



Classic Marques Speed Challenge

The Oily Rag



Rounds 9 & 10

Prescott and Harewood

25 May & 2 June



**PROSTATE
CANCER UK**

PROUD SUPPORTER

The Oily Rag

Prescott – Round 9

Saturday 25 May 2019

The **90th Anniversary event of the Bugatti Owners Club Prescott Hill Climb** had a slow start for me and Sam (Motorsport friend from Chapel). We arrived at a very sunny Prescott just as P2 was about to start, but first I met pat. Firstly, I drove over pat, and then stood in pat; that's right, cow pat!

On reaching the CM paddock we were updated to hear of some non-starters:

- Matt Tobutt with the very unfortunate fire in his Lotus whilst in repair, (surprised he was still in the programme).
- Mark Everett, with his TVR Griff stuck in the locker room; driver's door lock broken and pouring beer onto the problem hadn't seemed to fix it, so more beer was called for, rather than remove the seat.
- Peter Owles in the Sunbeam Tiger: no info for non-start.
- Nick Bolton with Morgan v8: no info for non-start.

Other recent adventurers were Steve Hill, removing 2 offside wings during a low level approach at Werrington, and Gary Dawkins (Lotus Exige 410) following some of Hilly's advice of 'flat over cattle grid'; I guess the newer Lotus was probably going 30 mph faster over the grid than the older car so what applies to one very rarely applies to another. Gary is fine and as chirpy as ever, although the Exige is very, very poorly.

So, onto the Prescott event. Your reporter didn't realise that the TVR Griff was absent until well after lunch, as Mark had offered to be duty scribe. Reporting was started to recover the day from then on; my fault for not picking up on the Fb posts earlier...

A great selection of our cars had entered our Classic Marques class for this event with a strong Scimitar SS1 contingent (King family Jim and Andy, Pete Smith, and Phil Howard) and the MG Midgets of Jamie Fisher-Pearson and Roy Clarke; you'll hear about our runners in the MG classes later. A smattering (the best collective noun I could think of for the MX5 drivers) of MX5s driven by the Ali family (Emma and Noor), current series leader Howard Barnard, John Wadsworth and Mark Harris; supported by 4 Ginettas with G4 x2 (Eady and Coote), G20 Rob Pallet, and G33 of Graham Beale. Next up 3 porkers (Boxster S of Steve Lyle, Cayman S of Gordon Pearce, and the 924 of Stuart Maclean. These were complimented by the Browne family Triumphs (Tony and Sam) Dolly Sprint and TR4A, the Spitfire of Nigel Walton, and TR7 V8 of Steve Small. Always striving to be different were the Jones family with a Marcos 1800GT for Phil and Fiat Arbarth 1000TC for son Lloyd. In his last event ever was Alan Johnson of Sherborne with his Morgan 4. These were all parked on the glorious sunny banks of grass just by the adjacent bacon roll and timing huts.

A GREAT SELECTION OF OUR CARS HAD ENTERED OUR CLASSIC MARQUES CLASS FOR THIS EVENT WITH A STRONG SCIMITAR SSI CONTINGENT...

The Oily Rag

Prescott – Round 9 – continued
Saturday 24 May 2019

P1

We had a huge CM field of 34 cars, with most running in Class 4, but preceded by the MGBs' of Mike Cole, Rob Orford and Richard Withers, and the Midgets of Ian Beningfield and John Payne spread across the MG classes of pre and post 1966. Alan Foster, Morgan v8 ran in the BOC Sports Cars handicap class. There was a most unusual event in P1, whilst trying out the new Extreme tyres on the white B GT Richard Withers went into the Armco at the Esses with minor damage to car and recorded a FAIL on the time sheet.

On scratch after P1 Steve Lyle in the Boxster S led our field on 49.69, followed by Graham Beale in the very interactive Ginetta G33 on 50.88

P2

Lloyd Jones suffered mechanical trouble after P2 with a starter issue that side-lined him for the rest of the day after posting an improved time in P2. Emma Ali spun in the Esses, taking a bit much speed into the first left hander, and suffered only pride damage going considerably quicker than her first outing here last year. On an organisational note, the early classes made their T1 runs before lunch; was this a first I wondered?



Steve Lyle



Lloyd Jones



Graham Beale



Emma Ali

The Oily Rag

Prescott – Round 9 – continued

Saturday 24 May 2019

Top 5 on handicap as the guys started their lunch were:

1. Steve Lyle – 47.08
2. Howard Barnard – 47.68
3. Matt Eady – 48.09
4. Rob Orford – 48.46
5. John Payne – 49.60



After John's blue 1380 Midget, there were another 4 drivers on 49 seconds, so all very close at the front.

T1

We spectated from just above Pardons Hairpin for T1, which breezed past fairly uneventfully. Most of the CM guys took either a very tight or very wide line, with only a small number flying through losing no time. Matt Eady was so wide he almost contacted the outside tyre wall, and this was a carbon copy of the line taken by Roger Coote in a very similar G4; must have read the same section on the G4 owner's manual about hairpin cornering. Andy King, Scimitar SS1 and so very early in his hill climb career, almost ground to a halt long enough to say hello – your line was great though Andy so keep the momentum going. Graham Beale posted our FTD with scratch time of 48.75.



The Oily Rag

Prescott – Round 9 – continued
Saturday 24 May 2019

Steve Hill had a good run and jumped into 3rd with his first decent time of the day. Roger Coote posted a PB and gained support from the Can-Can girls as a result.



Steve Hill



Roger Coote being encouraged with PB

Top 5 on handicap after T1 were:

1. Steve Lyle – 46.93
2. Howard Barnard – 47.80
3. Steve Hill – 47.97
4. Rob Orford – 48.06
5. Matt Eady – 48.26

T2

After some place juggling between P2 and T1, on to T2 we went with the Steve going faster to extend his lead over Howard, who went a little slower than in P2. Steve Lyle couldn't go any quicker in T2, and although Howard did it was not sufficient to overcome his rival leaving the margin at 0.17 sec. That will translate into a healthy 24 point score that will be useful at the end of the year for our defending champ. Matt Eady got his foot down and improved by 0.75 seconds leaping into 3rd. Hilly went quicker by a few tenths to take 4th and push Rob Orford who didn't go quicker into 5th.

ROGER COOTE POSTED A PB AND GAINED SUPPORT FROM THE CAN-CAN GIRLS AS A RESULT.

The Oily Rag

Prescott – Round 9 – continued

Saturday 24 May 2019

Graham Beale repeated his FTD time exactly, just to prove it wasn't a fluke.

Top 5 on handicap after T2 were:

1. Steve Lyle – 46.93
2. Howard Barnard – 47.10
3. Matt Eady – 47.54
(Well done on breaking the 50s barrier)
4. Steve Hill – 47.71
5. Rob Orford – 48.06

Editor's note: It was good to see Steve Lyle take his first win of the season. The handicapping has done its stuff and he is our 5th winner this year. If, like me, you enjoy the stats, please take a quick look at this simple table. As you can see, it shows the finishing places of our top drivers and whilst it is not as good an indicator as our average points table, it does show how well our drivers are doing against each other. Classic Marques handicapping is effective over the whole season – some cars will do better on hills, some on circuits. Horses for courses as they say, but great to see so many different cars taking a Red 25. We have some great drivers in our championship and it will be close to the end of season again in 2019!

| Name | Marque | Model | R1 Gurston | R2 Gurston | R3 Croft | R4 Wiscombe | R5 Wiscombe | R6 Anglesey | R7 Anglesey | R8 Goodwood | R9 Prescott | Average Position |
|-----------------|---------|---------------|------------|------------|----------|-------------|-------------|-------------|-------------|-------------|-------------|------------------|
| Roger Fish | Honda | S2000 | - | - | - | - | - | 1 | 1 | - | - | 1.00 |
| Mark Everett | TVR | Griffith 500 | 1 | 1 | - | - | - | - | - | 2 | - | 1.33 |
| Martin Rowe | Honda | S2000 | - | - | - | - | - | 2 | 2 | - | - | 2.00 |
| Howard Barnard | Mazda | MX5 | 2 | 4 | - | 2 | 2 | - | - | 1 | 2 | 2.17 |
| Steve Hill | Lotus | Lotus 7 Ser 2 | 3 | 2 | - | 1 | 1 | - | - | - | 4 | 2.20 |
| Steve Lyle | Porsche | Boxster S | 4 | - | - | - | - | 3 | - | - | 1 | 2.67 |
| Simon Baines | Morgan | Roadster | - | - | - | - | - | 4 | 3 | - | - | 3.50 |
| Richard Withers | MG | B GT | 5 | 3 | - | - | - | - | - | - | 5 | 4.33 |

Well done for those new to our championship if this was your first event, and I trust you were well looked after and made to feel welcome by our regulars. All seemed to have made improvements throughout the day or since last year if this was your 2nd attempt at Prescott.

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Prescott – Round 9 – continued
Saturday 24 May 2019

New Recruit for 2020?

There was a rather old Fiat making a big noise up hill, and would qualify for CM, but I'm not sure how Graham would sort out the handicap. The tyres would be race tyres as definitely not 1A or 1B. I'm not even sure if it runs on pump fuel. Duncan Pittaway's S76 was popular with the crowds, seen below starting the Esses.

Thanks to everyone competing for a very enjoyable day of motor sport in a wonderful setting and glorious weather.



Duncan Pittaway with The Beast

Phil Ludbrook

Fond Farewell

Alan Johnson has competed for 50 years, latterly in his Morgan 4/4 and with a full season last year with Classic Marques. After a prostate cancer diagnosis and radio therapy he has decided to sell his Morgan, trailer, motor home, suit, helmet etc. Alan said his PSA blood test, at 47, was rather over the 'do nothing' threshold of 5. He encourages all the fellas in CM to get a PSA blood test soon, as this cancer is a hidden threat to life. I'm sure you'll all join with me in wishing Alan well for the future in his 'new life after motor sport', and if you're interested in any of the items for sale in Sherborne, I'm sure he can be contacted via Steve Cox. As Prostate Cancer UK is our current charity, it's a very poignant reminder from Alan for all those reluctant to go for a blood test, yes that's you!



The Oily Rag

Prescott – Round 9 – continued

Saturday 24 May 2019

| 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 | Points | Position |
|----------------------|--------------|----------|-----------------|-------|---------|-------|--------|---------------|---------------------|-------|-------|------|----------------|------------------|-----------------|--------|----------|
| Steve Lyle | 133 | Porsche | Boxster S | 1A | 95.85% | 49.69 | 49.12 | 49.12 | 47.08 | 48.96 | 49.80 | NONE | 48.96 | 46.93 | - | 25.00 | 1 |
| Howard Barnard | 126 | Mazda | MX5 | 1A | 90.32% | 52.80 | 52.79 | 52.79 | 47.68 | 52.93 | 52.15 | NONE | 52.15 | 47.10 | 0.17 | 24.83 | 2 |
| Matthew Eady | 128 | Ginetta | G4 | B | 96.07% | 50.71 | 50.06 | 50.06 | 48.09 | 50.23 | 49.48 | NONE | 49.48 | 47.54 | 0.61 | 24.39 | 3 |
| Steve Hill | 109 | Lotus | Lotus 7 Ser 2 | B | 95.11% | 53.12 | 52.45 | 52.45 | 49.88 | 50.44 | 50.17 | NONE | 50.17 | 47.71 | 0.79 | 24.21 | 4 |
| Richard Withers | 99 | MG | B GT | C | 89.71% | FAIL | 56.46 | 56.46 | 50.65 | 54.65 | 53.32 | NONE | 53.32 | 47.83 | 0.91 | 24.09 | 5 |
| Rob Orford | 76 | MG | B Roadster | B | 89.83% | 55.51 | 53.94 | 53.94 | 48.46 | 53.50 | 53.90 | NONE | 53.50 | 48.06 | 1.13 | 23.87 | 6 |
| Graham Beale | 114 | Ginetta | G33 | race | 100.61% | 50.88 | 49.69 | 49.69 | 49.99 | 48.75 | 48.75 | NONE | 48.75 | 49.05 | 2.12 | 22.88 | 7 |
| Jim King | 116 | Scimitar | SS1 | 1A | 88.65% | 56.41 | 55.96 | 55.96 | 49.61 | 55.38 | 55.36 | NONE | 55.36 | 49.08 | 2.15 | 22.85 | 8 |
| Roger Coote | 120 | Ginetta | G4 | B | 95.78% | 53.48 | 52.44 | 52.44 | 50.23 | 51.34 | 51.55 | NONE | 51.34 | 49.17 | 2.25 | 22.75 | 9 |
| Jamie Fisher-Pearson | 110 | MG | Midget | B | 87.09% | 59.44 | 57.35 | 57.35 | 49.94 | 56.74 | 57.11 | NONE | 56.74 | 49.41 | 2.49 | 22.51 | 10 |
| John Payne | 83 | MG | Midget | B | 92.09% | 54.74 | 53.86 | 53.86 | 49.60 | 53.80 | 54.31 | NONE | 53.80 | 49.55 | 2.62 | 22.38 | 11 |
| Steve Small | 134 | Triumph | TR7 V8 | B | 96.21% | 54.16 | 52.40 | 52.40 | 50.42 | 51.64 | 52.08 | NONE | 51.64 | 49.69 | 2.76 | 22.24 | 12 |
| Rob Pallett | 121 | Ginetta | G20 | C | 93.65% | 59.00 | 54.08 | 54.08 | 50.65 | 53.93 | 53.13 | NONE | 53.13 | 49.76 | 2.83 | 22.17 | 13 |
| Mike Cole | 75 | MG | B GT | B | 89.72% | 59.25 | 55.96 | 55.96 | 50.21 | 56.15 | 55.83 | NONE | 55.83 | 50.09 | 3.16 | 21.84 | 14 |
| Alan Foster | 50 | Morgan | Plus 8 | B | 94.13% | 54.85 | 54.47 | 54.47 | 51.27 | 53.28 | 53.76 | NONE | 53.28 | 50.15 | 3.22 | 21.78 | 15 |
| Ian Beningfield | 82 | MG | Midget | 1A | 83.22% | 61.92 | 61.36 | 61.36 | 51.06 | 61.17 | 60.33 | NONE | 60.33 | 50.21 | 3.28 | 21.72 | 16 |
| Stuart Maclean | 125 | Porsche | 924 | B | 90.97% | 57.33 | 55.76 | 55.76 | 50.73 | 55.60 | 55.39 | NONE | 55.39 | 50.39 | 3.46 | 21.54 | 17 |
| Gordon Pearce | 129 | Porsche | Cayman | 1A | 93.72% | 56.58 | 54.14 | 54.14 | 50.74 | 54.24 | 53.93 | NONE | 53.93 | 50.55 | 3.62 | 21.38 | 18 |
| John Wadsworth | 127 | Mazda | MX5 Mk 3 | 1A | 90.54% | 58.21 | 56.86 | 56.86 | 51.48 | 56.98 | 57.41 | NONE | 56.98 | 51.59 | 4.66 | 20.34 | 19 |
| Tony Browne | 118 | Triumph | Dolomite Sprint | B | 91.80% | 58.94 | 57.99 | 57.99 | 53.23 | 57.51 | 57.10 | NONE | 57.10 | 52.42 | 5.49 | 19.51 | 20 |
| Roy Clarke | 119 | MG | Midget | B | 88.18% | 60.65 | 59.36 | 59.36 | 52.35 | 59.57 | 59.93 | NONE | 59.57 | 52.53 | 5.60 | 19.40 | 21 |
| Nigel Walton | 111 | Triumph | Spitfire | 1A | 83.87% | 66.07 | 63.28 | 63.28 | 53.07 | 63.28 | 62.66 | NONE | 62.66 | 52.55 | 5.63 | 19.37 | 22 |
| Phil Howard | 108 | Scimitar | SS1 | 1A | 88.00% | 66.10 | 60.48 | 60.48 | 53.22 | 62.43 | 60.13 | NONE | 60.13 | 52.91 | 5.99 | 19.01 | 23 |
| Alan Johnson | 124 | Morgan | Roadster 4/4 | B | 91.82% | 59.70 | 58.76 | 58.76 | 53.95 | 58.35 | 58.06 | NONE | 58.06 | 53.31 | 6.38 | 18.62 | 24 |
| Noor Ali | 907 | Mazda | MX5 | B | 90.79% | 59.54 | 59.49 | 59.49 | 54.01 | 59.20 | 58.91 | NONE | 58.91 | 53.48 | 6.56 | 18.44 | 25 |
| Mark Harris - Mazda | 131 | Mazda | MX5 Mk1 | 1A | 89.12% | 62.26 | 59.98 | 59.98 | 53.45 | 61.29 | 60.06 | NONE | 60.06 | 53.52 | 6.60 | 18.40 | 26 |
| Andy King | 908 | Scimitar | SS1 | 1A | 87.81% | 63.97 | 63.03 | 63.03 | 55.34 | 66.05 | 61.03 | NONE | 61.03 | 53.59 | 6.66 | 18.34 | 27 |
| Phil Jones | 123 | Marcos | 1800 GT | B | 94.71% | 59.86 | 57.19 | 57.19 | 54.17 | 58.07 | 57.92 | NONE | 57.92 | 54.86 | 7.93 | 17.07 | 28 |
| Peter Smith | 113 | Scimitar | SS1 | 1A | 93.52% | 62.69 | 59.91 | 59.91 | 56.03 | 59.48 | 59.52 | NONE | 59.48 | 55.63 | 8.70 | 16.30 | 29 |
| Samantha Browne | 117 | Triumph | TR4 | B | 87.62% | 67.91 | 64.48 | 64.48 | 56.50 | 64.50 | 64.27 | NONE | 64.27 | 56.31 | 9.39 | 15.61 | 30 |
| Emma Ali | 107 | Mazda | MX5 | B | 90.91% | 66.67 | 123.97 | 66.67 | 60.61 | 67.59 | 68.59 | NONE | 67.59 | 61.45 | 14.52 | 10.48 | 31 |
| Lloyd Jones | 112 | Fiat | Abarth | B | 88.32% | 63.84 | 61.17 | 61.17 | 54.03 | DNS | DNS | NONE | | | | 0.00 | 32 |

Classic Marques - Round 9 - Prescott - Saturday 25th May 2019

The Oily Rag

Harewood – Round 10

Sunday 2 June 2019

Hello Chaps and Chapesses. Welcome to Harewood Oily Rag. Having been volunteered for this journalistic responsibility, I decided I would apply a more girly perspective. I thought people might like to hear about the latest paddock fashions; who has the most colourful tent, who can fit the most folding chairs into a small two seater and which driver did the best one legged underpants dance whilst changing for the drive home. Much more interesting than wheels, horses, who went fastest, slowest or not at all – and of course the technical staple of all meets, tyres! Only joking so here we go.

HAVING BEEN VOLUNTEERED FOR THIS JOURNALISTIC RESPONSIBILITY, I DECIDED I WOULD APPLY A MORE GIRLY PERSPECTIVE. I THOUGHT PEOPLE MIGHT LIKE TO HEAR ABOUT THE LATEST PADDOCK FASHIONS...

The day began as forecast with heavy grey clouds and the odd spit spot, everyone looking skyward with fingers crossed. Even the kites were hiding away. Business started promptly but P1 was immediately halted as the first car out broke at Chippy's, leaving the next competitors adrenalin pumped (some shaking) primed and ready once recovery was sorted. All cars went through without incident except John Pollard who decided the grass at Farmhouse obviously needed mowing and thus made a small diversion but then changed his mind and hit the tarmac once again. Everyone seemed content with their first run particularly newcomer Darryl Crosby. His first hillclimb and a respectable time too. So positions after P1 were a head coldy Matt Eady in first followed by Steve Lyle then Matt Rowe.



The Oily Rag

Harewood – Round 10 – continued

Sunday 2 June 2019



Matt Eady



Simon Baines

P2 saw most people improve significantly. Darryl Crosby decided to outdo Mr Pollard with an exuberant attempt at crop circling at Chippy's. He did, however regain control to cross the line with the loss of 7 seconds. First rule of Hillclimbing; enthusiasm is great but walking the track is a must even if you have to skip brekky. Andy King improved to the tune of 5.8 secs, well done birthday boy. P2 finished with Matt Eady still in front, Steve Lyle second and Roger Fish in third.

First timed run a little delayed but at noon a single Kite was spectating from the greyness above. Once underway the wind increased bringing even darker clouds looming overhead and some precipitation. A mixed bag on this run, some drivers saw improvement whilst others were a little slower due to the potentially moist conditions. The S2000 boys admitted backing off a touch and full respect was given to Matt Eady who was undaunted by the rain. At the end of T1 Matt Eady in first, Simon Baines second in the Morgan and Steve Lyle third.

Lunchtime refuelling with eggy rolls, cups of hot beverage and catch up conversation. Team Scimitar had a latecomer in the form of a spectacular cake for Andy King's 25th birthday. A replica of his car down to the smallest detail of the yellow dual drive tape, and yes it did have a better paint job. Very well done to the baker and icers, it was yummy. Although it did look like a rather sad cut n shut by the time we'd all had a piece. I was amazed to meet a fellow koumpounophobe (you know who you are) and glad I'm not the only total weirdo in the world. Yeah go on, stick it in google folks, it's a crazy thing.



Andy King

The Oily Rag

Harewood – Round 10 – continued

Sunday 2 June 2019

T2 and Team Honda were fighting it out good and proper but Roger Fish just keeping ahead of Matt. Something to do with scotch eggs according to Matt Rowe but I'm not sure I want to dwell on that thought too much. All drivers improving except Ben Curry who was doing ok on the approach to Quarry but something "clearly went adrift between me and the finish line". John Pollard's "visualisation" session over lunch obviously wasn't as beneficial as planned as he was slower too. Maybe a pillow would have helped. Keith Dobinson's Mk1 Escort Mexico was attracting a good deal of nostalgic attention and ultimately gave him better times than his Lagonda on the Saturday. Thank you to Brian Marshall for the loan (probably permanent) of a pencil because I was already starting to forget information I felt sure I'd remember later in the day. T2 1st 2nd 3rd as T1. By T3 the conditions definitely were becoming more challenging. Whereas the paddock was not too wet, the track was clearly going to be. Only a few drivers were faster this time out, everyone else was, unsurprisingly, more circumspect. Positions unchanged at the end of this run but many PB's today; I'll name the ones I know, apologies if I've missed anyone: Phil Howard, Jim King (who went faster each run), Andy King, Steve Lyle, Roger Fish, Noor Ali, Matt Eady, Darryl Crosby.



**BY T3 THE CONDITIONS
DEFINITELY WERE BECOME
MORE CHALLENGING.**

The Oily Rag

Harewood – Round 10 – continued

Sunday 2 June 2019



I'd like to thank all at Harewood for a great day of relaxed but efficient motorsport. The marshals kept everything moving swiftly along. There were red flags aplenty, one driver taking three attempts to complete his run up the hill, but all competitors had opportunity to do their three timed runs.

Stuart Maclean, I hope you got your pint on the way home. After 23 years campaigning I'm sure the car knew exactly where to stop.

Second rule of Hillclimbing: Remember hay fever tablets.....Noor



The Oily Rag
Harewood – Round 10 – continued
Sunday 2 June 2019

I'D LIKE TO THANK ALL AT HAREWOOD FOR A GREAT DAY OF RELAXED BUT EFFICIENT MOTORSPORT. THE MARSHALS KEPT EVERYTHING MOVING SWIFTLY ALONG.

Thanks to those gents who bought polo shirts. (Just to update on the charity status, the CM Just giving page stands at £585.00 plus an additional donation from John Wadsworth. Part of that sum was raised by Nigel Hodson at a works coffee morning.)



I'm sorry guys but there has just got to be a fashionista ending. Steve Lyle wins first prize for his MARVEL style helmet and visor and Roger went home in his newly purchased polo shirt. Very dapper he looked too! Congrats on the red 25.

Emma Ali

The Oily Rag

Harewood – Round 10 – continued

Sunday 2 June 2019

Editor's note: Outside of the Classic Marques class there was a hard fought struggle taking place in Camp Morgan. Simon Baines in the throaty V6 Roadster only just shaded Clive Glass in a Plus 8 but the handicap difference was just 0.04 of a handicap second. And a coat of paint behind these two was Paul Clark in another Plus 8. Thrilling stuff! Simon Ashby's BDA powered Roadster was close but the cars with the big grunt took it home this time but it wasn't for want of trying. Nick Bolton and Alan Foster were in the mix too which made for a very competitive Morgan class.



Simon Baines



Clive Glass



Paul Clark



Simon Ashby



Nick Bolton



Alan Foster

The Oily Rag

Harewood – Round 10 – continued

Sunday 2 June 2019

| Name | Event Number | Marque | Model | Tyres | Factor | P1 | P2 | Best | Practice H'Cap | R1 | R2 | R3 | Best Timed | H'cap | H'cap time diff | Diff adj for length | Points | Position |
|-------------------------|--------------|----------|-------------------|-------|---------------|-------|-------|-------|----------------|-------|-------|-------|------------|-------|-----------------|---------------------|--------|-----------|
| Roger Fish | 62 | Honda | S2000 | B | 93.24% | 68.72 | 66.36 | 66.36 | 61.88 | 68.83 | 66.67 | 66.63 | 66.63 | 62.13 | - | - | 25.00 | 1 |
| Matthew Eady | 65 | Ginetta | G4 | B | 96.07% | 67.09 | 65.53 | 65.53 | 62.96 | 65.84 | 64.91 | 65.07 | 64.91 | 62.36 | 0.23 | 0.19 | 24.81 | 2 |
| Martin Rowe | 63 | Honda | S2000 | B | 93.07% | 68.18 | 68.19 | 68.18 | 63.45 | 70.72 | 67.28 | 68.26 | 67.28 | 62.62 | 0.49 | 0.39 | 24.61 | 3 |
| Steve Lyle | 64 | Porsche | Boxster S | 1A | 95.85% | 67.10 | 66.28 | 66.28 | 63.53 | 66.95 | 65.55 | 65.46 | 65.46 | 62.74 | 0.61 | 0.49 | 24.51 | 4 |
| Simon Baines | 24 | Morgan | Roadster | B | 97.21% | 69.12 | 67.60 | 67.60 | 65.72 | 66.26 | 66.66 | 65.24 | 65.24 | 63.42 | 1.30 | 1.04 | 23.96 | 5 |
| Clive Glass | 23 | Morgan | Plus 8 | B | 93.85% | 70.81 | 67.86 | 67.86 | 63.69 | 67.62 | 68.03 | 67.86 | 67.62 | 63.46 | 1.34 | 1.08 | 23.92 | 6 |
| Paul Clarke | 22 | Morgan | Roadster | B | 94.91% | 71.55 | 68.60 | 68.60 | 65.11 | 67.94 | 67.68 | 69.03 | 67.68 | 64.24 | 2.11 | 1.70 | 23.30 | 7 |
| Jim King | 54 | Scimitar | SS1 | 1A | 88.65% | 76.26 | 75.38 | 75.38 | 66.82 | 73.69 | 73.44 | 72.95 | 72.95 | 64.67 | 2.54 | 2.05 | 22.95 | 8 |
| Stuart Maclean | 60 | Porsche | 924 | B | 90.97% | 73.44 | 71.97 | 71.97 | 65.47 | 71.85 | 71.21 | 72.90 | 71.21 | 64.78 | 2.66 | 2.14 | 22.86 | 9 |
| Ben Curry | 53 | Scimitar | SS1 | 1A | 91.15% | 75.68 | 72.98 | 72.98 | 66.52 | 71.62 | 85.56 | 76.69 | 71.62 | 65.28 | 3.16 | 2.54 | 22.46 | 10 |
| Simon Ashby | 20 | Morgan | 4/4 | B | 94.53% | 70.90 | 68.89 | 68.89 | 65.12 | 81.74 | 70.45 | 69.96 | 69.96 | 66.14 | 4.01 | 3.23 | 21.77 | 11 |
| Nick Bolton | 14 | Morgan | Plus 8 | B | 94.92% | 74.35 | 72.74 | 72.74 | 69.05 | 70.52 | 71.26 | 70.42 | 70.42 | 66.84 | 4.72 | 3.80 | 21.20 | 12 |
| Darryl Crosby - Alt SS1 | 52 | Scimitar | 1800 TI | 1A | 87.61% | 76.56 | 83.29 | 76.56 | 67.08 | 76.86 | 76.50 | 78.99 | 76.50 | 67.02 | 4.90 | 3.94 | 21.06 | 13 |
| Alan Foster | 15 | Morgan | Plus 8 | B | 94.13% | 74.35 | 72.68 | 72.68 | 68.41 | 71.81 | 72.99 | 71.22 | 71.22 | 67.04 | 4.91 | 3.95 | 21.05 | 14 |
| Brian Marshall | 61 | Porsche | 944 Turbo | B | 95.82% | 72.52 | 71.09 | 71.09 | 68.12 | 73.13 | 71.10 | 73.37 | 71.10 | 68.13 | 6.00 | 4.83 | 20.17 | 15 |
| Andy King | 55 | Scimitar | SS1 | 1A | 87.81% | 85.41 | 79.54 | 79.54 | 69.84 | 79.17 | 77.71 | 77.91 | 77.71 | 68.24 | 6.11 | 4.92 | 20.08 | 16 |
| John Pollard | 59 | Mazda | MX5 - NC | 1A | 90.11% | 78.61 | 73.86 | 73.86 | 66.56 | 75.98 | 79.40 | 79.48 | 75.98 | 68.47 | 6.34 | 5.10 | 19.90 | 17 |
| Brian Crouch | 58 | Scimitar | GTE | 1A | 87.75% | 84.49 | 82.77 | 82.77 | 72.63 | 81.55 | 79.16 | 79.79 | 79.16 | 69.47 | 7.34 | 5.91 | 19.09 | 18 |
| Phil Howard | 755 | Scimitar | SS1 | 1A | 88.00% | 79.79 | 79.82 | 79.79 | 70.21 | 79.99 | 79.06 | 80.23 | 79.06 | 69.57 | 7.44 | 5.99 | 19.01 | 19 |
| Noor Ali | 57 | Mazda | MX5 | B | 90.79% | 84.40 | 79.47 | 79.47 | 72.15 | 78.82 | 77.53 | 78.35 | 77.53 | 70.39 | 8.26 | 6.65 | 18.35 | 20 |
| Keith Dobinson | 56 | Ford | Mk1 Escort RS2000 | B | 87.99% | 86.30 | 80.90 | 80.90 | 71.18 | 83.95 | 83.77 | 85.40 | 83.77 | 73.71 | 11.58 | 9.32 | 15.68 | 21 |
| Emma Aili | 757 | Mazda | MX5 | B | 90.91% | 94.76 | 86.26 | 86.26 | 78.42 | 87.46 | 86.54 | 86.01 | 86.01 | 78.19 | 16.06 | 12.93 | 12.07 | 22 |

Classic Marques - Round 10 - Harewood - Sunday 2nd June 2019

The Oily Rag
Prescott & Harewood – Rounds 9 & 10
24 May & 2 June 2019

Credits for this issue of The Oily Rag:

Prescott

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(Capture Your Car Photography)

Timekeeper

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Magazine Editor

Steve Cox

Harewood

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Emma Ali

Photos

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Timekeeper

Matt Rowe

Magazine Editor

Steve Cox

Classic Marques Sports Car Club would like to thank
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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.