



# Barrable springs a surprise

(Image: David Webster)



## MELTON

CONCRETE PRODUCTS

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An Irish victory was widely predicted as the Formula Ford Carnival celebrated its 10<sup>th</sup> anniversary, but few thought that Peter Barrable, rather than Peter Dempsey, would be the man to do it. The 23-year-old teammate of Dempsey nevertheless triumphed by taking the lead from his all-conquering team-mate on the last lap of a thrilling final.

## HEAT ONE

From pole position Josh Fisher (Mygale SJ01) took the lead of the first heat of the day, from which eight cars would proceed directly to the final. Ed Moore, fit enough to race after a workshop accident left him

with an injured hand, slotted in behind Fisher in his Van Diemen RF00, with Barrable's Ray GRS05 maintaining its qualifying position into third.

Unfortunately, the race was soon red flagged. Jim Morris had spun his Van Diemen RF05 at Camp and Peter Hill-King – who had borrowed team boss Alan Hamilton's Swift SC92 after his own car failed – barrelled into the rear of the stationary car having been unsighted by other vehicles. The gearbox of the Van Diemen punctured the front of the Swift, with Hill-King suffering bruising and a broken toe.

Fisher led again at the restart but this time it was Barrable that moved into second position and Moore back to third. The order up front remained that way until the penultimate lap when Moore, who had exerted great pressure on Fisher, forced his way through on the inside of Camp. With Fisher losing time, Barrable followed through to claim second position.

Rob Hall (Swift SC92) finished only just behind the lead quartet in fourth place, while Pat Blakeney (Vector MG95) was a creditable fifth in his first race since May. From row eight, Matt

McKillop made it up to sixth in the ex-Sema Racing Swift SC92 which he now owns, while the Matt Rivett-run Dave Fricker (Van Diemen RF90) and Mark Davies (Jamun M96) completed the qualifiers.

Ben Norton (Spectrum 011) failed to make it through after complaining of brake problems, while a self-induced spin at Quarry on lap two accounted for Bob Higgins finishing back in tenth.



Moore snatched the lead from Fisher in the closing stages. (Image: David Webster)

## HEAT TWO

During the course of heat one, Matt Rivett's long standing lap record had eventually fallen to Ed Moore – who went half a second quicker than the old mark. In this race, Dempsey dominated and was underneath the

old record but not quite as quick as Moore, so it looked like a fascinating final was in prospect.

Peter's brother Keith (Swift SC92) led away from the line but he was ahead over Avon Rise, the ex-John Whitbourn Ray GRS05 already extending its advantage as it left Quarry.

For second position Andrew Jones (Ray GRS07) had briefly passed Keith Dempsey but he lost out at the Esses on the opening lap although he did slice through on the inside of Quarry on lap three. Keith was down to third, but it would be fourth by the end of the race as Steven Jensen (Swift SC92) was moving up the order – he had qualified third but fell to fifth at the start, just ahead of Historic champion Nelson Rowe (Crossle 20F).

Jensen latched onto the Keith Dempsey/Jones battle on lap six, and by the next lap he was ahead of both of them: Dempsey lost out at Tower and Jones at Avon Rise. Unfortunately for him, Peter Dempsey was already too far distant.

Nick Jones (Van Diemen RF01), Andrew Harris (Van Diemen RF00) and Oliver Roberts (Mygale SJ01) were the other qualifiers, but Adam Higgins (Van Diemen RF89) retired and therefore joined his father in the repechage.



Dempsey dominated heat two. (Image: David Webster)

#### LAST CHANCE RACE

Nick Lay (Reynard 89FF), the fastest of the Pre 1990 drivers in the opening heat, initially led the battle for the remaining 18 places on the grid for the Carnival final, but Bob Higgins had burst through to lead by the end of the second lap.

From 19<sup>th</sup> on the grid Norton charged

forward and he was into the top three by the end of the third lap, challenging Lay at Quarry soon after. He continued the move at Old Paddock, and finally slotted his car through on the inside at Tower. He pursued Higgins and twice got alongside on the final lap but the multiple Combe champion used all of his experience to clinch the win by a tenth of a second.

Lay just held onto third and the Class C win from Alan Slater (Swift FB89), while Jim Hamilton (Van Diemen RF89) and Tom Margetson (Reynard 89FF) completed the top six, four seconds clear of Higgins jnr.



Higgins was delighted to win the Last Chance Race. (Image: David Webster)

#### CARNIVAL FINAL

All of these races were preamble to what proved to be the best race of the day, featuring a superb four car battle for honours. Moore had pole position ahead of Peter Dempsey, with Barrable and Jensen on row two.

It wasn't a good start for the pole man who almost immediately slipped back to fourth position as Dempsey, Barrable and Jensen led the field towards Quarry. Keith Dempsey started well, driving around the outside of everyone at Quarry to move up to fifth place, ahead of Andrew Jones and Fisher, who was rather badly delayed by Moore.

An incident at the first corner was almost inevitable and three cars ended up pointing in odd directions. Harris was the last to leave to scene by which time the safety car had been scrambled – although it was needed for only one lap.

Moore tried to make up a place on the first lap after the restart but collided with Jensen, sending the Swift off into the barriers at Camp. This necessitated a redeployment of the

safety car while the incident was cleared – this time it stayed out for three laps. Jensen was checked over in the medical centre after the incident and given the all-clear, but later was taken to hospital in Bath after complaining of feeling disorientated. He was released the next morning.

Team orders were not in evidence at the restart as Barrable quickly took the fight to Dempsey, who ruggedly held on. Fisher benefitted from Moore's demise and the caution period brought him right into contention and after a couple of earlier attempts he passed Barrable into Quarry at lap 12 by being almost unfeasibly late on the brakes.

That set Fisher up for an attack on Dempsey (expert opinion as to whether Fisher or Dempsey would win was split evenly before the event) in the closing couple of laps, and he drew alongside into Quarry for the penultimate time, but slower cars stymied his chances there. He reignited the manoeuvre through Old Paddock and Tower but Dempsey held his line, with Fisher actually getting dumped back to fourth at Bobbies (possibly despite yellow flags).

Barrable was perfectly poised to go for the lead at the start of the final lap and he dragged into the lead through Folly and over Avon Rise, timing his move perfectly. Dempsey attempted to come back, but the corners ran out.

Fisher, disappointed at not being able to launch a final lap bid, did retrieve third from Keith Dempsey at Old Paddock. Fifth went to a jubilant Hall, who got the better of Andrew Jones. Higgins, a battle-scarred Nelson Rowe, Norton and McKillop completed the top ten.

#### RESULTS

Final – 15 laps: 1 Peter Barrable (Ray GRS05) 21m35.521s (77.11mph); 2 Peter Dempsey (Ray GRS05) +0.331s; 3 Josh Fisher (Mygale SJ01); 4 Keith Dempsey (Swift SC92); 5 Rob Hall (Swift SC92); 6 Andrew Jones (Ray GRS07); 7 Bob Higgins (Van Diemen RF90); 8 Nelson Rowe (Crossle 20F); 9 Ben Norton (Spectrum 011); 10 Matt McKillop (Swift SC92). Fastest lap: Fisher 1m11.500s (93.14mph). Starters: 33. Heat 1: 1 Ed Moore (Van Diemen RF00); 2 Barrable; 3 Fisher. Heat 2: 1 Peter Dempsey; 2 Steven Jensen (Swift SC92); 3 Jones. Last Chance Race: 1 Higgins; 2 Norton; 3 Nick Lay (Reynard 89FF).