



Classic Marques Speed Challenge

The Oily Rag



Rounds 17 & 18

Scimfest at Curborough | Harewood Hillclimb

19 & 26 August 2018



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The Oily Rag
Round 17 – Scimfest at Curborough

Round 17
Scimfest at Curborough
19 August 2018



Arriving at the circuit entrance to be met by the SCIMFEST village campsite and huge marquee gave the impression of a mini Glastonbury festival. Perhaps the Sunday Sprint and Classic Marques could be the headline act to entertain the crowds? We certainly tried our best! Some would have found the famous Pyramid stage easier to navigate than Curborough's Figure of Eight.

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Round 17 – Scimfest at Curborough continued

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Peter Taylor

CM entries were spread out in the paddock, Scimitars batch 1, a mixed CM class in batch 4 and TR's in final batch. Nice to see a return of Mike Hawley S2000 car rebuilt and new engine still less than 500 miles run in but potentially gaining some additional horsepower. Peter Taylor on his first visit to Curborough in the Boxster (but considering options of an MX5 next year as his wife wants her

Batch 1 Scimitars began P1 as the clouds started to look ominous. Josh Oakes had an issue with fuel pump relay and struggled to find the bypass switch wired in for such emergencies. By the time CM batch was called specks of water turned to a shower as I approached start line and needed the wipers on.



Mark Harris

Porsche back!). Mark Harris was soon to find the Cerbera a bit on the large side for the confines of the tight cross-over circuit. In general something small and nimble such as the S1/SS1 Scimitars are more suited and I was looking forward to challenging the like of Josh Oakes and Nick Keyser. It would also be interesting to see if V8 grunt of Morgan and TR8's could dominate.

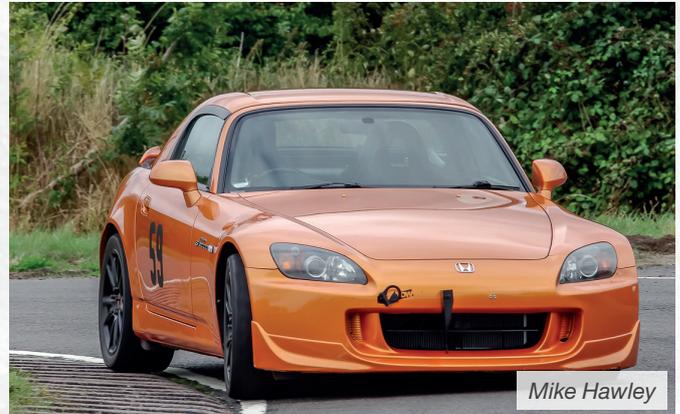


Nick Keyser

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Round 17 – Scimfest at Curborough continued 19 August 2018

The first corner was a wake-up call that this track was very greasy and I felt like Bambi on ice trying to keep in the right direction. Mike Hawley followed after me and returned to the Paddock looking like the S2000 had been in Glastonbury festival mud. Much to the crowds pleasure, he entertained by twice going off onto the grass in P1. Another wash and Polish required before P2.



...I FELT LIKE BAMBI ON ICE TRYING TO KEEP IN THE RIGHT DIRECTION

The Triumphs also had to manage in the tricky conditions. Lots of rubber had been laid on the track from previous days autotesting and then the rain turned it treacherous!

In the paddock we huddled under umbrellas and discussed the faint smell of sewage from the adjacent fields but wondered if it was really coming from some peoples overalls after P1. There's a big wind turbine in the field and Peter Taylor was explaining the power generated by the one at his factory. I suppose if we all go Electric cars in future and need our own turbine that's another factor for Coxy to figure out a handicap system for. By P2 the track was drying out but Rod Warner and Mike Hawley still failed to complete the course whilst staying off the grass.

For the main event in T1 and T2 it became rather warm and sunny so we could forget the morning traumas. Or so we thought, but Mike Hawley again failed to finish T1, however it was much to the appreciation of commentator and spectators.



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Round 17 – Scimfest at Curborough continued
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IN THE Paddock WE HUDDLED UNDER UMBRELLAS AND DISCUSSED THE FAINT SMELL OF SEWAGE FROM THE ADJACENT FIELDS BUT WONDERED IF IT WAS REALLY COMING FROM SOME PEOPLES OVERALLS AFTER PI



Matt Eady

For me (Matt Eady) T1 felt pretty good, the Ginetta handling well through the twists and turns and at that point 3rd FTD almost matching the time of Eric Morrey space framed turbo imp 2nd FTD.

Not having live update on CM handicap positions it was unclear at this stage where we stood so relied on a Facebook messaging for the T1 table. Scores were pretty close, Clive Glass V8 Morgan, Peter Taylor Boxster and Josh Oakes chasing hard.



Clive Glass



Josh Oakes

T2 and no improvement from Josh but Nick Keyser put in a very good run to be in the 64's. Steve Oakes was in need of an ice-cream to cool down after his go so I just had time to chat with him and watch the Imp and Bev Fawkes in his highly tuned Scimitar before our batch was called.

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Tyre warming is allowed and I watched (Steve Lyle do his pre-launch run up. It's quite interesting watching everyone's start line techniques and the Boxster does get of the line well. I decided my tyres are already passed their best and need to conserve tread for Blyton. This time I remembered to switch the Gopro camera on and glad I did as it was a great run for me with another small improvement on time to 63.61s. Not perfect as I nearly clipped a cone and had to jink a little to avoid a time penalty on the first left hander but great feeling pushing as hard as I could. It was enough to take 2nd FTD but was it enough to take the CM red 25? (It certainly was Matt – Well done! Ed)



Awards were presented based on class positions until handicap scores could be verified.

Craig Hughes was commentator for the day and glad CM gave him much to talk about especially with everyone's committed driving styles with special mention of Mike Hawley S2000.

Thanks to Hagley and District and Scimitar Sabre clubs for organising the event. I'd encourage more Classic Marques competitors to enter next year and claim my King of Curborough crown.

Regards,

Matt Eady

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Round 17 – Scimfest at Curborough continued

19 August 2018

Name	Event Number	Marque	Model	Tyres	Factor	P1	P2	Practice	H'cap	R1	R2	Best	H'cap	Points	Position
Matthew Eady	58	Ginetta	G4	B	96.33%	77.82	65.17	65.17	62.78	63.87	63.61	63.61	61.27	25.00	1
Clive Glass	50	Morgan	+8	B	94.58%	66.92	66.43	66.43	62.83	65.44	65.22	65.22	61.69	24.66	2
Nick Keyser	15	Scimitar	SS1	B	95.91%	70.63	67.60	67.60	64.84	65.09	64.76	64.76	62.11	24.31	3
Josh Oakes	718	Scimitar	S1	B	96.69%	FAIL	64.45	64.45	62.32	64.43	65.17	64.43	62.30	24.16	4
Peter Taylor	54	Porsche	Boxster S	1A	97.51%	67.23	64.83	64.83	63.21	64.54	65.05	64.54	62.93	23.65	5
Jim King	3	Scimitar	SS1	1A	88.50%	76.82	72.79	72.79	64.42	71.59	73.90	71.59	63.36	23.30	6
James Carter	11	Scimitar	GT Coupe	B	95.10%	68.27	66.81	66.81	63.54	FAIL	66.69	66.69	63.42	23.25	7
Steve Cork	6	Scimitar	S1	B	92.49%	70.89	69.82	69.82	64.57	68.72	69.27	68.72	63.56	23.14	8
Alan Johnson	52	Morgan	Roadster	1A	91.27%	74.21	71.59	71.59	65.34	70.38	69.73	69.73	63.64	23.07	9
Steve Lyle	53	Porsche	Boxster S	1A	96.10%	65.61	65.06	65.06	62.52	66.29	66.25	66.25	63.66	23.05	10
Steve Small	70	Triumph	TR7 V8	B	97.84%	69.39	67.61	67.61	66.15	66.21	69.41	66.21	64.78	22.14	11
Mark Harris	57	TVR	Cerbera 4.2	B	97.12%	73.97	77.37	73.97	71.84	86.82	67.40	67.40	65.46	21.58	12
Stephen Oakes	18	Scimitar	S1	B	96.39%	73.79	70.28	70.28	67.74	68.24	68.13	68.13	65.67	21.41	13
Mike Hawley	59	Honda	S2000	B	94.47%	FAIL	NTR			FAIL	69.62	69.62	65.77	21.33	14
Nick Hall	56	Toyota	MR2 T Bar	1A	89.45%	78.26	74.95	74.95	67.04	75.39	73.83	73.83	66.04	21.11	15
Richard Carter	711	Scimitar	GT Coupe	B	95.30%	73.63	70.09	70.09	66.80	69.81	70.38	69.81	66.53	20.71	16
Andrew Mawbey	8	Scimitar	SS1	1A	84.21%	81.72	81.28	81.28	68.44	79.37	79.69	79.37	66.84	20.46	17
John Wadsworth	51	Mazda	MX5 Mk 3	1A	90.51%	75.14	74.99	74.99	67.88	74.36	73.88	73.88	66.87	20.43	18
Martin Paine	63	Triumph	TR6	1A	86.70%	88.31	79.79	79.79	69.18	78.97	78.24	78.24	67.83	19.65	19
Ben Curry	7	Scimitar	SS1	1A	91.54%	77.63	73.57	73.57	67.34	74.23	75.32	74.23	67.95	19.55	20
Roderick Warner	61	Triumph	TR7 V8	Race	95.36%	FAIL	NTR			72.10	71.76	71.76	68.43	19.16	21
Peter Smith	2	Scimitar	SS1	B	95.86%	79.38	75.48	75.48	72.36	75.80	74.44	74.44	71.36	16.77	22

Classic Marques - Round 17 - Curborough - Sunday 19th August 2018

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Round 17 – Scimfest at Curborough continued

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Editors note:

Scimfest is the annual sprint meeting of the Reliant Scimitar and Sabre Owners Club (RSSOC), organised this year by Hagley & District Light Car Club. The layout for the ‘Scimfest Sprint’ is the Figure of Eight Curborough Course and this year’s event attracted entries from the Ferrari Owners Club, Classic Marques Speed Challenge, the Revington TRs and, of course RSSOC’s own members. I have included some photos of Scimitars having fun round this tricky course.



Ben Curry



James and Richard Carter



Steve Cork



Peter Smith



Andy Mawbey

The Oily Rag
Round 18 – Harewood Hillclimb

Round 18
Harewood Hillclimb
26 August 2018



Keen weather watchers in the week leading up to this meeting would have seen that the band of rain that was due over the weekend gradually slowed its inevitable westerly course. Instead of being expected on the Saturday it finally arrived at about 09.20 on Sunday just as the Classic Marques contenders were assembling for P1. In terms of numbers we were fewer than had come in June, but there were still thirteen of us. As usual at Harewood there was a very healthy entry, including a contingent of motorcycles which comprised the first batch of competitors on the hill.

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Round 18 – Harewood Hillclimb continued
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The journey on the A59 from Blackpool had in fact been quite pleasant with mostly clear skies and even a hint of brightness once the sun had emerged from behind the Pennine hills. In fact the early conditions gave rise to some optimism that we might in fact escape a serious wetting, especially as others reported good conditions on their early morning journeys. Sadly it was not to be, but at least we were able to set up and complete scrutineering in dry conditions. The rain was gentle at first and in truth it had little effect on the course for our first runs. Nevertheless I felt that we were a little bit off the pace which was probably due to the psychological effect of having

raindrops on the windscreen. As we were called down to the start one of the motorcycle sidecar combinations which was running near the end of their batch came to a halt on the course and had to be recovered which caused a bit of a delay. After we had all run in P1 Steve Lyle comfortably had the best actual time, but it was Martin Rowe who came out on top just 0.03 ahead of me, followed by Steve. There was a bit of a gap then to Peter Taylor and John Pollard, followed by Josh Oakes, Clive Glass and Geoff Stallard who were all neck and neck. Mark Hankins, John Wadsworth, Brian Marshall, Ben Curry and Stephen Oakes filled the remaining places.

THE RAIN WAS GENTLE AT FIRST AND IN TRUTH IT HAD LITTLE EFFECT ON THE COURSE FOR OUR FIRST RUNS.



Steve Lyle



Martin Rowe



Geoff Stallard



Mark Hankins

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Round 18 – Harewood Hillclimb continued

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John Wadsworth



Stephen Oakes

Before we assembled for P2 the rain became more persistent, although never really heavy as it had been at Three Sisters a few weeks ago. The track surface became thoroughly wet, but at least there was no standing water. So around 11.00 we were called back down to the start, but once again the same sidecar outfit failed to make it up the hill and had to be recovered again. It seemed we had to wait for an age, but it was probably less than fifteen minutes. Sadly that meant we had already lost the best part of half an hour so there would be no chance of a timed run before the lunch break. The worsened conditions meant that no one could improve on their time in P1 and indeed both John Pollard and Stephen Oakes found that the track limits were insufficient for their requirements and resorted to the grass which at least gave the spectators some interest. So after all that effort there was no change to the leader board. At the end of P2 the lunch break was formally announced and a growing group of Classic Marques pilots gathered under a canopy of umbrellas seriously wondering whether further competition was worthwhile. In the end, though, these pessimistic thoughts were dismissed and all those present readied themselves for T1 at about 1.30pm.

The rain was probably at its worst about this time but the track was no worse than it was for P2. The marshals had been doing some concerted brushing at the vulnerable spots and there was still no standing water. Sadly there was yet another sidecar incident which we couldn't see from our place in the start line queue, but this one we believe was an "off" and it took quite a long time to sort it out. This delay added to the earlier ones definitely put paid to any thoughts of a third run. This is very unusual at Harewood. I'm sure we were all thinking of Clive Glass who was in the only car in our batch without a roof.



Clive Glass

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Round 18 – Harewood Hillclimb continued 26 August 2018

Fortunately Clive had taken his umbrella with him otherwise he would have got seriously wet. Most of us managed some improvement over our P2 times, except for Peter Taylor who made a very circumspect run and John Pollard who once again went off onto the grass. Josh Oakes did especially well and deployed the grunt of the Scimitar up the hill to record the best actual time at 73.45 secs. Steve Lyle and I (Roger Fish) were close behind and Martin Rowe, Clive Glass and Peter Taylor achieved actual times in the mid 70's, whilst our other playmates were a bit further behind. After the handicap factors the scores looked like this:

- 1 Fish – 68.96
- 2 Martin Rowe – 70.45
- 3 Steve Lyle – 70.99
- 4 Josh Oakes – 71.01
- 5 Clive Glass – 71.64
- 6 Peter Taylor – 73.26



***FORTUNATELY CLIVE HAD TAKEN HIS UMBRELLA WITH HIM
OTHERWISE HE WOULD HAVE GOT SERIOUSLY WET...***

Martin was keeping the scores on his laptop which was plugged in at the counter by the results screens. Usually the data presentation is really good at Harewood. There is a screen showing the times and splits of the recent finishers and the live splits of the cars on the hill. There are also four screens which can show individual and class splits and sectors of the six sections into which the track is divided. On Sunday a few of the splits were affected by the wet conditions and some of the displayed data was a bit patchy but at least the overall times were robust.

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Once Martin had got all the times in for T1 he decided he wanted an ice cream and splashed off to the ice cream van whose driver was being very stoic and sitting patiently waiting for a customer. I think Martin may have been his only one for the day!

And so we came to the last run of the day. By this time the rain seemed to have eased a little but the track was still pretty wet, but I think there were hopes that it would give up some improved times. This definitely proved to be the case for the two Boxsters whose drivers made good improvements. Steve Lyle reduced his time by 1.2 secs, but Peter Taylor really got the hammer down and dropped 2.7 secs to record our class BTD at 72.43 actual. Steve was on 72.69 and Josh on 72.87 and I was hot on their heels with 73.02, which was good enough to give the win over Martin and Steve. I was interested to see that the Honda and I had the better of them up to the last split at Farmhouse after which the steepest part of the hill up to Quarry enabled them to use their extra torque to pull away from the Honda.



**LET'S HOPE WE HAVE A RETURN TO GOOD WEATHER
FOR SEPTEMBER AND OCTOBER**

In the end it turned out to be a good contest again, but really most people just wanted to pack up and go home. It was a shame we had a taste of autumn in Yorkshire – let's hope we have a return to good weather for September and October.

Roger Fish

Silver Honda S2K

The Oily Rag

Round 18 – Harewood Hillclimb continued

26 August 2018

Name	Event Number	Marque	Model	Tyres	Factor	P1	P2	Best	Practice H'Cap	R1	R2	Best Timed	H'cap	Points	Position
Roger Fish	23	Honda	S2000	B	93.47%	68.98	74.80	68.98	64.48	73.78	73.02	73.02	68.25	25.00	1
Martin Rowe	24	Honda	S2000	B	93.20%	69.15	75.70	69.15	64.45	75.59	74.56	74.56	69.49	24.09	2
Steve Lyle	25	Porsche	Boxster S	1A	96.10%	67.60	76.10	67.60	64.96	73.87	72.69	72.69	69.85	23.83	3
Josh Oakes	26	Scimitar	S1	B	96.69%	71.38	74.51	71.38	69.02	73.45	72.87	72.87	70.46	23.38	4
Peter Taylor	20	Porsche	Boxster S	1A	97.51%	69.62	73.93	69.62	67.88	75.14	72.43	72.43	70.62	23.26	5
Clive Glass	18	Morgan	+8	B	94.58%	73.05	76.71	73.05	69.09	75.75	74.91	74.91	70.85	23.09	6
John Pollard	46	Mazda	MX5 - NC	1A	90.12%	76.05	94.00	76.05	68.54	108.61	81.35	81.35	73.31	21.29	7
Mark Hankins	14	TVR	Vixen 2500	B	91.93%	76.57	86.37	76.57	70.39	83.25	80.18	80.18	73.71	21.00	8
John Wadsworth	21	Mazda	MX5 Mk 3	1A	90.51%	77.56	80.75	77.56	70.20	83.83	81.87	81.87	74.10	20.71	9
Geoff Stallard	15	TVR	Vixen S2	B	94.93%	72.79	82.71	72.79	69.10	80.03	78.37	78.37	74.40	20.50	10
Brian Marshall	22	Porsche	944 Turbo	B	96.04%	74.71	80.88	74.71	71.75	83.28	78.35	78.35	75.24	19.88	11
Stephen Oakes	726	Scimitar	S1	B	96.39%	75.33	93.74	75.33	72.61	85.88	78.21	78.21	75.39	19.77	12
Ben Curry	19	Scimitar	SS1	1A	91.54%	78.51	86.87	78.51	71.87	84.15	84.17	84.15	77.03	18.57	13

Classic Marques - Round 18 - Harewood - Sunday 26th August 2018

The Oily Rag

Rounds 17 & 18

Credits for this issue of The Oily Rag:

Curborough

Words

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Photographs

Kindly donated by John Hallett

Times

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Harewood

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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.
