soon after the start, while Zurich capitalised on mistakes made by rivals Kitching and Ruhann Horn in a matter of two corners! While Zurich had been devastatingly quick all night, he was no match for Eerick Horn in the Final and had to concede defeat. Kitching finished third ahead of a resurgent Ruhann Horn, while Louis Zurich and Binneman completed the finishers.

McCarthy Toyota N1 2.1 Modified Class

The class consisted of nine entrants for the evening, with the inclusion of Jonathan Ryzenberg (A357, Datsun), driving Jaco Warrington's old car and converting to tar after spending time racing on dirt.

Russel Ormerod (A118, Opel Corsa), with his new baby daughter in the pits, blasted into the lead in Race 1 ahead of archrival Francois Muller (A55, Clio), Eugene Griessen (A5, Audi TT), Ettienne du Plessis (A98, Mazda) and Guido Serrotti (A40, Fiesta). Muller made short work of Ormerod around the outside, while Serrotti pulled his machine off the circuit into retirement soon afterwards. Muller won the race comfortably from du Plessis, while Ormerod salvaged third position ahead of Clint Fouché (A9, Ford Fiesta), Ryzenberg and an ailing Griessen.

Fouché slipped through to take the lead as the flag dropped to begin Race 2, with Ryzenberg, Muller, Ormerod, Serrotti, du Plessis and Griessen snapping at his heels. Griessen didn't last long before steam plumed from his mount's exhaust, forcing him to retire for the remainder of the evening as a result of a blown head gasket. Fouché managed to keep Muller at bay to take victory, the diminutive cowboy slapping his roof in delight, while du Plessis finished third ahead of Ormerod, Ryzenberg and Serrotti.

It was du Plessis' turn to show his speed in Race 3, as he took the lead at the drop of the flag, while Muller, Ormerod and Fouché were left to jostle for second position. The race ran uneventfully and du Plessis took a comfortable win ahead of Muller, while Fouché managed to get the better of Ormerod for third position. Ryzenberg finished a distant fifth, ahead of a struggling Serrotti.

Jonathan Ryzenberg got the opportunity to lead a race on tar, leading the field in the early stages of the Final. It was short-lived, however, as he spun in Engen corner after intense pressure was applied by a gaggle of drivers led by Clint Fouché. The diminutive Fouché sprinted away from his rivals, with Francois Muller, Ettienne du Plessis and Russel Ormerod giving chase. Fouché crowned his most successful evening to date with a second win for the evening, ahead of Muller, du Plessis, Ormerod and Jonathan Ryzenburg. Kudos to Guido Serrotti for sticking it out to another sixth place finish in what was a frustrating race day for the "Italian Stallion".

Hotrods

Two hotrods came out to play with the 2.1 class in the form of Richard Griessen (A26, Opel Corsa) and Johann Spies (A900, Clio). Griessen and Spies scythed through the traffic in their door-to-door battle in Race 1, providing a breathtaking display of high speed driving. It was Spies who took the honours in Race 1, but he suffered overheating maladies and the two didn't appear in Race 2. They continued in Race 3, with Spies looking far more comfortable out front, before the two drivers

mysteriously pulled off the circuit in unison in the dying stages of the race, leaving the 2.1's out on their own. Richard Griessen appeared as the lone hotrod representative in the final and attempted to put on a show for his legion of fans...

Andre Groenewald Mini Class

The young lions of the club, as ever, impressed the spectators with their developing racing prowess...

Reigning class champion, Ewan Simon (A100), didn't waste any time and blasted into the lead at the start of Race 1, ahead of Izelle Opperman (A33), Shane Muller (A22), Gavin Fleming (A24) and Caitlin Kennedy. Muller showed his intent early in the race, trying to get the hammer down early under acceleration, but getting crossed up in Pit Turn in the process. As a result, any ground he gained in his tussle with Opperman he lost in Pit Turn. Simon won from a hard-charging Opperman, while Muller just managed to stave off the intentions of James Bain (A4) for third position at the chequered flag. Kennedy finished fifth, ahead of Fleming.

Fleming got a taste of the limelight in Race 2 when he jumped into the lead at the fall of the flag ahead of Muller, William Wheeler (A15), Simon and Kennedy. Fleming fell behind Muller and Simon, while Opperman retired soon afterwards when her Mini parted ways with its left front wheel at Engen corner! This left Muller and Simon vying for the lead, while Fleming was trying all he could to stave off Bain and Kennedy. They finished in this order, with Justin Brink (A13) rounding off the top six finishers.

Denrych van Tonder (A44) got a turn to lead a race, as he managed to grab the lead at the start of Race 3 ahead of Bain, Muller, Kennedy, Simon and Brink. The race heated up when Opperman and Fleming began to trade paint while battling for the minor places – and van Tonder ran off the circuit from the lead at Engen corner. This left James Bain in the lead, but Ewan Simon had a massive turn of speed under acceleration out of Pit Turn and it was this move that managed to slingshot Simon past Bain into the lead at the closing stages of the race. Simon took the chequered flag first ahead of Bain, while Muller finished third, just clear of Kennedy, Brink and Opperman.

The Final saw a titanic three-way tussle for the lead between early race leader Izelle Opperman, James Bain and Ewan Simon. Simon planted his machine neatly on the outside line, while Bain was harrying Opperman by feinting to the inside. Opperman did well to fend off this relentless attack, but her defence was compromised when she happened upon backmarker Divan Bowles (A12). Bowles rightfully kept his line, but Opperman was boxed in by Simon and Bain, which resulted in Simon using his slingshot manoeuvre around the outside to take a lead he did not relinquish.

Opperman finished a fine second ahead of Bain, while Caitlin Kennedy finished a distant fourth, clear of Shane Muller and Gavin Fleming.

Tygerberg Engine Rebuilders V8 Class

Eight monsters took to the track on race day, with one being driven by a young lady in Maryke Spies (A52, Ford Thunderbird). She did herself proud by acquitting well to the change in driving style in comparison to the 1660 she used to drive.

Carl Blake (A7, Ford Thunderbird) got his evening to a decent start by taking the lead from Johann Spies (A900, Ford Thunderbird) in Race 1, with Mark Fontini (A11, Chev Camry) shadowing their every move. André Ferreira (A24, Chev Montecarlo) led the chasing pack of Fanie Mostert (A42, Chev Calibra), Ernst Heydenrych (A6, Sentra), Martin Neethling (A94, Astra) and Maryke Spies. The front three pulled away from the chasing pack and enthralled the fans with their high speed antics as they jousted for the lead! Blake was fiercely defending his lead, but Spies was attacking aggressively from second position with young Fontini sitting on his inside. It all came to a head in the closing stages of the race when Spies tripped over Blake, resulting in the Speedspot Motorsport owner losing his bumper and running very wide at Pit Turn and grinding to a halt out of contention! This left Blake to take a narrow victory over Fontini, with Heydenrych finishing a distant third ahead of Mostert, Ferreira and Neethling.

Blake spun on the first lap of Race 2, bringing out a full-course caution. His race problems were compounded with another spin exiting Engen corner not long after the race was restarted and he fell out of contention. The race was highlighted by a frenetic battle for the lead between Heydenrych and Fontini, the two of them pulling well clear of the chasing Johann Spies. Ferreira had a spin in the closing stages of the race, only to tangle with Blake on the back straight soon after he restarted! Heydenrych took victory, with Fontini snapping at his heels across the line. Spies finished a distant third, while Mostert, Neethling and Maryke Spies made up the minor places.

Blake returned to form in Race 3, taking the holeshot at the drop of the flag ahead of Heydenrych, Fontini, Johann Spies, Mostert, Maryke Spies and Neethling. Heydenrych slowed dramatically in the early stages of the race and retiring as a result of differential failure. This allowed Blake a bit of breathing space while Fontini and Spies again scrapped for second position. The two of them hauled in Blake and a three-way dash for the lead ensued. The spectators were kept enthralled until Fontini made a mistake on the penultimate lap in Pit Turn when the rear-end of his mount locked up and he spun onto the in-field! Blake took the win from Johann Spies, while Mostert was gifted third position, while Neethling rounded off the finishers.

Five of the eight entrants appeared for the Final, with Mark Fontini blasting into the lead at the start ahead of Fanie Mostert, Johann Spies, Carl Blake and Maryke Spies. Poor Mostert got a taste of racing V8's with the veterans as Johann Spies persistently rubbed the youngster until he ran wide, allowing Spies through. Blake also provided Mostert with a bit of rubbing and Mostert was clearly rattled by the experience. Johann Spies chased down Fontini for the lead, attempting to pressurise him into a mistake which was not forthcoming. A desperate passing attempt was made on the final lap at the exit of Engen, with Spies soundly thumping Fontini on his rear wheel, but it was not enough. Fontini took the chequered flag first ahead of Spies, with Blake finishing third ahead of Maryke Spies. Fanie Mostert finished his race in fifth position.

Rite Auto Electric 1660 Class

As ever, the 1660 class provided intense racing, with some heated exchanges afterwards as a result!

Arnold Swart (A105, Ford Fiesta) blasted into the lead at the start of Race 1, streaking away from the chasing pack consisting of Andrew Geldenhuys (A205, Datsun), David Koegelenberg (A331, VW Golf), Wayne Skinner (A10, Nissan Sentra) and Steven Heydenrych (A8, VW Golf). Swart's lead disintegrated with his engine, as smoke plumed from the Fiesta as he slowed – as did Koegelenberg! This left Heydenrych to steal the lead from Essie de Vries (A4, VW Golf), the two of them clear of Hannie Hanekom (A70, Ford Fiesta), Kevin van Zyl (A60, VW Golf), Kyle van Dyk (A31, VW Golf) and Marcelle van Heerden (A145, VW Golf). The race finished without further incident with the drivers taking the chequered flag in that order.

Van Dyk made his presence felt in Race 2 as he took the holeshot ahead of veteran Hanekom, Heydenrych, van Zyl and Shane Justus (A13, VW Golf). Heydenrych worked his way forward and challenged for the lead, while Hanekom faded as the race progressed. Van Dyk took the spoils ahead of Heydenrych, while van Zyl finished third ahead of Justus, Hanekom and de Vries.

Wayne Skinner, looking a shadow of his capability, managed to get a sliver of limelight when he briefly took the lead at the start of Race 3 ahead of van Dyk, Justus, Heydenrych, Hanekom and de Vries. He faded soon afterwards and van Dyk surged into a sizeable lead over the chasing Justus, Heydenrych and Hanekom. The chequered flag fell with them in that order, while van Zyl and de Vries completed the top six finishers, albeit some way behind.

The Final was red-flagged after a first lap incident which saw van Kyle van Dyk tag Marcelle van Heerden into a spin at the exit of Engen corner. Kevin van Zyl was also involved in the incident, as he punctured his left rear tyre in the mêlée. Steven Heydenrych grabbed the lead from Shane Justus at the restart, with Wayne Skinner and Kevin van Zyl giving chase. Van Dyk ended up being physically sandwiched between Hannie Hanekom and Skinner, before Skinner was forced wide and he began

to lose places. While Heydenrych was waltzing off into the sunset with Justus trying to keep up, Hanekom was keeping van Zyl, van Dyk and de Vries at bay until pent up frustration reared its ugly head on the final lap. De Vries, accelerating hard out of Pit Turn, sent van Dyk packing as he tagged the rear of Kyle's machine down the back straight. Van Dyk lost out on a competitive finish and there were harsh words exchanged in the pits afterwards. Heydenrych took victory ahead of a hard charging Justus, while Hanekom maintained his third position to the chequered flag. De Vries managed to get the better of van Zyl in the dying stages of the race to take fourth position, while Skinner finished a lacklustre evening in sixth place.

The sixth round of the Cape Hell Drivers club championship takes place on 18 February 2012. Don't miss it!

Nick van der Meulen