



Classic Marques Speed Challenge

The Oily Rag



Rounds 24 & 25

Goodwood | Castle Combe

06 & 20 October 2018



The Oily Rag Round 24 – Goodwood

Round 24 Goodwood 06 October 2018

In the days leading up to the Tunbridge Wells MC & Sevenoaks & District MC Goodwood Sprint I think all the competitors, myself included, were watching the weather forecast with anticipation.

AFTER WHAT WAS A GLORIOUS WEEK, THE FORECAST RAPIDLY DETERIORATED AHEAD OF SATURDAY'S EVENT



The CM class had 10 entrants, which arrived to a chilly but dry Goodwood. The practice run at this event is unusual, consisting of a single double lap run before going straight into single lap timed runs. The organisers requested prompt and incident free practice runs, with a view to fitting in two dry timed runs before the weather was due to close in at around lunch time.

Practice runs were dry, but unfortunately not quite incident free, with Howard Barnard's MX5 leaving the track at Madgwick. Once back in the paddock Howard asked for T-Cut, whilst optimistically looking at the crumpled front wing! The T-cut it turned out was for removing tyre wall marks from the headlamp, luckily only superficial damage to the car sustained and he was able to continue into the timed runs.

The Oily Rag

Round 24 – Goodwood continued

06 October 2018

The rain started just in time for our first timed run, as a result, and without exception all 10 of us went slower than in practice. Gordon Pearce went fastest in his Porsche Cayman, with Howard's MX5 snapping at his heels on handicap. Following a considerable gap in proceedings, there was then myself (Nick Keyser) in 3rd in my SS1 and Merv Brake in his MX5 just .29s behind me. Then came the trio of MGs driven by Mike Cole, Rob Orford, and Martyn Phyllis.



The Oily Rag

Round 24 – Goodwood continued

06 October 2018

For Noor and Emma Ali it was their first time at Goodwood, a daunting venue on a good day let alone in the weather we had. They enjoyed the circuit but retired during T2 to limp home with differential problems. Mark Harris had his work cut out in what I can image are less than TVR friendly conditions to bring the car home in a very close 7th.

Before T2 the rain got worse, accepting that we wouldn't go any quicker, we decided to give it a go anyway! There were a lot of delays due to incidents and whilst cars were recovered, which meant queuing up to the start line seemed to take forever. By the time we ran it was a washout. The organisers called it a day after T2, and we headed home to dry off and warm up.



Name	Event Number	Marque	Model	Tyres	Factor	P1	P2	Best Practice	Practice H'cap	R1	R2	R3	Best	Best H'cap	H'cap time diff	Diff adj for length	Points	Position
Gordon Pearce	81	Porsche	Cayman	1A	92.72%	104.34	None	104.34	96.75	107.40	121.02	RET	107.40	99.59	-	0.00	25.00	1
Howard Barnard	73	Mazda	MX5 - Sup	1A	90.19%	103.08	None	103.08	92.97	112.23	121.69	RET	112.23	101.22	1.63	0.82	24.18	2
Nick Keyser	79	Scimitar	SS1	B	95.91%	109.56	None	109.56	105.08	113.81	134.12	RET	113.81	109.16	9.57	4.81	20.19	3
Merv Brake	78	Mazda	MX5	1A	86.38%	119.39	None	119.39	103.13	126.70	137.50	RET	126.70	109.45	9.86	4.95	20.05	4
Mike Cole	76	MG	B GT	B	90.49%	114.63	None	114.63	103.72	122.57	DNR	RET	122.57	110.91	11.32	5.68	19.32	5
Rob Orford	75	MG	B Roadster	B	90.68%	110.59	None	110.59	100.28	122.81	146.08	RET	122.81	111.36	11.77	5.91	19.09	6
Mark Harris	80	TVR	Cerbera 4.2	B	97.12%	117.44	None	117.44	114.06	120.14	132.30	RET	120.14	116.68	17.10	8.58	16.42	7
Martyn Phillis	74	MG	A Coupe	B	88.81%	115.46	None	115.46	102.54	131.54	143.60	RET	131.54	116.83	17.24	8.66	16.34	8
Noor Ali	77	Mazda	MX5	B	89.79%	130.51	None	130.51	117.18	130.54	142.65	RET	130.54	117.21	17.62	8.85	16.15	9
Emma Ali	177	Mazda	MX5	B	89.92%	141.61	None	141.61	127.34	162.17	DNR	RET	162.17	145.82	46.24	23.21	10.00	10

Classic Marques - Round 24 - Goodwood - Saturday 6th October 2018

Nick Keyser

The Oily Rag Charity Update



Charity update

At time of writing our charity contributions for Prostate Cancer UK stand at an **excellent £1,716,00**; of which £1,266.00 is via JustGiving and £450.00 from direct contribution. A remarkable £350.00 was recently raised by Hilary Pollard through the sales of her wonderful tote bags over the Shelsley Walsh weekend. We're very grateful for the time and energy that she's put into this work.

Don't forget, if you want polo shirts with the new CM logo then they remain available at £15.00 each (plus a free old style one while stocks last), so contact me at stompionspiders@btinternet.com. I'll be telling you about some beanie hats and baseball caps that we have on offer soon!

Noor Ali

Classic Marques Charity Champion



The Oily Rag
Round 25 – Castle Combe
20 October 2018

Round 25
Castle Combe
20 October 2018



This last round of our season has been building in tension and anticipation as the championship lead gap between Roger Fish and Howard Barnard has flexed for a few months with neither lacking in steely determination. Roger has been in front with Howard gaining wins and closing up, and as the guys n gals rolled into the foggy Combe paddock the question of who would do the deed today and win the trophy was as heavy in the air as the Wiltshire fog.

The Oily Rag

Round 25 – Castle Combe continued

20 October 2018

P1

Well, the day didn't start great for some as Rob Orford forgot his race suit and so returned home to collect; probably took his time and had a nice cuppa, being a local. Then the bumblebee wouldn't run cleanly, and needed a new set of plugs to sort that out.

The marshals meanwhile stared at the fog for two hours and then decided there wasn't time for two practices so a convoy run and one practice would have to suffice. Some from a preceding class were driving so erratically that our novices, here for the first time (Em and Noor), were none the wiser where it went or what the line was.



John Wadsworth had driven down especially to see the Wiltshire fog and for his first ever look at Combe; everyone thought such a seasoned competitor had been loads of times before.

I caught up with Phil Jones at lunch; he was marshalling today at Avon Rise before lunch and Quarry afterwards. Thank you Phil.

The Oily Rag

Round 25 – Castle Combe continued

20 October 2018

P2

And suddenly the fog lifted and Class A1 was called at 11:20 with our tribe trundling out an hour later. The day was fast disappearing as time marched on and progress through the field was slow. Watching as a spectator at Quarry, I noted that Josh Oakes was fastest through, Trevor McMaster was the smoothest, and Howard the most ragged.

Tops after our single practice run on handicap:

1. H Barnard – 78.42
2. R Fish – 80.68
3. J Oakes – 82.02
4. R Orford – 84.02
5. R Coote – 84.90



T1

Trevor's G32 was going well on its first CM outing but brakes are very wooden. Radiator is just holding together although needs changing. The Oakes's Scim running "failure free" and going great. The MG challenge is led by Rob O 5 Sec clear of Mike Cole.

Roger Coote (Ginetta G4) and Jamie Fisher-Pearson (MG Midget) are separated by 0.25s.

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Round 25 – Castle Combe continued
20 October 2018



Mike Cole



Roger Coote

Jovial jester Hilly had a lead sole made (see photo) for Roger Coote's driving shoe. Roger gave it to Em and she knocked 4 Sec off when fitted for T1, and Roger lost 2.6 s from P2 to T1. It was obviously helping rather a lot. Whilst Roger Fish squeezed some more time out of the Honda, improving by 1.8 seconds, Howard too found a little more knocking 0.6 off his P2 time.



Jamie Fisher

Tops after T1 on handicap:

1. H Barnard 77.84
2. R Fish 78.90
3. J Oakes 80.64
4. R Orford 83.41
5. Trev 85.36

Even though I was only spectating ice cream after T1 was the order of the day.



Roger Coote's Driving Shoe

The Oily Rag

Round 25 – Castle Combe continued

20 October 2018



Roger Fish



John Brunner



Howard Barnard

T2

With the tension mounting as the time approached for the final run Roger was noticeably absent; probably in a quiet corner working out where he could improve to post the required quicker time.

Only some CM drivers, however, got a T2 run due to a coolant spill. By the time the car was recovered and the problem identified the meeting had ground to a halt then the 6pm curfew beckoned and it became obvious that only small number could complete a run in the available time. So at 5:45 the runners queued for the start did a u-turn and headed back to the paddock. MSA rules are that every car must be offered a timed run if it is to count towards the official results of the event.

This unfortunate news wins Howard the red 25 and the championship for 2018. Roger Fish is second by less than half a point. Both Howard and Roger were gutted, with neither wanting it to end like that. They congratulated and commiserated and hugged saying just wait for next year. As the whole class of CM had not completed a T2 run the result stands on the T1 times alone.

Howard's fast run in T1 sealed the championship but Roger's fightback was Herculean – he had never driven the track in this configuration but you wouldn't have known from the closeness of the times. A worthy winner and worthy runner up after a very long hard fought battle. Well done to both.

Perhaps we'll all get lead insoles made for next year to beat our 3rd placed championship driver Steve Hill. Well done mate.

The Oily Rag

Round 25 – Castle Combe continued

20 October 2018

Name	Event Number	Marque	Model	Tyres	Factor	P1	P2	Best Practice	Best Practice H'cap	R1	R2	R3	Best	Best Run H'cap	H'cap time diff	Diff adj for length	Points	Position
Howard Barnard	101	Mazda	MX5 - Sup	1A	90.19%	86.95		86.95	78.42	86.31		NONE	86.31	77.84	-	-	25.00	1
Roger Fish	104	Honda	S2000	B	93.47%	86.32		86.32	80.68	84.41		NONE	84.41	78.90	1.06	0.68	24.32	2
Josh Oakes	812	Scimitar	S1	B	96.69%	84.83		84.83	82.02	83.40		NONE	83.40	80.64	2.80	1.80	23.20	3
Rob Orford	103	MG	B Roadster	B	90.68%	92.66		92.66	84.02	91.99		NONE	91.99	83.41	5.57	3.58	21.42	4
Trevor McMaster	82	Ginetta	G32	B	96.26%	90.45		90.45	87.07	88.68		NONE	88.68	85.36	7.52	4.83	20.17	5
Tony Browne	119	Triumph	Dolomite Sprint	B	92.00%	96.56		96.56	88.83	94.05		NONE	94.05	86.53	8.68	5.58	19.42	6
Nick Keyser	109	Scimitar	SS1	B	95.91%	90.76		90.76	87.05	90.23		NONE	90.23	86.54	8.70	5.59	19.41	7
Jamie Fisher-Pearson	110	MG	Midget	1A	87.37%	99.55		99.55	86.98	99.72		NONE	99.72	87.13	9.29	5.96	19.04	8
Jim King	108	Scimitar	SS1	1A	88.50%	99.24		99.24	87.83	98.52		NONE	98.52	87.19	9.35	6.01	18.99	9
Roger Coote	111	Ginetta	G4	B	96.01%	88.43		88.43	84.90	91.11		NONE	91.11	87.48	9.64	6.19	18.81	10
Mike Cole	105	MG	B GT	B	90.49%	99.45		99.45	89.99	96.98		NONE	96.98	87.75	9.91	6.37	18.63	11
John Brunner	102	Ginetta	G20	B	95.47%	92.62		92.62	88.42	93.55		NONE	93.55	89.31	11.47	7.37	17.63	12
Martin Paine	117	Triumph	TR6	1A	86.70%	104.02		104.02	90.18	104.23		NONE	104.23	90.37	12.52	8.05	16.95	13
Stephen Oakes	112	Scimitar	S1	B	96.39%	96.78		96.78	93.29	96.76		NONE	96.76	93.27	15.43	9.91	15.09	14
John Wadsworth	106	Mazda	MX5 Mk 3	1A	90.51%	102.84		102.84	93.09	104.60		NONE	104.60	94.68	16.84	10.82	14.18	15
Noor Ali	100	Mazda	MX5	B	89.79%	105.50		105.50	94.73	105.47		NONE	105.47	94.70	16.86	10.83	14.17	16
Samantha Browne	120	Triumph	TR4	B	89.09%	110.69		110.69	98.62	112.30		NONE	112.30	100.05	22.21	14.27	10.73	17
Emma Ali	800	Mazda	MX5	B	89.92%	124.36		124.36	111.82	120.47		NONE	120.47	108.33	30.49	19.58	10.00	18

Classic Marques - Round 25 - Castle Combe - Saturday 20th October 2018

As darkness fell on the emptying paddock and folks got their kit together and headed for home. I thank everyone for their determined competitive spirit, no matter what their position in the pecking order, as battles go on right across the spectrum of our drivers. It's great to see and a pleasure to report on.

See you at the dinner in November.

Phil Ludbrook

The Oily Rag
Rounds 24 & 25



Who are 2019's pin ups?

£15 each

(£5 from each Calendar to be donated to our
chosen charity Prostate Cancer UK)

Limited numbers available – pre-order now and
collect on Saturday 17th November at the CM dinner*

* plus P&P if postal delivery preferred

The Oily Rag

Classic Marques Classifieds

Alfa Romeo Giulia 1971 Reg no. JJD 75K

My very special Bertone Junior is up for sale. It attracts a lot of admirers and has 2 characters, one is a performance Classic road car sitting on period GTA Corsa wheels, the other allows the owner to take part in Classic hill climbs, sprints and continental speed events. It complies with MSA scrutineering requirements. A well known car in AROC circles.



This is an excellent car which is maintained regardless of cost and is in top mechanical condition. It was originally restored in 2000 and altered to the GTA style together with Harvey Bailey fast road suspension, GTA exhaust system, Monza fuel cap and GTA Corsa wheels. The 1300 engine was rebuilt as a 1962cc Nord engine.

In a 10 year period the following substantial work was carried out:

1. New paintwork 2015 & new roof lining.
2. Engine rebuild with new liners, bearings, cylinder head ported, new high competition pistons fitted, flywheel lightened (all June 2010).
3. Engine hoses replaced.
4. Replacement refurbished gearbox.
5. New Accuspark pointless ignition 2018.
6. Oil pump replaced and Oil cooler fitted Feb 2016
7. New Head gasket 2017
8. Oil change and new filter in last 1,000 miles – Oil pressure gauge fitted
9. New starter motor & wiper motor
10. Refurbished back axle with LSD fitted, new Callipers, discs and pads
11. Propshaft refurbished & centre support bearing replaced Feb 2015
12. New fuel pump and new replacement lockable Monza fuel cap
13. New Radiator 2017 and fitted with secondary electric fan
14. Wheels GTA Veloce wheels fitted with Continental performance 185/70/14H road tyres (new tyres June 2018)
15. 2nd Set of Wheels – Minilite 15inch wheels with Toyo T1R performance tyres 195/50/15V (new tyres 2018)
16. New fitted carpets
17. New air horn
18. 18. New Momo steering wheel
19. Period Corbeau seats fitted with Willans four point harnesses
20. Rear half Roll Cage fitted

The Oily Rag

Classic Marques Classifieds

All the above work has been carried out by Alfa specialist, Alex Jupe Motorsport or Peter Smart Classic Alfa's. The twin carburettors were set up by Airey Tuning Co and they measured the engine power at 170bhp. Carbs tuned May 2018.

The car is road tax exempt and the MOT exempt from May 2018. There is a service history back to 1980. Car will be sold with a voluntary MOT.

Also included are the original front seats and the steering wheel.

Also Deluxe Garage elasticated car cover – red with Alfa logo.

This is an exciting car to drive on the road or track with the instant response from the lively engine and the great intuitive feedback from the suspension set up. A car which is fettled and ready to use.

Price £29,500 ovno
nvarney158@gmail.com



The Oily Rag

Rounds 24 & 25

Credits for this issue of The Oily Rag:

Goodwood

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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.
