



Classic Marques Speed Challenge

The Oily Rag



Rounds 19, 20, 21, 22, & 23

Wiscombe | Blyton Park | Shelsey Walsh

08, 09, 15, & 16 September 2018

The Oily Rag
Round 19 – Wiscombe

Round 19

Wiscombe

08 September 2018



Rob Orford

A field of 16 entries made it to a DRY day of competition at Wiscombe for the CMSCC, including the MGB of Rob Orford, Gordon Pearce in the Porsche Cayman and Gary Dawkins in the gorgeous Lotus Exige, all three were running in classes other than CM.



Gordon Pearce



Gary Dawkins

The Oily Rag
Round 19 – Wiscombe continued
08 September 2018

P1 & P2 seemed to run smoothly for all comers with no reported incidents or car malfunctions. Nick Keyser in the black Scimitar SS1 was the best improver with a 4.54 seconds reduction in time followed by Ben Everett with 3.1 seconds. Well done both.



T1 saw best times from 9 competitors but not from Gary Dawkins as the Gate was not wide enough, but it obviously was widened by Gary for the 7 below as they all sped up! Damage was only superficial and hopefully T-cut will do its best for Gary. Alan Hugh Davies and his TVR was leading the charge, Mark Everett and his MX 5 only 0.4 of a second behind followed by Graham Beale, Rob, Gordon Pearce and Jamie Fisher-Pearson all within a third of a second of one another. Very very close indeed.



**A FIELD OF 16 ENTRIES
MADE IT TO A DRY DAY OF
COMPETITION AT WISCOMBE
FOR THE CMSCC**



The Oily Rag

Round 19 – Wiscombe continued

08 September 2018

Jamie in his MG Midget was right on the pace and probably goes around Martini as fast or faster than anyone else, very impressive to watch. Alan Johnson in his Morgan managed to break the 50 second barrier on T1 which is very competitive in that car and Ben Everett is still politely allowing his father to just beat him which I'm sure is all going to change next year.

T2 saw improvements, from the remaining 7 entrants even as the day cooled down.

Ben Everett and Phil Ludbrook were doing identical times but Phil was literally getting his knickers in a bit of a twist on T2 and if you look at the photograph (right) closely you can see what appears to be a pair of ladies panties hanging from the mirror instead of his balaclava – what naughty person could have done that!! Was he wearing them on his head in T1?

On handicap, the Scimitars seemed to be enjoying their own mini championship with Nick and his high handicap SS1 in front of Jim King, Andy Mawbey in pursuit – Merv Brake driving his Mazda right in the middle of them all.



Phil Ludbrook's car...



Roger Coote

Local knowledge seemed to be the order of the day as Gary Dawkins in his Lotus Exige, Roger Coote and his Ginetta and me (Steve Hill) in the Lotus 7 took the top three places. The old adage that "Practice makes perfect" was proven to be correct as all the top 3 had competed at Wiscombe the weekend before.

All in all we had a relatively drama free day – just Gary's Lotus getting tangled with the gate and Phil not sure what to wear on his head.

Steve Hill and Roger Coote

The Oily Rag

Round 19 – Wiscombe continued

08 September 2018



Name	Event Number	Marque	Model	Tyres	Factor	P1	P2	Practice	H'cap	R1	R2	Best	H'cap	Points	Position
Steve Hill	61	Lotus	Lotus 7 Ser 2	B	95.34%	44.39	44.23	44.23	42.17	43.82	44.18	43.82	41.78	25.00	1
Roger Coote	60	Ginetta	G4	B	96.01%	47.59	45.87	45.87	44.04	45.36	45.20	45.20	43.40	23.38	2
Gary Dawkins	36	Lotus	Exige	B	98.73%	45.38	43.55	43.55	43.00	FAIL	43.96	43.96	43.40	23.37	3
Alan Hugh Davies	62	TVR	Griffith 4.3	1A	93.29%	48.05	47.07	47.07	43.91	47.67	46.84	46.84	43.70	23.08	4
Mark Everett	63A	Mazda	MX5	1A	89.15%	51.07	49.91	49.91	44.49	49.51	49.78	49.51	44.14	22.64	5
Graham Beale	64	Ginetta	G33	race	101.44%	45.40	42.95	42.95	43.57	43.76	44.07	43.76	44.39	22.39	6
Rob Orford	87	MG	B Roadster	B	90.68%	50.18	48.70	48.70	44.16	49.07	49.11	49.07	44.50	22.28	7
Gordon Pearce	34	Porsche	Cayman	1A	92.72%	51.78	49.01	49.01	45.44	48.83	48.17	48.17	44.67	22.11	8
Jamie Fisher-Pearson	67	MG	Midget	1A	87.37%	51.91	51.64	51.64	45.12	51.81	51.21	51.21	44.74	22.03	9
Alan Johnson	70	Morgan	Roadster	1A	91.27%	52.05	50.24	50.24	45.85	49.65	50.85	49.65	45.31	21.46	10
Ben Everett	63	Mazda	MX5	1A	89.08%	54.06	51.82	51.82	46.16	51.33	50.96	50.96	45.39	21.38	11
Phil Ludbrook	69	Honda	S2000	1A	91.74%	50.69	49.69	49.69	45.59	49.69	49.97	49.69	45.59	21.19	12
Nick Keyser	68	Scimitar	SS1	B	95.91%	52.07	48.45	48.45	46.47	47.53	47.96	47.53	45.59	21.19	13
Merv Brake	66	Mazda	MX5	1A	86.38%	53.56	53.74	53.56	46.27	52.83	53.27	52.83	45.64	21.14	14
Jim King	65	Scimitar	SS1	1A	88.50%	54.80	53.71	53.71	47.54	52.21	52.70	52.21	46.21	20.57	15
Andrew Mawbey	59	Scimitar	SS1	1A	84.21%	60.04	58.28	58.28	49.08	57.86	57.50	57.50	48.42	18.36	16

Classic Marques - Round 19 - Wiscombe - Saturday 8th Sept 2018

The Oily Rag
Rounds 20 & 21 – Blyton Park

Rounds 20 & 21
Blyton Park
08 & 09 September 2018



Nick Bolton

The Met Office forecast for Blyton was due to be more than slightly inclement, therefore I'd ensured that I packed the tent that I had previously left in the garage all season. On arrival, the weather was dry & cold however, the dark clouds were looming upwind; various forecasts were mentioned but little did we know exactly how much precipitation was to be 'experienced'.

The Classic Marques entries at this Eastern Circuit meeting were swelled by our Morgan & Reliant friends to a total of 21 drivers, signing-on was swift & efficient, followed quickly by scrutineering in our parking positions. Walking back to the cars after the driver's meeting, the rain was starting...

ON ARRIVAL, THE WEATHER WAS DRY & COLD... BUT LITTLE DID WE KNOW EXACTLY HOW MUCH PRECIPITATION WAS TO BE 'EXPERIENCED'

The Oily Rag

Round 20 & 21 – Blyton Park continued

08 & 09 September 2018

The organizers had, in their wisdom decided to split the National B competition with the British Championship National A single seaters which meant that by the time the Classic Marques first practice took place, the track had become more than a little damp. This was compounded by the departure from the track of roughly 20% of the single seaters slowing down the proceedings. After completing P1 the consensus of opinion was that the track was a combination of very & bloody slippery although, only Hank managed a 4WO.



After what seemed like an age, P2 was upon us. Brian Marshall's 944 Turbo was next to me in the paddock & on starting made some very nasty noises as the starter motor engaged – Brian was destined to retire from the weekend's competition.



The track was wetter & this time it was my turn to go 4WO at Bishops – the fast left hander has yellow paint on the outer curve which is like ice when rained upon.... After practice the top 3 standings were Steve Lyle, Roger Fish & Josh Oakes. During the lunch break we tried in vain to bump start Brian's Porsche & ended up pushing it onto the trailer.

**THE TRACK WAS WETTER & THIS TIME IT WAS
MY TURN TO GO 4WO AT BISHOPS...**

The Oily Rag

Round 20 & 21 – Blyton Park continued

08 & 09 September 2018



Matt Eady



Mark Hankins

T1 appeared to be not quite so wet so I thought I'd better put a 'banker' time on the scoreboard – it was 12 seconds slower than last years' effort. Matt Eady, Stephen Oakes & Mark Hankins all tried too hard; recording DNFs for their over exuberance.

For T2 the rain had returned yet somehow Roger Fish was able to record a quicker time. The miscreants on this run were Josh Oakes and Steve Lyle who fell foul by not having 4W

on after the finish line. Just in time for T3, there was a cloudburst of biblical proportions. Wisely, a good proportion of competitors decided to sit this one out as the standing water on the track proved to be more than a little tricky as most of us aquaplaned/spun or had 4WO, we all went slower too. After the handicap formula was applied, there were 4 competitors in class within 0.8 sec, I was lucky enough to bag the 25 points.



Roger Fish



Josh Oakes

Sunday was a completely different day being dry but overcast so fingers crossed for a straight forward day without Saturday's complications. However, something was amiss with the MX5's supercharger belt drive which also provides the power steering... P1 for me was a little tricky as the SC belt disconnected after 2 gear changes but I still carried on as I wanted to try the track on dry conditions. Everyone else managed to complete without incident- what a difference a dry track makes!

The Oily Rag

Round 20 & 21 – Blyton Park continued 08 & 09 September 2018

P2 was quickly upon us as without incident, Blyton flows really well. I had reattached the SC drive belt & decided to use less revs which resulted in the SC belt staying put & 6 secs quicker. However, Roger was really flying and with a handicap time of 68.71 he was way off in the distance with the rest of us trailing behind. Only Simon Baines in the Morgan was able to get close but he was 1.1 secs adrift.

T1 was quickly upon us & having changed the SC belt for another, slightly longer (I carry 3 spares.). I thought it was time to make more of an effort. Simon's Morgan came to life in the dry conditions, recording a scratch time of 70.70 which put him in the lead with the usual suspects in pursuit.

I was just preparing myself to go to get some lunch followed by a bit of jiggery-poker which the SC mechanism, when it was announced T2 was imminent. Dammit, I was just going to have to try a little harder; it seems like others had the same idea too.....



On the results sheet you will see a record that says 'field' for Roger Fish's T2 run. Looking at the split times for this attempt, it looks like he had swallowed some brave pills & threw caution to the wind..... The red flags were out on track & we counted the cars back- where's Roger? Uh oh..... It turns out that he had tried to defy the laws of physics at the fast left hander 'Bishops' & had gone off track. Not just off track but way into a field sideways at high speed and was stuck in the mud. Roger returned safely to the paddock, minus splitter & cleaned the sticky mud off his car then decided he was good to go. Surveying the damage, Peter Taylor, our resident farmer and expert in all things agricultural observed 'that's no way to plough a straight furrow'. The weather by now was cooling off & pretty windy. After lunch we tried our best with T3 and some managed a slight improvement.

So, the final results from Sunday were the top 6 of us within 1 second of each other closely followed by the chasing pack & somehow I managed to bag the 25 points for Sunday too.

Howard Barnard

The Oily Rag

Round 20 & 21 – Blyton Park continued

08 & 09 September 2018

Name	Event Number	Marque	Model	Tyres	Factor	P1	P2	Practice	H'cap	R1	R2	R3	Best	H'cap	Points	Position
Howard Barnard	108	Mazda	MX5 - Sup	1A	90.19%	97.05	DNF	97.05	87.53	94.66	95.78	97.27	94.66	85.37	25.00	1
Josh Oakes	803	Scimitar	S1	B	96.69%	92.32	90.30	90.30	87.31	89.09	DNF	99.97	89.09	86.14	24.55	2
Roger Fish	114	Honda	S2000	B	93.47%	95.26	92.95	92.95	86.88	92.87	92.56	95.71	92.56	86.52	24.33	3
Steve Lyle	100	Porsche	Boxster S	1A	96.10%	95.38	90.19	90.19	86.67	90.10	DNF	92.85	90.10	86.58	24.29	4
Martin Rowe	110	Honda	S2000	B	93.20%	DNF	97.96	97.96	91.30	96.65	98.28	DNF	96.65	90.08	22.24	5
Matthew Eady	109	Ginetta	G4	B	96.33%	96.73	95.11	95.11	91.61	DNF	94.38	98.06	94.38	90.91	21.76	6
Simon Baines	142	Morgan	Roadster	B	97.95%	94.77	96.06	94.77	92.83	93.27	95.57	DNF	93.27	91.36	21.49	7
John Wadsworth	105	Mazda	MX5 Mk 3	1A	90.51%	100.76	96.91	96.91	87.72	121.76	101.36	109.35	101.36	91.75	21.27	8
Geoff Stallard	820	TVR	Vixen S2	B	94.93%	102.78	99.17	99.17	94.15	97.55	103.41	DNF	97.55	92.61	20.76	9
Steve Cork	104	Scimitar	S1	B	92.49%	104.85	105.01	104.85	96.97	103.98	101.01	104.00	101.01	93.42	20.29	10
Nick Hall	112	Toyota	MR2 T Bar	1A	89.45%	105.47	104.58	104.58	93.55	105.49	105.65	ns	105.49	94.36	19.74	11
Mark Hankins	124	TVR	Vixen 2500	B	91.93%	DNF	105.55	105.55	97.03	DNF	104.64	113.91	104.64	96.19	18.66	12
Simon Ashby	139	Morgan	4/4	B	96.28%	96.63	100.48	96.63	93.04	DNF	101.57	ns	101.57	97.79	17.72	13
Nick Bolton	141	Morgan	+8	B	95.54%	DNF	102.23	102.23	97.67	102.70	105.53	153.17	102.70	98.12	17.53	14
Ben Curry	102	Scimitar	SS1	1A	91.54%	114.47	113.59	113.59	103.98	125.96	108.30	109.75	108.30	99.13	16.94	15
Stephen Oakes	103	Scimitar	S1	B	96.39%	106.39	98.75	98.75	95.18	DNF	103.83	109.70	103.83	100.08	16.39	16
Noor Ali	101	Mazda	MX5	B	89.79%	115.96	113.09	113.09	101.54	113.87	116.59	118.93	113.87	102.24	15.12	17
Mark Harris	123	TVR	Cerbera 4.2	B	97.12%	116.52	110.87	110.87	107.68	105.41	106.44	108.94	105.41	102.38	15.04	18
Peter Smith	106	Scimitar	SS1	B	95.86%	114.74	111.17	111.17	106.57	108.92	108.27	116.39	108.27	103.79	14.21	19
Emma Ali	801	Mazda	MX5	B	89.92%	DNF	129.83	129.83	116.74	146.78	130.48	138.97	130.48	117.33	10.00	20
Brian Marshall	107	Porsche	944 Turbo	B	96.04%	107.32	105.50	105.50	101.32	RET	RET	RET			0.00	21

Classic Marques - Round 20 - Blyton Park - Saturday 8th September 2018

Name	Event Number	Marque	Model	Tyres	Factor	P1	P2	Practice	H'cap	R1	R2	R3	Best	H'cap	Points	Position
Howard Barnard	108	Mazda	MX5 - Sup	1A	90.19%	86.57	79.75	79.75	71.92	76.83	76.47	76.64	76.47	68.97	25.00	1
Simon Baines	142	Morgan	Roadster	B	97.95%	73.18	71.33	71.33	69.87	70.68	71.01	70.70	70.68	69.23	24.81	2
Matthew Eady	109	Ginetta	G4	B	96.33%	76.96	75.13	75.13	72.37	73.29	72.01	73.14	72.01	69.36	24.71	3
Martin Rowe	110	Honda	S2000	B	93.20%	78.74	76.32	76.32	71.13	75.86	74.45	74.57	74.45	69.39	24.70	4
Roger Fish	114	Honda	S2000	B	93.47%	77.94	73.51	73.51	68.71	74.54	DNF	74.37	74.37	69.51	24.60	5
Josh Oakes	803	Scimitar	S1	B	96.69%	78.19	76.08	76.08	73.56	74.00	73.60	72.57	72.57	70.17	24.13	6
Geoff Stallard	820	TVR	Vixen S2	B	94.93%	82.32	79.23	79.23	75.22	76.37	75.85	DNF	75.85	72.01	22.80	7
Steve Cork	104	Scimitar	S1	B	92.49%	86.22	81.95	81.95	75.79	79.95	79.06	77.91	77.91	72.06	22.76	8
John Pollard	30	Mazda	MX5 - NC	1A	90.12%	88.44	83.64	83.64	75.37	83.09	82.62	81.40	81.40	73.36	21.82	9
Simon Ashby	139	Morgan	4/4	B	96.28%	83.13	81.64	81.64	78.61	78.93	77.30	81.97	77.30	74.43	21.04	10
Ben Curry	102	Scimitar	SS1	1A	91.54%	87.65	83.87	83.87	76.77	82.33	82.82	82.94	82.33	75.36	20.36	11
Nick Bolton	141	Morgan	+8	B	95.54%	83.55	80.26	80.26	76.68	79.28	79.31	80.89	79.28	75.74	20.09	12
Mark Hankins	124	TVR	Vixen 2500	B	91.93%	87.07	82.27	82.27	75.63	DNF	82.71	82.44	82.44	75.79	20.06	13
Mark Harris	123	TVR	Cerbera 4.2	B	97.12%	86.05	80.60	80.60	78.28	78.48	78.15	78.99	78.15	75.90	19.97	14
Stephen Oakes	103	Scimitar	S1	B	96.39%	90.17	DNF	90.17	86.91	82.22	80.90	82.99	80.90	77.98	18.47	15
Les Procter	111	Elva	Mk7	Race	97.01%	88.12	81.32	81.32	78.89	81.90	81.08	83.05	81.08	78.66	17.98	16
Peter Smith	106	Scimitar	SS1	B	95.86%	97.65	90.34	90.34	86.60	89.55	87.90	86.18	86.18	82.61	15.11	17

Classic Marques - Round 21 - Blyton Park - Sunday 9th September 2018

The Oily Rag
Rounds 22 & 23 – Shelsley Walsh

Rounds 22 & 23
Shelsley Walsh
15 & 16 September 2018



Saturday

Roger Coote started the day well by forgetting where his licence was, until after about 10 minutes frantic searching Hilly said, “Will this licence do?” Did our jovial jester plant it there; we’ll never know.

Great paddock banter so early in the day and a beautiful morning with bright sun, dew on the grass, slightly cool and damp with an autumnal feel about the place, although without the golden foliage hues.

***GREAT Paddock BANter SO EARly IN THE DAY
AND A BEAUTIFUL MORNING WITH BRIGHT SUN***

The Oily Rag

Round 22 & 23 – Shelsley Walsh continued 15 & 16 September 2018

Rob Toon was a non-starter as his Moggie +8 gearbox has blown up. Jonesy has a rebuilt gearbox in the Arbarth TC and would like to beat his 2005 time, his previous visit in an Arbarth, although not this one. He had, however, spilt his egg sarnie down his leg as usual for good Welsh luck.



Brian Marshall had a low voltage come charging problem in the Porker 944 Turbo that was causing havoc with his fuel management. It was popping and banging lots, and turned back home to fix it later resurfacing for the AGM. Jon Plowe turned up for the AGM, but no competition car. The latest (how many?) rolling road session is believed to have fixed the throttle on-off hesitation, but the tuner highlighted a weakness in X1/9's wheel stud spacer arrangement and the improved parts didn't arrive on time for Shelsley. Jon is hopeful that development this year will pay dividends and is looking forwards to next year.



The Oily Rag

Round 22 & 23 – Shelsley Walsh continued
15 & 16 September 2018

Sat P1

I'm strapped in as our batch has starting to form up behind George in the Morgan, and Hilly in the next shed leans over and asks, "Have you got a pressure gauge, my tyres are all at 50psi as I've just swapped the wheels. Steve can't find mine in the tent, but Matt helps and out comes the air. On getting to the top Steve Hill has blown a core plug in the Lotus 7; it's a tiny pin prick of a hole but coolant is squirting out. A self tapper is added with some rapid araldite (thank you George) to fix the situation.

Emma Ali posted a first exploratory run of just over 50s in the MX5, with Noor just under 50 in their first visit to Shelsley. Also in his first season and first Shelsley was Andrew Mawbey keeping Noor company on after a 49+ run. On handicap Geoff Stallard leads Graham Beale, Matt Eady and Shelsley rookie Steve Hill.



George Proudfoot



Steve Hill



Emma Ali



Geoff Stallard

The Oily Rag

Round 22 & 23 – Shelsley Walsh continued
15 & 16 September 2018

Sat P2

Most went quicker, but Hilly went quicker still and moved up to 1st; Graham Beale excused himself to replace his crankshaft sensor and Geoff Stallard slipped his place at the front when Steve Cox revised his handicap to the Lotus from the Vixen. Ben Everett had a large wobbly moment in top S, caught it and with 2 wheels drove up the bank placing the car on its side, and when moving very slowly fell onto its roof. Ben is fine, but car is very unhappy and mangled. The Red Baron and pilot Phil Lubrook had a great run and moved to 1.00s behind Hilly in 4th. The concept of 24 points in Red Baron history has only happened once so the prospect was a little exciting if short lived.



Graham Beale



Phil Lubrook



Ben Everett

Sat T1

T1 became a rush for the front with nearly everyone going quicker with Graham Beale striding to the front followed by Steve Hill and Matt Eady. The G33 sounded like a bag of spanners, in the words of GB so he headed to the camper park and his laptop to improve his engine set up



Matt Eady

The Oily Rag

Round 22 & 23 – Shelsley Walsh continued

15 & 16 September 2018

Sat T2

GB retained his top spot and Steve Hill moved a bit closer in 2nd with Matt retaining 3rd. Emma ended her day with her highest points of the year in mid 14s, with Noor in mid 15s not very far in front. John Wadsworth scores commendably well with 19+ points – point ahead of George Proudfoot.

1. G Beale – 32.16
2. S Hill – 32.48
3. M Eady – 32.76
4. G Stallard – 33.20
5. P Taylor – 33.42



John Wadsworth

Saturday RED 25 goes to Graham and well done; its been some time in coming. Graham also got our Saturday FTD with a 31.70 scratch time.

***GB RETAINED HIS TOP SPOT AND STEVE HILL MOVED
A BIT CLOSER IN 2ND WITH MATT RETAINING 3RD.***

AGM Banter

Punch line of the day came towards the end of the evening from Noor Ali who in reply to a Morgan comment by Rob Toon about date conflict with their annual dinner, suggested that of course the Morgan dinner was going to held in a 'timber framed building' – a nice very fitting and witty comment. Hahaha!

The Oily Rag

Round 22 & 23 – Shelsley Walsh continued

15 & 16 September 2018

Sunday

Sun P1 preamble

CM runners were joined by separate class of Moggies today of whom 2 (George Proudfoot and Simon Ashby) are CM point scorers and Rob Toon was a non-starter again. Graham Beale's G33 was still sounding poorly and he arrived preparing to spectate, but was encouraged to try coil pack and plugs before P1; didn't fix the problem. Nigel Varney joins today with his silver Alfa Giulia as a Shelsley rookie. Phil Jones not running in the Arbarth TC after clutch problems following T2 yesterday. Brian Marshall and Jon Plowe were again non-starters too.



P1

Hilly jumped into an early lead followed in 2nd by a most unusual appearance on the leader board by the Red Baron after a stonking run (too quick too soon). Hilly had a chassis bush break so the Lotus was in the air at the back for some remedial work.

P2

Hilly went quicker by 1.00s to retain pole position followed by Pete Taylor in the Boxster 0.36 adrift, Matt Eady 0.49 back, the Red Baron 0.73 (a new PB at 36.59), and Richard Withers 0.92 back for quite a tightly contested top 5. This was the 1st time in 4 years of trying that the Red Baron had nosed out the pretty white (and madly driven) MGB GT of RiWi.



Noor continued with another PB at 46.00, and Paul Slade shaved 0.5 off to improve on yesterday's closing time. The Ginetta G33 proved unwilling to be fixed and Graham resigned himself to spectating. Andrew Mawbey in the SS1 Scimmer continued to improve posting his best time of the weekend so far, with hope of further gains.

The Oily Rag

Round 22 & 23 – Shelsley Walsh continued

15 & 16 September 2018

Over lunch Car Boot Coxy did a brisk trade with the new for 2019 Classic Marques polo shirt in a 2 for 1 offer at £15; 2018 shirt + 2019 shirt and that includes £5 to our charity Prostate Cancer UK.

Rain during batch 1 of T1 resulted in an off when the first car got to the damp track in the Esses, and pessimism set in across the paddock. You could see the drizzle blowing and swirling in the wind as the green of the trees near the horizon turned a bluey/grey; it remained dry at the bottom for few more minutes. This drizzle lasted 10–15 minutes leaving the track damp, but not soaking. As batch 4 approached the track was dry at the bottom and probably still a bit damp in the trees up top.

T1

Hilly made a blistering run posting a 33.70 scratch time, improving by 0.75 on P2; Matt Eady improved by 0.47. Turned out it was quite dry, but some darker shades of tarmac demanded respect and ‘banker’ times were posted by those of normal mentality – the more unhinged, such as Peter Taylor continued as if the sun had been shining non-stop. Out top 5 on handicap after T1 were:

1. S Hill – 32.13
2. Eady – 32.88
3. P Taylor – 33.05
4. R Withers – 33.46
5. Red Baron – 34.09



Normal service resumed in T1, and Red Baron was swiftly put back in place by the MGB GT when it mattered.

The Oily Rag

Round 22 & 23 – Shelsley Walsh continued

15 & 16 September 2018

T2

Hilly went slower, Matt went quicker to break 34 with a 33.99 scratch, but it wasn't enough to push Steve Hill off top spot. Well done on the RED 25 Steve and to Matt for pushing so hard. Peter Taylor came 3rd and Richard Withers 4th both with a slower last run. The Red Baron came 5th for a best finish position of the year in a quicker T2 to squeeze 23+ points. Roger Coote in 6th made a good showing for his first visit. The top 5 after T2 with handicap times were:



Richard Withers

1. S Hill – 32.13
2. Eady – 32.74
3. P Taylor – 33.05
4. R Withers – 33.46
5. Red Baron – 33.89

The Shelsley novices/rookies mix continued to improve their times during T2 with Noor getting down to 45.09, Jamie in the Midget a 41.96, and Nigel Varney in the Alfa 44.44. Emma had an encouraging 48.43 and Andrew Mawbey in the Scim SS1 a 47.67 (P2).

So many PBs and improvements for our novices and the smiley faces as their first season starts to draw to a close told of their enjoyment. Must be all those 2019 CM shirts that they bought that lifted their spirits for the last run. Get yours at Goodwood or Combe from Noor Ali.



Noor Ali

**SO MANY PBs AND IMPROVEMENTS FOR OUR
NOVICES AND THE SMILEY FACES**

The Oily Rag

Round 22 & 23 – Shelsley Walsh continued 15 & 16 September 2018

Our Sunday FTD went to Steve Hill with 33.70 in the Lotus 7 series 2.

Some still have events at Goodwood and Combe to come, but for many Shelsley closed the gates on their 2018 season. As the paddock empties under a steady drizzle, it's goodbye from Shelsley and the Red Baron for 2018.

Dinner in the Admiral Rodney at Berrow Green was my celebration and has much to commend the great nosh.

See you at the dinner or the next committee meeting.



Red Baron

aka Phil Ludbrook

Classic Marques - Round 22 - Shelsley Walsh - Saturday 15th Sept 2018															
Name	Event Number	Marque	Model	Tyres	Factor	P1	P2	Best Practice	H'cap	R1	R2	Best Timed	H'cap	Points	Pos
Graham Beale	166	Ginetta	G33	race	101.44%	33.49	DNR	33.49	33.97	31.70	DNR	31.70	32.16	25.00	1
Steve Hill	158	Lotus	Lotus 7 Ser 2	B	95.34%	35.68	34.68	34.68	33.06	34.19	34.07	34.07	32.48	24.68	2
Matthew Eady	165	Ginetta	G4	B	96.33%	35.39	35.09	35.09	33.80	34.10	34.01	34.01	32.76	24.40	3
Geoff Stallard 2	120	Lotus	Elan S3	B	97.01%	35.52	34.58	34.58	33.55	34.22	34.23	34.22	33.20	23.96	4
Peter Taylor	170	Porsche	Boxster S	1A	97.51%	37.42	35.52	35.52	34.63	34.72	34.27	34.27	33.42	23.74	5
Richard Withers	157	MG	B GT	B	90.79%	38.11	37.59	37.59	34.13	36.83	37.38	36.83	33.44	23.72	6
Phil Ludbrook	159	Honda	S2000	1A	91.74%	38.22	37.13	37.13	34.06	36.76	37.23	36.76	33.72	23.43	7
Roger Coote	164	Ginetta	G4	B	96.01%	39.03	36.81	36.81	35.34	35.78	35.77	35.77	34.34	22.81	8
Steve Small	169	Triumph	TR7 V8	B	97.84%	37.56	36.41	36.41	35.62	35.35	35.64	35.35	34.59	22.57	9
Jamie Fisher-Pearson	154	MG	Midget	1A	87.37%	42.68	41.89	41.89	36.60	41.81	41.36	41.36	36.14	21.02	10
Paul Slade	168	Jaguar	E Type	B	94.25%	40.68	40.49	40.49	38.16	38.57	39.01	38.57	36.35	20.80	11
John Pollard	161	Mazda	MX5 - NC	1A	90.12%	41.31	40.57	40.57	36.56	41.33	42.07	41.33	37.25	19.91	12
John Wadsworth	160	Mazda	MX5 Mk 3	1A	90.51%	42.86	41.80	41.80	37.84	41.95	42.02	41.95	37.97	19.19	13
George Proudfoot	152	Morgan	Series 1	1A	81.31%	48.35	47.77	47.77	38.84	48.05	47.84	47.84	38.90	18.26	14
Phil Jones	153	Fiat	Abarth	B	90.49%	45.26	44.32	44.32	40.10	43.31	43.16	43.16	39.05	18.10	15
Andrew Mawbey	156	Scimitar	SS1	1A	84.21%	49.72	48.67	48.67	40.98	48.11	48.47	48.11	40.51	16.64	16
Noor Ali	155	Mazda	MX5	B	89.79%	49.68	47.80	47.80	42.92	46.31	46.16	46.16	41.45	15.71	17
Emma Ali	855	Mazda	MX5	B	89.92%	50.04	50.64	50.04	45.00	48.53	47.38	47.38	42.60	14.55	18
Ben Everett	162	Mazda	MX5	1A	89.08%	42.86	DNF	42.86	38.18	RET	RET			0.00	19
Mark Everett	862	Mazda	MX5	1A	89.15%	38.66	38.32	38.32	34.16	RET	RET			0.00	19

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Round 22 & 23 – Shelsley Walsh continued

15 & 16 September 2018

Classic Marques - Round 23 - Shelsley Walsh - Sunday 16th Sept 2018

Name	Event Number	Marque	Model	Tyres	Factor	P1	P2	Practice	H'cap	R1	R2	Best	H'cap	Points	Pos
Steve Hill	158	Lotus	Lotus 7 Ser 2	B	95.34%	35.45	34.45	34.45	32.84	33.70	34.29	33.70	32.13	25.00	1
Matthew Eady	165	Ginetta	G4	B	96.33%	35.82	34.60	34.60	33.33	34.13	33.99	33.99	32.74	24.39	2
Peter Taylor	280	Porsche	Boxster S	1A	97.51%	35.23	34.06	34.06	33.21	33.90	34.43	33.90	33.05	24.07	3
Richard Withers	157	MG	B GT	B	90.79%	37.48	37.19	37.19	33.76	36.86	37.39	36.86	33.46	23.67	4
Phil Ludbrook	159	Honda	S2000	1A	91.74%	37.00	36.59	36.59	33.57	37.16	36.94	36.94	33.89	23.24	5
Roger Coote	164	Ginetta	G4	B	96.01%	36.68	36.40	36.40	34.95	36.23	35.38	35.38	33.97	23.16	6
Paul Clarke	241	Morgan	Roadster	B	95.65%	38.77	36.60	36.60	35.01	36.34	35.58	35.58	34.03	23.10	7
Simon Ashby	246	Morgan	4/4	B	96.28%	37.98	37.11	37.11	35.73	36.98	36.93	36.93	35.56	21.57	8
Paul Slade	168	Jaguar	E Type	B	94.25%	38.86	38.09	38.09	35.90	38.00	37.82	37.82	35.65	21.48	9
Jamie Fisher-Pearson	154	MG	Midget	1A	87.37%	42.74	41.96	41.96	36.66	42.26	41.97	41.97	36.67	20.46	10
John Pollard	161	Mazda	MX5 - NC	1A	90.12%	40.88	41.49	40.88	36.84	41.29	44.18	41.29	37.21	19.92	11
George Proudfoot	245	Morgan	Series 1	1A	81.31%	48.92	47.89	47.89	38.94	48.06	48.00	48.00	39.03	18.10	12
Noor Ali	155	Mazda	MX5	B	89.79%	46.54	46.00	46.00	41.30	45.33	45.09	45.09	40.49	16.64	13
Andrew Mawbey	156	Scimitar	SS1	1A	84.21%	48.74	47.67	47.67	40.14	48.43	48.28	48.28	40.66	16.47	14
Nigel Varney	240	Alfa Romeo	Giulia Coupe	B	91.57%	45.82	44.70	44.70	40.93	44.87	44.44	44.44	40.69	16.44	15
Emma Ali	855	Mazda	MX5	B	89.92%	50.71	49.34	49.34	44.37	48.70	48.43	48.43	43.55	13.58	16

The Oily Rag

Rounds 19, 20, 21, 22, & 23

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Wiscombe

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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.