



Classic Marques Speed Challenge

The Oily Rag



Rounds 6 & 7

Ty Croes

4 & 5 May



The Oily Rag

Ty Croes – Round 6

Saturday 4 May 2019

After the disappointment of the Croft cancellation Saturday at Ty Croes Anglesey was my (Roger Fish) first Classic Marques outing this year. The early morning journey along the A55 was nice and quiet and the weather was bright. In the distance, though, I could see snow covered mountains in the distance, which was a bit of a surprise.

For those of you unfamiliar with Anglesey race circuit there are excellent facilities there. The food in the clubhouse is good and pit garages are available for a reasonable cost if you share them between four cars. The paddock is huge and well marked out with plenty of power points for motorhomes. Signing on is in the paddock office where the results are displayed courtesy of Chris and Roger from Time Team Timing. These two are spot on and provide split times and a speed trap. Individual and class details can be printed on demand and comprehensive data are provided on printed lists regularly pinned on the notice board.

**THE HIGHLIGHT OF THIS LAYOUT IS TWO GOES AT SCHOOL CORNER...
A SWEEPING UPHILL RIGHT HANDER WHICH COMBINES THE THRILL
OF A LONG HIGH SPEED CORNER WITH EQUAL AMOUNTS OF
APPREHENSION ABOUT HOW MUCH SPEED YOU CAN USE**

The course on Saturday was two laps of the National circuit. The highlight of this layout is two goes at School corner which is a sweeping uphill right hander which combines the thrill of a long high speed corner with equal amounts of apprehension about how much speed you can use. On the first lap you arrive from the start in third gear and you can keep accelerating through the corner – ALMOST – in the end you have to feather the throttle, but definitely NO BRAKES! At least until you get to the 120° left at Rocket where you need maximum braking at the last minute while you snatch second. On the second lap you get the full length of the start/finish straight to build up speed for the entry to School. This time you are well into fourth – but don't change down, you will lose too much speed. The tyres are warm by now so just a touch of braking is enough to turn in then hang on with as much throttle as you can.



Nigel Walton

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Ty Croes – Round 6 – continued

Saturday 4 May 2019



John Payne



Simon Baines

MGCC (the organisers) prefer not to allocate us our own class so we were spread out quite a bit starting with me on No9 right through to Ian Beningfield on No80 and John Payne on No84. It was really close at the top after P1. I was 0.06 ahead of Martin Rowe after applying handicaps. Next up was Steve Lyle on 121.03, then the Morgan brigade of Simon Baines, Paul Clarke, Clive Glass, Nick Bolton and Simon Ashby with Matt Eady joining them. The Scimitars of Steve Cork and Ben Curry and Trevor McMaster's Ginetta were next. In all there were 19 Classic Marques starters and we represented about 20% of all the entrants. As the course comprised two laps only one practice was necessary. So next up we were straight into the timed runs. My R1 didn't go well!

The start here is slightly downhill and when the light went green the start line guys yelled "Go" and let go of my car. I was having a senior moment and must have rolled forward before I let in the clutch so I had my longest ever 64ft time of 5.92secs. This meant I was well off the pace and resolved that I would have to resort to using the handbrake at the start which I don't like doing. Simon Baines had the quickest actual time on 124.52 but sadly it was only good enough for third place behind Martin Rowe and Steve Lyle. Matt Eady got his act together and improved by 4 seconds whilst most of the front runners only improved slightly. Nick Bolton, Ian Beningfield, Brian Crouch, Peter Smith, Alan Foster and Nigel Walton made big improvements.



Matt Eady



Brian Crouch

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Ty Croes – Round 6 – continued

Saturday 4 May 2019

R2 wasn't much better for me I missed the change from second to third between Rocket and Peel TWICE and finished up going into Peel in neutral. This is not a good plan! The back lost grip and I pirouetted through 360o and recorded another rubbish time. Meanwhile Martin Rowe (was a model of consistency with a virtually identical time whilst Steve Lyle was a bit slower. All the other front runners but in good times but there were no big moves. Paul Clarke had a bit of a moment, though and lost about 6 seconds.



Martin Rowe



Trevor McMaster

So on to R3 and I needed to give myself a good talking to and managed to do a reasonable start and went over the line in 126.11secs which turned out to be a PB at this event. Several others also kept their best runs for R3. Simon Baines muscled his Morgan round in 123.92, Matthew Eady found well over a second and Trevor McMaster in the other Ginetta did too. There was a long list of others who also kept the best till last including the Scimitar pilots Steve Cork, Ben Curry and Peter Smith, Nick Hall in his MR2, Ian Beningfield's Midget and George Proudfoot and Alan Foster in their Morgans.



Ben Curry



George Proudfoot

THERE WAS A LONG LIST OF OTHERS WHO ALSO KEPT THE BEST TILL LAST INCLUDING THE SCIMITAR PILOTS...

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Ty Croes – Round 6 – continued

Saturday 4 May 2019



Unusually for Classic Marques the final results were a bit spread out. I was first with Martin second. Steve Lyle was just 0.01 ahead of Simon Baines in third. The top ten was completed by Clive Glass, Paul Clarke, Matthew Eady, Simon Ashby, Trevor McMaster and Nick Bolton, but the midfield was very close. The presentations were made in the club house and although we didn't have our own class I was able to announce the top five CM places just before the FTD award was given out. Some enjoyed food and convivial company in the club house before dispersing to our various digs and motorhomes where we hoped to get a good sleep before we started it all again the next day.



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Ty Croes – Round 6 – continued
Saturday 4 May 2019

Classic Marques - Round 6 - Anglesey - Saturday 4th May 2019																		
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	9	Honda	S2000	B	93.24%	128.31		128.31	119.64	134.83	130.07	126.11	126.11	117.59	-	-	25.00	1
Martin Rowe	10	Honda	S2000	B	93.07%	128.62		128.62	119.70	127.79	127.75	127.84	127.75	118.89	1.31	0.56	24.44	2
Steve Lyle	21	Porsche	Boxster S	1A	95.85%	126.27		126.27	121.03	125.66	126.74	125.74	125.66	120.44	2.86	1.21	23.79	3
Simon Baines	47	Morgan	Roadster	B	97.21%	125.49		125.49	121.99	124.52	124.36	123.92	123.92	120.47	2.88	1.22	23.78	4
Clive Glass	46	Morgan	Plus 8	B	93.85%	130.91		130.91	122.86	129.16	129.10	129.39	129.10	121.16	3.58	1.52	23.48	5
Paul Clarke	45	Morgan	Roadster	B	94.91%	128.75		128.75	122.20	128.39	136.54	128.19	128.19	121.67	4.08	1.74	23.26	6
Matthew Eady	35	Ginetta	G4	B	96.07%	132.76		132.76	127.55	128.87	128.96	127.53	127.53	122.52	4.94	2.10	22.90	7
Simon Ashby	43	Morgan	4/4	B	94.53%	131.29		131.29	124.11	130.73	130.23	130.62	130.23	123.11	5.52	2.35	22.65	8
Trevor McMaster	34	Ginetta	G32	B	94.96%	134.06		134.06	127.30	132.66	131.02	129.69	129.69	123.15	5.57	2.37	22.63	9
Nick Bolton	44	Morgan	Plus 8	B	94.92%	135.28		135.28	128.41	131.48	133.46	133.47	131.48	124.80	7.21	3.07	21.93	10
Steve Cork	19	Scimitar	SS1 Ti	1A	92.23%	138.14		138.14	127.41	137.08	136.66	136.23	136.23	125.65	8.06	3.43	21.57	11
Nick Hall	12	Toyota	MR2 T-Bar	1A	89.45%	145.82		145.82	130.44	144.20	141.64	140.94	140.94	126.07	8.48	3.61	21.39	12
Ben Curry	20	Scimitar	SS1	1A	91.15%	140.23		140.23	127.82	139.22	147.81	138.79	138.79	126.51	8.92	3.79	21.21	13
Ian Beningfield	80	MG	Midget	1A	83.22%	157.89		157.89	131.40	153.35	155.46	153.85	153.35	127.62	10.03	4.27	20.73	14
Brian Crouch	24	Scimitar	GTE	1A	87.75%	150.03		150.03	131.66	145.85	149.84	147.77	145.85	127.99	10.40	4.42	20.58	15
George Proudfoot	36	Morgan	Series 1	1A	80.81%	165.39		165.39	133.66	180.47	163.19	160.86	160.86	130.00	12.41	5.28	19.72	16
Peter Smith	22	Scimitar	SS1	1A	93.52%	144.52		144.52	135.16	141.08	141.27	140.87	140.87	131.75	14.16	6.02	18.98	17
Alan Foster	42	Morgan	Plus 8	B	94.13%	148.85		148.85	140.11	143.20	141.01	140.50	140.50	132.25	14.66	6.23	18.77	18
Nigel Walton	3	Triumph	Spitfire	1A	83.87%	170.85		170.85	143.30	164.30	162.37	162.86	162.37	136.18	18.60	7.91	17.09	19

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Ty Croes Round 7 – continued

5 May 2019

Sunday – In fact we were all able to have a bit of a lie in because there was no need to sign on again or be scrutineered or briefed before the fun started again at 9.30. This time we were using the International circuit which is the one that is used for the British Saloon Car and F3 championships. It's a different challenge. School Bend is bypassed on the International circuit but in its place you get Church which is a very challenging fourth gear right hander which leads onto a very fast section which rises up to Rocket bend. The final approach to Rocket is through a slight hollow followed by a hint of a right hander up to the 120° lefthander. The hollow really seems to compress your car onto the track and it is somehow released up the rise towards the late, late braking point for Rocket. By that time my car is well into 5th gear at somewhere around 115–120mph and that right hand adjustment at maximum speed is a really testing moment.

We had to have two practice runs and it was pretty close at the top with the first eight covered by about four seconds. Martin was just slightly ahead of me with Simon and Matt close behind. In R1 I managed to find another half second for a PB, but Martin couldn't match his best practice time. Simon Baines was pushing hard and he was wonderfully consistent with actual times of 98.50, 98.50, 98.58 and 98.50. Yes, there were four timed runs, only three to count for CM, but all four counted for other championships some of us were entered in. In the end the top three stayed the same, followed up by Matthew Eady, Simon Ashby, Nick Clarke, Clive Glass, newcomer Adrian Smith in his Z4, Steve Cork and Nick Hall rounded out the top ten.

THE HOLLOW REALLY SEEMS TO COMPRESS YOUR CAR ONTO THE TRACK AND IT IS SOMEHOW RELEASED UP THE RISE TOWARDS THE LATE, LATE BRAKING POINT FOR ROCKET



The Oily Rag

Ty Croes Round 7 – continued

5 May 2019



Steve Cork



Nick Hall

The Morgans had a good day especially Simon Baines whose car is fearsomely quick, but their classic suspension and, presumably, lack of chassis stiffness is probably a factor compared to some of the newer designs. Sadly George Proudfoot's lovely Series 1 Morgan suffered a drive shaft failure and Trevor McMasters Ginetta broke its gearbox. But other than that everyone survived to fight another day.

As a footnote I do like statistics and I found the speed trap information on Sunday interesting. The fastest cars were Robbie Birrels Evora V6 420 and David Dysons Porsche 911SC/RS who were equal at 118.4mph, followed by Peter Taylors Boxster on 111.8mph Simon Baines Morgan was next quickest on 108.8mph. The Hondas by comparison were down at 100.6mph and Matt Eady's Ginetta at 103.2mph. The speed trap incidentally is not at the fastest part of the circuit but on the exit from Church – which gives a feel of how fast it can be taken!

Roger Fish

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Ty Croes Round 7 – continued

5 May 2019

Classic Marques - Round 7 - Anglesey - Sunday 5th May 2019																		
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	9	Honda	S2000	B	93.24%	104.31	102.43	102.43	95.51	101.89	102.39	102.05	101.89	95.00	-	-	25.00	1
Martin Rowe	10	Honda	S2000	B	93.07%	104.06	102.47	102.47	95.37	102.82	111.82	104.05	102.82	95.69	0.69	0.36	24.64	2
Simon Baines	47	Morgan	Roadster	B	97.21%	100.75	99.06	99.06	96.30	98.90	98.50	98.58	98.50	95.76	0.75	0.40	24.60	3
Matthew Eady	35	Ginetta	G4	B	96.07%	103.89	102.56	102.56	98.53	101.76	101.07	101.32	101.07	97.10	2.10	1.10	23.90	4
Simon Ashby	43	Morgan	4/4	B	94.53%	108.41	106.86	106.86	101.02	105.10	104.86	103.19	103.19	97.55	2.54	1.34	23.66	5
Paul Clarke	45	Morgan	Roadster	B	94.91%	104.91	116.00	104.91	99.57	110.43	105.29	103.22	103.22	97.97	2.96	1.56	23.44	6
Clive Glass	46	Morgan	Plus 8	B	93.85%	106.06	104.88	104.88	98.43	105.14	104.70	105.28	104.70	98.26	3.26	1.72	23.28	7
Adrian Smith	25	BMW	Z4	1A	90.35%	110.91	110.42	110.42	99.76	109.41	108.78	110.69	108.78	98.28	3.28	1.72	23.28	8
Steve Cork	19	Scimitar	SS1 Ti	1A	92.23%	113.70	110.72	110.72	102.12	110.49	108.73	109.31	108.73	100.28	5.28	2.78	22.22	9
Nick Hall	12	Toyota	MR2 T-Bar	1A	89.45%	115.10	114.22	114.22	102.17	112.82	114.26	113.79	112.82	100.92	5.91	3.11	21.89	10
Nick Bolton	44	Morgan	Plus 8	B	94.92%	110.92	107.75	107.75	102.28	106.73	107.28	107.11	106.73	101.31	6.31	3.32	21.68	11
Ben Curry	20	Scimitar	SS1	1A	91.15%	114.15	111.00	111.00	101.18	113.04	111.20	112.22	111.20	101.36	6.36	3.35	21.65	12
Ian Beningfield	80	MG	Midget	1A	83.22%	126.81	122.26	122.26	101.75	122.34	124.10	122.63	122.34	101.81	6.81	3.58	21.42	13
Brian Crouch	24	Scimitar	GTE	1A	87.75%	120.57	118.83	118.83	104.28	119.57	118.83	116.93	116.93	102.61	7.61	4.00	21.00	14
John Wadsworth	4	Mazda	MX5 Mk 3	1A	90.54%	117.23	117.62	117.23	106.14	115.72	115.64	117.23	115.64	104.70	9.70	5.10	19.90	15
Alan Foster	42	Morgan	Plus 8	B	94.13%	119.69	112.44	112.44	105.83	112.33	112.80	111.64	111.64	105.08	10.08	5.30	19.70	16
Peter Smith	22	Scimitar	SS1	1A	93.52%	122.50	116.84	116.84	109.27	113.01	115.08	147.56	113.01	105.69	10.69	5.63	19.37	17
Nigel Walton	3	Triumph	Spitfire	1A	83.87%	142.84	135.53	135.53	113.67	131.54	130.65	128.83	128.83	108.05	13.05	6.87	18.13	18

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4 & 5 May 2019

Credits for this issue of The Oily Rag:

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Photos Neil Lambert from Lambosport Photography	Magazine Editor Steve Cox

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.