



Classic Marques Speed Challenge

The Oily Rag



Round 4 – Goodwood

27 April 2018



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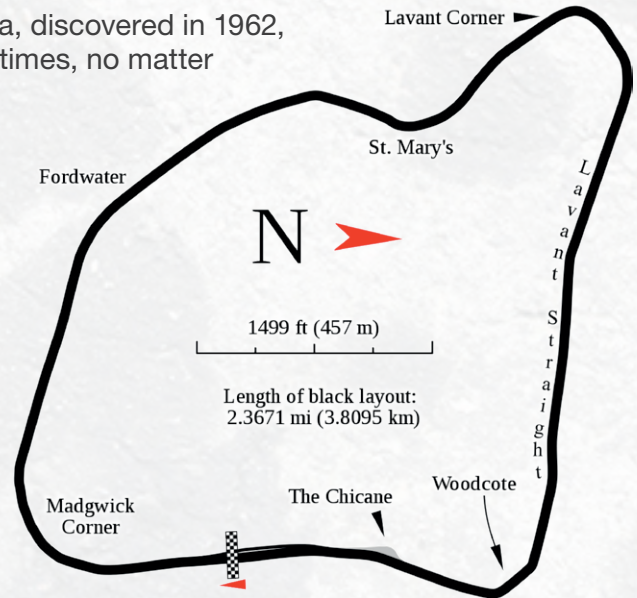
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The Goodwood racing circuit is exhilarating and intimidating in equal measure. In comparison with most provincial sprint circuits, it is big and wide and the sheer scale of the place invites drivers to go *fast – faster, faster*.

But as Stirling Moss, probably the best driver of his era, discovered in 1962, even the best drivers get it wrong at Goodwood sometimes, no matter how many safe laps they have already completed.



Stirling Moss



We were lucky the weather stayed dry for the whole day but the early runs were a bit tentative. From the start, those experienced drivers who have been here many times were making good pace. You know the names by now: Howard Barnard, AH Davies, Mark Everett.



Howard Barnard



Alan Hugh Davies

..but also Rob Orford (MGB) and Nick Smith (TR6). Nick Keyser (Scim SS1) and Trevor McMaster (MR2) were poking their noses.



Rob Orford



Trevor McMaster

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I had to respect Ben Everett in his first outing at this monster track in the MX5. His practice took on board all the advice and experience he has acquired to date and his circumspect first run was the perfect springboard for better things later.



At the other end of the experience scale, one who knows how hard Goodwood can bite is Paul Slade. He and the E Type show respect for this daunting place having come a nasty cropper at St Mary's a few years ago.



Nick Bolton's bright blue Morgan is a bit of an eye catcher but it makes a wonderful noise and it was good to have him in the CM paddock – seen here giving it the beans around Woodcote.



At end of practice, the leaderboard read: Barnard, Davies, M. Everett, Orford, Smith, Keyser, McMaster and M. Cole. Jon Cole and Nigel Varney were, sensibly, trying to remember where it went.



Nigel Varney



Jon Cole

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After the first timed runs, Richard Bream’s supercharged TVR Chimaera stretched its long legs and improved by 9 secs; but impressive as that was, it was Ben Everett who scorched a blinding first run to take nearly 11 secs off his practice time.



Richard Carter

Richard Carter (Scim GT Coupe) improved 10 secs and Martyn Phillis (MGA), Roger Coote (Ginetta G4) and Paul Slade (E Type) upped their games by 7 and 6 secs respectively. It was a good effort by all.



Roger Coote



Martyn Phillis

We weren’t really sure if there were to be 3 runs, so all important to get the 2nd run right! Much smaller improvements now and it looked like the big guns had done enough.

There was a swagger in the steps of Howard Barnard and Alan Hugh Davies but they continued to try harder.

Nice pic of Alan Davies (right) – the roof of the building captures half of what he said in the car.



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In Run 2 Ben Everett took off another 4 seconds. No mean feat. Trevor McMaster improved another 3 secs but best improver was Steve Small who pulled his finger out by a full 8 handicap seconds!



A 3rd timed run was called and our rule is that the 3rd run will count ONLY if there is sufficient time for all the cars to get through before the meeting is closed (for whatever reason). On Saturday, there was an accident on the circuit and the meeting was closed before Nick Bolton could finish his final run, hence the 3rd run times did not count for anyone. Rough justice, but that's the rule.



I must just mention the Cole family who were in the depths at close of play. Dad Mike had been suffering with a bad back all day, but he loves his motorsport and would not give up. Sadly though, the rear door of his MG BGT blew out with a bang and had to be returned by the marshals.

Even more dire was son Jon losing the mini on the exit to the chicane during the 3rd run. Nasty whack into the tyrewall and it's going to take some time and money to repair. Good news was that Jon is OK if a little mentally and physically bruised.

Looking at photos, it could have been a lot worse; Jon's mini was close to a full body roll but didn't go over. Onwards and upwards as they say.

It does bring home that club motorsport is dangerous. My advice is always, if you have a car that you love and cherish, don't sprint it. Go and do trackdays or concourse events.



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It's the silly little sub-stories that I enjoy so much. **Howard's MX5** was misfiring badly on R2 – no fuel – duh.

Nick Smith had a puncture in the morning and was so knackered after re-inflating his tyre half a dozen times, he went out to get it fixed. Quickest tyre change on record outside of F1.

At the presentation, the **Caterhams** had soaked up all the trophies and there were an odd selection left over for us. We took some away but none reflected the actual positions achieved. Ho hum.

Name	Event Number	Marque	Model	Tyres	Factor	P1	P2	Best Practice	Best Practice H'cap	R1	R2	R3	Best	H'cap	H'cap time diff	Diff adj for length	Points	Position
Howard Barnard	78	Mazda	MX5 - Sup	1A	90.19%	104.46	NONE	104.46	94.21	100.68	101.41	NONE	100.68	90.80	-	-	25.00	1
Alan Hugh Davies	83	TVR	Griffith 4.3	1A	93.29%	101.27	NONE	101.27	94.48	99.38	98.88	NONE	98.88	92.25	1.44	0.80	24.20	2
Mark Everett	72	Mazda	MX5	1A	89.15%	107.08	NONE	107.08	95.46	106.45	106.16	NONE	106.16	94.64	3.84	2.11	22.89	3
Nick Smith	75	Triumph	TR6	B	89.56%	111.08	NONE	111.08	99.48	106.82	107.38	NONE	106.82	95.67	4.87	2.68	22.32	4
Rob Orford	68	MG	B Roadster	B	90.68%	108.94	NONE	108.94	98.78	105.68	106.96	NONE	105.68	95.83	5.03	2.77	22.23	5
Nick Keyser	79	Scimitar	SS1	B	95.91%	103.78	NONE	103.78	99.54	101.00	101.67	NONE	101.00	96.87	6.07	3.34	21.66	6
Trevor McMaster	77	Toyota	MR2 Mk3	B	94.26%	107.09	NONE	107.09	100.94	105.44	103.04	NONE	103.04	97.12	6.32	3.48	21.52	7
Richard Bream	84	TVR	Chimaera 450 Sup	B	98.98%	107.65	NONE	107.65	106.55	98.68	98.78	NONE	98.68	97.67	6.87	3.78	21.22	8
Roderick Warner	51	Triumph	TR7 V8	Race	95.36%	107.38	NONE	107.38	102.40	103.93	102.63	NONE	102.63	97.87	7.07	3.89	21.11	9
Martyn Phillis	20	MG	A Coupe	B	88.81%	120.45	NONE	120.45	106.98	112.20	113.94	NONE	112.20	99.65	8.85	4.87	20.13	10
Steve Small	53	Triumph	TR7 V8	B	97.84%	106.07	NONE	106.07	103.78	110.19	102.11	NONE	102.11	99.91	9.11	5.01	19.99	11
Roger Coote	73	Ginetta	G4	B	96.01%	110.83	NONE	110.83	106.41	104.76	105.84	NONE	104.76	100.58	9.78	5.39	19.61	12
Ben Everett	672	Mazda	MX5	1A	89.08%	130.10	NONE	130.10	115.89	117.96	113.59	NONE	113.59	101.18	10.38	5.72	19.28	13
Mike Cole	70	MG	B GT	B	90.49%	111.93	NONE	111.93	101.28	112.66	DNF	NONE	112.66	101.94	11.14	6.13	18.87	14
Nick Bolton	82	Morgan	+8	B	95.54%	112.13	NONE	112.13	107.13	108.62	110.25	NONE	108.62	103.78	12.98	7.14	17.86	15
Dale Strachan	76	Triumph	TR6	B	86.84%	123.89	NONE	123.89	107.58	121.51	122.30	NONE	121.51	105.51	14.71	8.10	16.90	16
Richard Carter	80	Scimitar	GT Coupe	B	95.30%	121.17	NONE	121.17	115.48	110.99	112.77	NONE	110.99	105.77	14.97	8.25	16.75	17
Paul Slade	81	Jaguar	E Type	B	94.25%	118.93	NONE	118.93	112.09	112.93	115.50	NONE	112.93	106.44	15.64	8.61	16.39	18
Jonathan Cole	69	Morris	Mini	Race	95.69%	118.15	NONE	118.15	113.06	113.27	RET	NONE	113.27	108.39	17.59	9.69	15.31	19
Nigel Varney	71	Alfa Romeo	Giulia Coupe	B	91.57%	122.93	NONE	122.93	112.57	122.67	122.47	NONE	122.47	112.14	21.34	11.75	13.25	20

Classic Marques - Round 4 - Goodwood - Saturday 28th April 2018

Good luck at Ty Croes if you're going next weekend. The Honda boys are doing the times and words for the Oily Rag so if you want good points and a mention, you need to go and talk to them. Apply to **Matt Rowe**, **Roger Fish** and **Phil Ludbrook** at the circuit.

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Credits for this issue of Oily Rag:

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Classic Marques Sports Car Club would like to thank
Toyo Tires UK for their continued and generous sponsorship in 2018.

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At the end of the season a set of Toyo tyres will be presented
to our championship winner by Alan Meaker from Toyo Tires UK.
