



Classic Marques Speed Challenge

The Oily Rag



Round 8

Goodwood

11 May



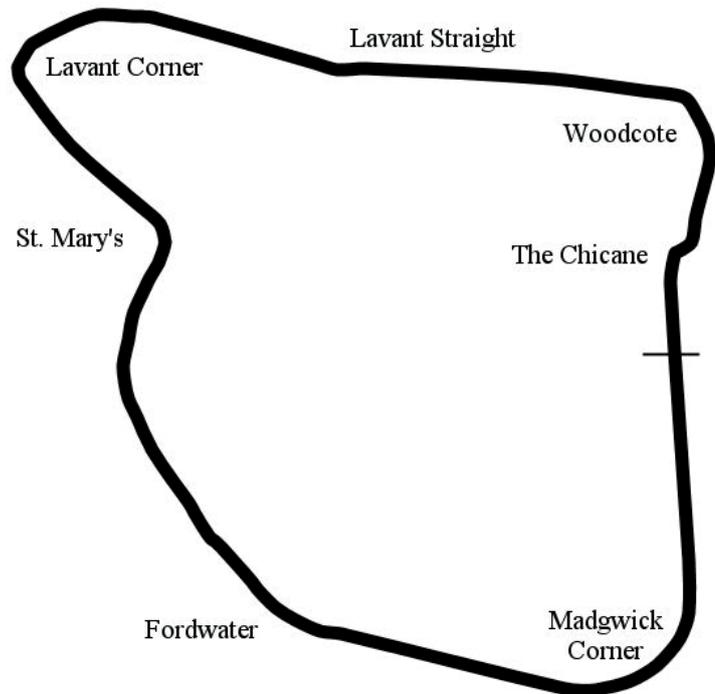
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It's 8am and the paddock shuffles itself about as though backstage before a grand performance begins. The old stagers strut their stuff, completely at home in their surroundings but there are also novices getting ready to take their first wobbly steps onto the hallowed stage we know as the **Goodwood race circuit**.

As usual, the Classic Marques contenders and their buddies in the TVRCC Speed Championship are well down the running order and so there is free time for banter and tomfoolery. But beneath the bonhomie, there is absolute focus and determination to get the job done. We can joke about it afterwards, but let's not pretend we are doing this for fun. We are doing it for glory. Today's prize is not the plastic trophy – it is the coveted Red 25. It is about the thrill and kudos of sitting atop the leaderboard.



Goodwood Circuit

IGNORE THE NUTS AND BOLTS JUMPING ABOUT IN YOUR DASHBOARD AND PROTESTATIONS FROM YOUR ENGINE...

Practice at Goodwood for the experienced drivers is about sighting and remembering and getting a feel for today's tarmac. The weather was dry but not guaranteed to stay so. For our less experienced drivers Goodwood seems enormous. It is fast and wide and it tempts you to believe you are a racing driver rather than a bank clerk, coal merchant or blacksmith. It is an amazing feeling – flat out along the top straight, keep it nailed through the Fordwater kink, don't be intimidated by Noname as it tightens in front of you. Try not to think about Stirling Moss catching fire as you power through St Mary's then move left

for the sharp turn in to the Lavant corners before sighting the exit and getting the power down early as you hit the long Lavant straight. Ignore the nuts and bolts jumping about in your dashboard and protestations from your engine on the rev limiter as valves bounce within nano-seconds of destruction. Braking really late into Woodcote, move wide left and then across to the exit apex in one perfect arc. Flat up to the chicane – flick right and left, power down early and flat to the finish. How hard can it be? Well, very hard to get it all right if truth be told. Our practice handicap times tell a familiar story...

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Nigel Walton



Mark Everett

It was good to see Nigel Walton at the top for one week during his 15 seconds of fame. We should award an extra point for that.

Mark Everett and his restored TVR Griff 500 are performing well. Mark's actual time was 97.50 is pretty impressive, especially from cold. Next up, Howard Barnard (MX5 Sup), Alan Hugh Davies (Griff 4.3) are predictably close behind, and then Rob Orford in the bright yellow MGB. Making up the top 5 is new CM contender Shaun Roche in the Dolly Sprint. I was watching Shaun coming through Woodcote and he really knows how to pedal that thing. George Proudfoot, on the other hand, was complaining of terrible buffeting as he powered down the Lavant Straight. Howard asked him if he'd seen the plane taking off by any chance? Lightbulb moment, much hilarity.



Rob Orford



The Culprit



Shaun Roche

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The format for the event had been changed from previous years and we were offered one practice and three timed runs. This works well for CM because we have always allowed three timed runs to count for the results. It does, however mean that the first of the timed runs is before lunch and now is the time to bank one! Get a decent time on the board; it doesn't have to be earth shattering but it does need to be good. If it hisses down with rain, or your car blows up or becomes incontinent without warning at least you have something to take home.

First timed run saw Everett and Barnard change places. Mark's time was a little slower but Howard had that strange look in his eye. If you've ever seen Robert Newton's famous portrayal of Long John Silver; it's a bit like that. Howard's exit line through Woodcote took in all of the run-off area and several acres of grass verge but he hung on like Mad Max and emerged in a dusty haze of gravel and grass clippings.



Robert Newton as Long John Silver



Mark Harris

This is Goodwood so we are looking for huge improvements in Run 1. They didn't disappoint. Nigel Walton was 7.6 seconds to the good and both Mark Harris (1.6 MX5), George Proudfoot and Trevor McMaster were all up by over 5 secs. There were many other great improvements but I should mention John Wadsworth who had driven 300 miles for the event. His improvement of over 3 secs must have been very welcome. Don Bissell is new to CM this year and an MGC is a bit of a handful but he too took over 3 seconds off which was just the start of the impressive improvements for his day.



George Proudfoot



Trevor McMaster

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The second timed run was a bit lacklustre with some going slower but the TVRs of Everett, Blacklee, AH Davies were all up a second and Don Bissell took off another 3 seconds. The rest of the MGs went slower and Nick Keyser had a problem with turbo boost when a pipe blew off under pressure. This meant that Howard caught him up so was awarded a bonus run. You can imagine how well that went down in the paddock. Just to wrap up Run 2, Gordon Pearce put in a time virtually identical to his first. I got the feeling he was going to try something new on his final run. The high spot of run 2 was hearing that

George Proudfoot's goggles had blown away while he was flying down the Lavant Straight at top speed. No probs though because sprinters are a supportive lot and surely some could be found. Richard Blacklee drives a TVR Chimaera with the roof down so is required to wear a full face helmet or goggles. Richard kindly lent his goggles to George for run 3 but the changeover was a bit tight. As if choreographed, George got back to the paddock just in time to hand the sweaty goggles back to Richard for his final outing for the day.



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George must have left some magic fluence on there because Richard went a full 3 seconds faster.

Run 3 and all to play for but Goodwood is no less uncompromising at 4pm than it is at 9am so despite our improved familiarity, the obstacles are just as unforgiving. It was apparent though that no-one gave a hoot about the obstacles; there was not one of our number not trying their hardest. Gordon was trying very hard indeed and spun on the exit to the chicane – he must have been quite cross, it was a good lap up till then. In the final analysis, Mr Barnard was a bit slower on Run 3 but had done enough. Victor Everett was a lot slower so Red 25 went to Howard. AH Davies was 3rd and Rob Orford a solid 4th. Shaun Roche was 5th and Nick Keyser's first timed run gave him 6th. See full results.

The third run also brought out best of day performances from Martyn Phillis in his MGA, George Proudfoot, Trevor McMaster and Don Bissell who took off yet another 3 seconds! Don Bissell was improver of the day with over 9 seconds.



Richard Blacklee
(wearing goggles)



Howard Barnard



Alan Hugh Davies



Martyn Phillis

We now lurch sideways into the hillclimb season with events at **Prescott (25th May)** and **Harewood (2nd June)** next on the calendar. *Keep it on the black stuff people!*

Steve Cox

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Name	Event Number	Marque	Model	Tyres	Factor	P1	P2	Best Practice	Best Practice H'cap	R1	R2	R3	Best timed run	Best Timed H'cap	H'cap time diff	Diff adj for length	Points	Position
Howard Barnard	122	Mazda	MX5	1A	90.32%	103.58		103.58	93.55	101.10	100.57	100.69	100.57	90.83			25.00	1
Mark Everett	140	TVR	Griffith 500	1A	93.88%	97.50		97.50	91.53	98.07	96.94	99.62	96.94	91.01	0.18	0.10	24.90	2
Alan Hugh Davies	136	TVR	Griffith 4.3	1A	93.24%	102.40		102.40	95.48	100.91	99.36	99.82	99.36	92.64	1.81	1.00	24.00	3
Rob Orford	116	MG	B Roadster	B	89.83%	107.57		107.57	96.63	103.94	105.38	105.21	103.94	93.37	2.54	1.40	23.60	4
Shaun Roche	26	Triumph	Dolomite Sprint	B	89.91%	109.41		109.41	98.37	107.46	109.23	DNR	107.46	96.61	5.78	3.18	21.82	5
Nick Keyser	121	Scimitar	SS1	C	96.02%	105.17		105.17	100.98	101.05	135.25	105.42	101.05	97.03	6.19	3.41	21.59	6
Gordon Pearce	120	Porsche	Cayman	1A	93.72%	107.56		107.56	100.81	103.75	103.64	111.40	103.64	97.14	6.31	3.47	21.53	7
Martyn Phillis	117	MG	A Coupe	B	88.07%	113.56		113.56	100.01	111.91	114.46	111.44	111.44	98.15	7.32	4.03	20.97	8
Trevor McMaster - TVR	118	TVR	Chimaera 450	1A	92.85%	115.66		115.66	107.39	110.74	111.55	107.85	107.85	100.14	9.31	5.12	19.88	9
Mike Cole	115	MG	B GT	B	89.72%	116.88		116.88	104.86	112.50	118.32	114.93	112.50	100.93	10.10	5.56	19.44	10
George Proudfoot	113	Morgan	Series 1	1A	80.81%	132.89		132.89	107.39	127.76	126.68	125.41	125.41	101.35	10.52	5.79	19.21	11
John Wadsworth	119	Mazda	MX5 Mk 3	1A	90.54%	120.13		120.13	108.77	116.93	119.98	117.56	116.93	105.87	15.04	8.28	16.72	12
Don Bissell	33	MG	MGC	1A	86.45%	131.79		131.79	113.93	128.87	125.31	122.76	122.76	106.13	15.30	8.42	16.58	13
Richard Blacklee	138	TVR	Chimaera 450	1A	92.60%	117.90		117.90	109.17	119.60	118.07	115.68	115.68	107.11	16.28	8.96	16.04	14
Mark Harris - Mazda	135	Mazda	MX5 Mk1	1A	89.12%	129.19		129.19	115.13	124.10	123.23	125.70	123.23	109.82	18.99	10.45	14.55	15
Nigel Walton	114	Triumph	Spitfire	1A	83.87%	140.11		140.11	117.51	132.48	131.46	131.76	131.46	110.26	19.43	10.69	14.31	16

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Classic Marques Sports Car Club would like to thank
Toyo Tires UK for their continued and generous sponsorship in 2019

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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.

At the end of the 2018 season a set of Toyo tyres was presented to our championship winner Howard Barnard by Alan Meaker from Toyo Tires UK.