



Classic Marques Speed Challenge

The Oily Rag



Sprint Season Bumper Issue

July 2018



**PROSTATE
CANCER UK**

PROUD SUPPORTER

The Oily Rag

Round 12 – Lydden Hill

14 July 2018

Just six Classic Marques protagonists entered the **Lydden Hill** event and for me it was a first visit to this beautiful circuit. Located near Canterbury in Kent the track sits in its own amphitheatre with the whole of the circuit being visible from the paddock. The facilities are second to none. Good paddock layout, an immaculately maintained outfield complete with an array of flags, excellent on circuit catering and spotless “facilities” make this a welcoming place to compete.

WEATHER REPORT: SCORCHIO!

The combatants consisted of Richard Blacklee and James York sharing the TVR Chimaera, Mark (Hank) Hankins in the Triumph powered TVR, Bob Barnard in the immaculate Triumph TR4 and your scribe and Alan Johnson defending Morgan honour!

There was just the one practice session but it consisted of two and three quarter laps to allow you to get a feel for the track. It’s quite a technical sprint with changing dips and cambers to make life interesting! At the top of the circuit is a very log right hander with potential three apex’s leading into a very fast downhill stretch before another tight left leading up to the infamously named hairy hill.



Richard Blacklee

Sadly after run two Bob Barnard retired the TR4 with a suspected blown head gasket but not before posting a 93:76 which earned him third place on handicap.



Bob Barnard

James York in the shared Chimaera was Mr Consistent running 96’s for all three timed runs while Richard produce a 91.26 to capture fourth place.



James York

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Mark Hankins was going well in the TVR but a touch of over enthusiasm on run two saw him depart from the advised route and the run was not counted. His run of 89.50 netted second overall.



Alan Johnson improved throughout the day finishing fifth 4.98 seconds faster than his first timed run. Maybe the award for most improved came his way??



Lastly your scribe. In spite of having a mystery and never found squealing noise for part of run two the day went well. Keeping a Plus 8 cool is always an issue and in that weather it was even more of a challenge. However the Gods were kind and a final run of 85.62 secured the win (just!)

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Round 12 – Lydden Hill continued

14 July 2018

Name	Event Number	Marque	Model	Tyres	Factor	P1	P2	Best Practice	Best Practice H'cap	R1	R2	R3	Best Timed	Best Timed H'cap	H'cap time diff	Diff adj for length	Points	Position
Rob Toon	103	Morgan	+8	B	96.01%	88.60	NONE	88.60	85.06	86.33	86.26	85.62	85.62	82.20	-	-	25.00	1
Mark Hankins	109	TVR	Vixen 2500	B	91.93%	91.15	NONE	91.15	83.79	89.50	dsq	90.40	89.50	82.28	0.08	0.05	24.95	2
Bob Barnard	106	Triumph	TR4	B	89.86%	93.12	NONE	93.12	83.68	93.89	93.76	dns	93.76	84.25	2.05	1.25	23.75	3
Richard Blacklee	1071	TVR	Chimaera 450	1A	92.57%	97.98	NONE	97.98	90.70	93.32	91.26	91.90	91.26	84.48	2.28	1.39	23.61	4
Alan Johnson	104	Morgan	Roadster	1A	91.27%	100.37	NONE	100.37	91.60	99.98	95.82	95.00	95.00	86.70	4.50	2.74	22.26	5
James York	107	TVR	Chimaera 450	1A	92.64%	95.57	NONE	95.57	88.54	dnf	96.23	96.89	96.23	89.15	6.95	4.23	20.77	6

Classic Marques - Round 12 - Lydden - 14th July 2018

I wholeheartedly commend this venue to you. I appreciate that it is difficult to get to for many but it's well worthwhile. Hopefully next season will see a stronger entry from the Classic Marques crew.

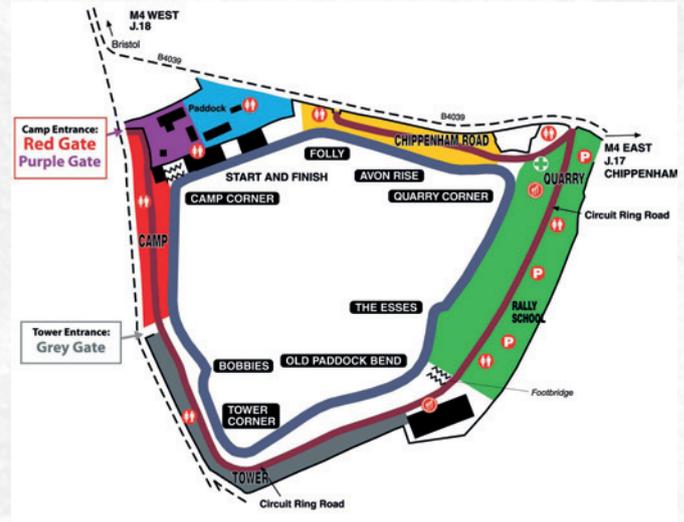
Rob Toon

The Oily Rag

Round 13 – Castle Combe

28 July 2018

You never know with **Castle Combe** – I’ve been there when it has been so hot that the queue for the ice cream van has stretched all round the restaurant – twice. Other times it has rained incessantly in the way it can in Wiltshire. All we knew was that the hot spell had come to an untimely end and what passes for British weather had returned with a vengeance. The forecast was for showers which regular Combe-goers will know means a dangerous track and kerbs more slippery than a snail’s front door step.



THE FORECAST WAS FOR SHOWERS... WHICH MEANS A DANGEROUS TRACK AND KERBS MORE SLIPPERY THAN A SNAIL'S FRONT DOOR STEP!



John Brunner

Another, potentially contentious issue we faced was that our cars were spread across 4 classes and these would run at different times. On a showery day, some runs would be in the dry but others could be less fortunate. With this backdrop we waited for practice to begin and, as we suspected the early classes had it dry but when Classic Marques Class F3 was called, the heavens opened. The practice times clearly show the higher the car number the slower the run. Poor John Brunner was just about the last car out and he was in an open top Ginetta. On a dry day he could have got to Sainsbury’s and back in that time. For the purposes of measuring sprinter performance, we’ll ignore P1.

The Oily Rag

Round 13 – Castle Combe continued

28 July 2018



Howard Barnard

Amazingly, the day did dry up and the rain did not return until after we'd all packed up. At the end of P2 our pre-lunch leaderboard showed 3 MX5s in the top 4 positions with Howard Barnard imperiously perched at the top but Sandy Smith was close on his tail. Peter Taylor's Boxster 718 was a peppy 3rd and Mark Everett constantly improving in his MX made the 4th.

Notably, Steve Small was in 5th after practice – Combe is a circuit Steve knows well and his white TR7 V8 has sufficient grunt to make the scenery go by quite quickly.



Steve Small

The Hondas of Fish and Rowe were reacquainting themselves with this tricky circuit as were the MGs of Rob Orford and Mike Cole.



Martin Rowe



Rob Orford



Mike Cole

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Round 13 – Castle Combe continued
28 July 2018

Rob Toon's Morgan +8 was there or thereabouts. James Carter's hybrid Scimitar was running better after sorting a significant incontinence issue during P1 and others were glad the day was drying. During the lunchhour the track became increasingly windy and drivers across the whole paddock seemed to adopt a "tut tut, looks like rain" expression.



DURING THE LUNCHHOUR THE TRACK BECAME INCREASINGLY WINDY...

The first timed run kicked off on a dry track but the atmosphere was becoming a little more serious beneath the jokey bonhomie. Peter Taylor was the first to show but Howard was hanging on to his coat tails and just 0.40 handicap seconds adrift. Roger Fish found a couple of seconds and was now 3rd but there were some great improvements further down the order.



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Round 13 – Castle Combe continued

28 July 2018



Paul Slade

Paul Slade (E Type), Mike Cole (MGBGT) and Alan Johnson (Morgan) all found over 4 seconds and Peter Smith (Scim SS1) and Nick Hall (MR2) picked up another 3. Well done each. At the other end of the scale, Gordon Pearce (Cayman) managed to lose 10 seconds and Rob Toon returned to the paddock after a fortnight's holiday.



Alan Johnson



Gordon Pearce

The day was not yet over, and despite the gathering clouds and swirling wind, the times continued to fall. Peter Taylor had the bit between his teeth now and sheared off another 0.70 and Sandy Smith wasn't done and pruned a further 1.15 from his first run. Steve Small was having a super day and a further 1.54 assured him of an excellent 4th place. Matt Rowe (Honda S2K) did another full second but Fish and Everett were spent after Run 1. Unsurprisingly, Rob Toon was best improver on 32 seconds.



Sandy Smith



Mark Everett

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Round 13 – Castle Combe continued

28 July 2018

Alan Davies didn't seem to be on tip top form this week – he is usually so good round Combe but 10th place was as good as he could do. It's all in the preparation as they say and I know Mark Everett was helping him with that.

Steve Cox



Classic Marques - Round 13 - Castle Combe - Saturday 29th July 2018																		
Name	Event Number	Marque	Model	Tyres	Factor	P1	P2	Best Practice	Best Practice H'cap	R1	R2	R3	Best	Best H'cap Time	H'cap time diff	Diff adj for length	Points	Position
Peter Taylor	60	Porsche	Boxster S	1A	96.26%	82.58	70.10	70.10	67.48	67.15	66.42	NONE	66.42	63.93	-	-	25.00	1
Howard Barnard	109	Mazda	MX5 - Sup	1A	90.19%	83.57	72.51	72.51	65.39	72.11	72.10	NONE	72.10	65.03	1.09	0.85	24.15	2
Sandy Smith	112	Mazda	MX5	1A	90.03%	93.06	73.59	73.59	66.25	74.07	72.79	NONE	72.79	65.53	1.60	1.25	23.75	3
Steve Small	38	Triumph	TR7 V8	B	97.84%	74.38	69.15	69.15	67.66	68.75	67.18	NONE	67.18	65.73	1.80	1.41	23.59	4
Roger Fish	111	Honda	S2000	B	93.47%	82.11	73.00	73.00	68.23	71.29	72.02	NONE	71.29	66.63	2.70	2.11	22.89	5
Martin Rowe	105	Honda	S2000	B	93.20%	83.03	72.70	72.70	67.76	73.09	71.79	NONE	71.79	66.91	2.97	2.33	22.67	6
Mark Everett	700	Mazda	MX5	1A	89.15%	86.27	75.71	75.71	67.49	75.65	75.65	NONE	75.65	67.44	3.51	2.74	22.26	7
Rob Toon	113	Morgan	+8	B	96.01%	84.73	70.77	70.77	67.94	104.75	70.60	NONE	70.60	67.78	3.85	3.01	21.99	8
Nick Smith	85	Triumph	TR6	B	90.07%	78.73	78.27	78.27	70.50	76.91	76.25	NONE	76.25	68.68	4.75	3.71	21.29	9
Alan Hugh Davies	110	TVR	Griffith 4.3	1A	93.29%	87.82	73.88	73.88	68.92	74.59	73.70	NONE	73.70	68.75	4.82	3.77	21.23	10
Rob Orford	78	MG	B Roadster	B	90.68%	78.25	76.02	76.02	68.93	75.98	76.25	NONE	75.98	68.90	4.96	3.88	21.12	11
Mark Harris	101	TVR	Cerbera 4.2	B	97.12%	86.70	73.05	73.05	70.95	71.33	72.73	NONE	71.33	69.28	5.34	4.18	20.82	12
James Carter	104	Scimitar	GTE	C	99.63%	81.74	70.75	70.75	70.49	70.02	70.78	NONE	70.02	69.76	5.83	4.56	20.44	13
Ben Everett	100	Mazda	MX5	1A	89.08%	101.11	82.78	82.78	73.74	80.24	78.75	NONE	78.75	70.15	6.21	4.86	20.14	14
Gordon Pearce	69	Porsche	Cayman	1A	92.72%	76.93	74.05	74.05	68.66	85.58	75.99	NONE	75.99	70.46	6.53	5.11	19.89	15
Roderick Warner	37	Triumph	TR7 V8	Race	95.36%	78.47	74.97	74.97	71.49	74.21	75.16	NONE	74.21	70.77	6.83	5.34	19.66	16
Jamie Fisher-Pearson	92	MG	Midget	1A	87.37%	84.26	89.70	84.26	73.62	81.69	82.17	NONE	81.69	71.37	7.44	5.82	19.18	17
Jim King	107	Scimitar	SS1	1A	88.50%	89.94	81.50	81.50	72.13	82.64	81.07	NONE	81.07	71.75	7.82	6.11	18.89	18
Mike Cole	77	MG	B GT	B	90.49%	84.83	84.41	84.41	76.38	79.74	80.59	NONE	79.74	72.15	8.22	6.43	18.57	19
Nick Hall	102	Toyota	MR2 T Bar	1A	89.45%	96.53	83.68	83.68	74.85	80.94	82.04	NONE	80.94	72.40	8.47	6.62	18.38	20
John Brunner	108	Ginetta	G20	B	95.47%	95.76	77.46	77.46	73.95	77.17	76.01	NONE	76.01	72.56	8.63	6.75	18.25	21
Dale Strachan	83	Triumph	TR6	B	86.84%	85.55	85.45	85.45	74.20	83.66	83.76	NONE	83.66	72.65	8.71	6.81	18.19	22
Alan Johnson	40	Morgan	Roadster	1A	91.27%	85.86	84.61	84.61	77.22	80.15	80.18	NONE	80.15	73.15	9.22	7.21	17.79	23
Paul Slade	34	Jaguar	E Type	B	94.25%	84.69	83.95	83.95	79.12	79.19	80.03	NONE	79.19	74.64	10.70	8.37	16.63	24
Richard Carter	103	Scimitar	GT Coupe	B	95.30%	94.97	80.37	80.37	76.59	80.90	79.88	NONE	79.88	76.13	12.19	9.54	15.46	25
Peter Smith	81	Scimitar	SS1	B	95.86%	88.64	85.49	85.49	81.95	82.24	81.69	NONE	81.69	78.31	14.38	11.24	13.76	26
Andrew Mawbey	106	Scimitar	SS1	1A	84.21%	101.45	95.33	95.33	80.27	95.60	94.75	NONE	94.75	79.79	15.85	12.40	12.60	27

The Oily Rag

Round 14 – Three Sisters

29 July 2018

Having endured a truly tiresome journey down to Castle Combe on Friday the run back up to the North West on Saturday evening was almost pleasant. We had been pretty lucky with the weather at Combe, but I mislaid my mojo somewhere on that Friday journey and I put in a lacklustre performance. The weather forecast for **Three Sisters**, though was truly depressing – rain all day, so my mood was not significantly improved.



True to form, it was p***ing down on Sunday morning and I wondered whether all our boys would arrive, but of course they did and commiserated with each other by asking ourselves why we were doing this thing. As it turned out we got a very positive answer with a thoroughly rewarding days racing. In truth there is not much shelter at Three Sisters but the organising members of the Longton and District MC had arranged for us to set up in the pit area where there is some shelter next to the pit wall. It is a little rudimentary and the wind was blowing the rain under the roof but such shelter as was available was very welcome.

There is a proper scrutineering bay and so after signing on and fixing numbers and struts we were welcomed by the cheery countenances of Chris Mansley and his happy band of “scrutes” in their lovely dry building. Then it was time for breakfast in the clubhouse where we also had the drivers

briefing. The track was resurfaced last winter and it was a refreshing change for the Clerk of the Course not to refer to the seven different types of tarmac which used to make up the slightly patchwork track surface. On this occasion he was asked if there was any standing water. Graham Tetley, their newly qualified Clerk of the Course, responded that there was some in The Esses but he was sure that the passage of a few cars would disperse it. That proved to be a spectacular understatement as the bow waves crashed over the roofs of the cars as they found the apex. Indeed Steve Lyle, who was first to run in our group warned us that it had pitched him straight on at that point and he had taken a grassy shortcut across the last element of that corner. Matt thought the answer was to run with the inside wheels on the kerb – and he was probably right. As it happened the rain eased and an early and extended lunch break was called to see if the worst would drain away which thankfully proved to be the case.

The Oily Rag

Round 14 – Three Sisters continued

29 July 2018

The old surface was treacherous in the wet and so P1 was taken cautiously and Sandy Smith was showing us the way with a very cavalier approach to the conditions and after the handicap factors were applied he was well on top. At this stage his ability and his cars road tyres were an unbeatable combination. He was well ahead on 51.71 followed by me on 53.37. John Wadsworth also showed his ability in these tricky conditions and was third on 54.40.



Matt Rowe was in touch on 54.63, closely followed by Steve Lyle and Steve Cork in the 56s. Ben Curry is still finding his feet in these events but was still showing well with a low 58.



The Oily Rag
Round 14 – Three Sisters continued
29 July 2018

After the break it was a little bit easier. The standing water had drained away but the surface was far from dry and proved to be very responsive to a more determined driving style. There were some big improvements in R1.

Steve Lyle improved by five seconds, Matt four, me three and Steve Cork 2½. Sandy could only find two and slipped back. I lead with 50.5, Sandy and Matt were neck and neck on 50.8 with Steve Lyle well placed on 51.5.



AFTER THE BREAK IT WAS A LITTLE BIT EASIER...
THERE WERE SOME BIG IMPROVEMENTS IN R1



R2 was a little bit wetter again and Matt, Steve Lyle and I failed to improve. Sandy Smith, however found 0.3 secs and it brought him level with me. Extending the handicap calculations to three decimal places, Sandy was ahead by three thousandths! Steve Cork (Photo 9) found a little bit more and sneaked ahead of John Wadsworth.



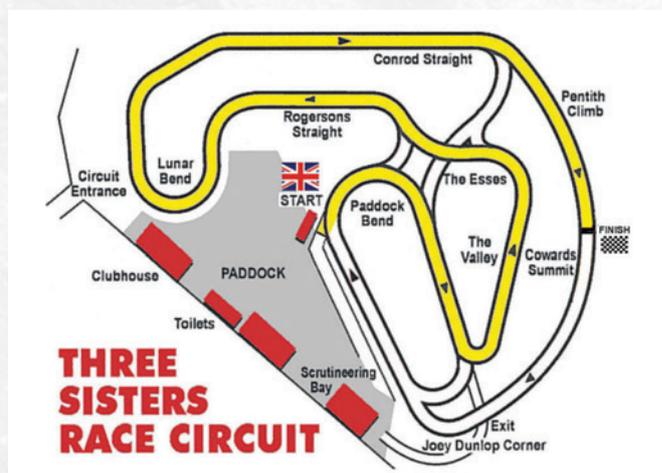
The Oily Rag

Round 14 – Three Sisters continued

29 July 2018

Although the organisers were planning five timed runs R3 was obviously going to be the last one to count for CM so it was all to play for. The conditions remained the same the rain had pretty much stopped but there was an occasional flurry which stopped the track from drying out. I can't speak for the others at this point, but those who had been to Three Sisters before were seriously impressed by the amount of grip that was available from the new surface, so I thought it was a case of pushing really hard and seeing what happened. The driving deity was with me and I was rewarded with a 1.16 sec improvement and I am sure you can imagine that I was a very happy Honda pilot.

Matt Rowe found nearly a second, but Sandy could only improve by a tenth. Both the Steve's were slower, John Wadsworth was the model of consistency with actual times of 59.09, 59.09 and 59.05 for his three timed runs. Ben continued gaining experience and finished off with his best time of the day.



ALTHOUGH THE ORGANISERS WERE PLANNING FIVE TIMED RUNS R3 WAS OBVIOUSLY GOING TO BE THE LAST ONE TO COUNT FOR CM SO IT WAS ALL TO PLAY FOR

The Oily Rag

Round 14 – Three Sisters continued

29 July 2018

So that was it. I come out on top with a net time of 49.95, Sandy was second on 50.40 and Matt third on 50.85. Steve Lyle followed on with 51.56. It was extremely close between Steve Cork on 53.40 and John Wadsworth on 53.45 and although Ben supported us all on 57.16 his net time was very creditable when compared to cars in the other classes.

Some of us went on to do further runs. John Wadsworth managed an actual time of 58.37 in R5 and broke his own class record for Class SC (Standard Sports Cars up to 2000cc), which was an amazing thing to do on a wet track. I did R4 and improved again to 53.06 actual (53.33 in R3) so at least that wasn't a flukey lap!

The class record at Three Sisters is held by Matt Eady at 50.80 from two years ago so this is bound to go next time unless it rains again. So come on guys let's see you at Three Sisters next year and have a real go. My PB here is 50.05 so with the new tarmac the best CM time must be well under 50 secs. So please support this excellent venue and see who can challenge Matt Eady's record.

Classic Marques - Round 14 - 3 Sisters - Sunday 29th July 2018

Name	Event Number	Marque	Model	Tyres	Factor	P1	P2	Practice	H'cap	R1	R2	R3	Best	H'cap	H'cap time diff	Diff adj for length	Points	Position
Roger Fish	37	Honda	S2000	B	93.47%	60.48	57.10	57.10	53.37	54.04	54.49	53.33	53.33	49.85	-	-	25.00	1
Sandy Smith	36	Mazda	MX5	1A	90.03%	58.42	57.43	57.43	51.71	56.44	56.10	55.98	55.98	50.40	0.55	0.55	24.45	2
Martin Rowe	38	Honda	S2000	B	93.20%	61.39	58.63	58.63	54.64	54.56	55.69	54.89	54.56	50.85	1.00	1.00	24.00	3
Steve Lyle	33	Porsche	Boxster S	1A	95.60%	60.19	58.80	58.80	56.21	53.93	54.71	55.00	53.93	51.56	1.71	1.71	23.29	4
Steve Cork	34	Scimitar	S1	B	92.49%	68.11	60.90	60.90	56.32	58.45	57.74	58.75	57.74	53.40	3.55	3.57	21.43	5
John Wadsworth	133	Mazda	MX5 Mk 3	1A	90.51%	64.77	60.10	60.10	54.40	59.09	59.09	59.05	59.05	53.45	3.60	3.61	21.39	6
Ben Curry	35	Scimitar	SS1	1A	91.54%	65.29	63.43	63.43	58.06	63.18	62.97	62.45	62.45	57.16	7.32	7.34	17.66	7

Roger Fish

The Oily Rag

Credits for this issue of Oily Rag:

Lydden Hill

Words
Rob Toon

Timekeeper
Rob Toon / Steve Cox (remotely)

Photographs
Martin Morley at Lydden Circuit

Castle Combe

Words
Steve Cox

Timekeeper
Susie Woo

Photographs
Coxypix

Three Sisters

Words
Roger Fish

Timekeeper
Matt Rowe

Photographs
Tony Mitchell – AMM Photography

Magazine editor
Steve Cox

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

TOYO TIRES
driven to perform



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.