



Classic Marques Speed Challenge

The Oily Rag



Rounds 13 & 14

Lydden Hill and Castle Combe

13 & 27 July



**PROSTATE
CANCER UK**

PROUD SUPPORTER

The Oily Rag

Lydden Hill – Round 13
Saturday 13 July 2019

ROUND 13 ON THE 13TH HAS A CHILLING FEEL TO IT. FOR SOME, THE GREATEST JOY IMAGINABLE IS BUT A SHORT SKID AWAY, BUT FOR OTHERS ONLY DOOM, DISASTER AND RIDICULE AWAIT...



Jes Firth



Rob Toon

Classic Marques is an equal opportunities championship and we are able to offer varying degrees of ridicule depending upon ability. I should qualify this by saying it is not necessarily those with the least expertise who can expect the most ridicule. If anything, an inverse rule applies. I digress...

The first thing to do was to put behind us all thoughts of the M2 being closed even though it would extend our home journey by many hours. The second thing was to enjoy this entertaining pearl of a circuit nestling, as it does between Canterbury and Dover. I reminded Jes Firth that last time we went to Lydden Hill, the victory and Red 25 were mine for the taking after I'd put in a pretty impressive personal best time in the 84s. And he in turn reminded me that if I'd driven faster he wouldn't have won that day with a time in the 82s. How we laughed and laughed – well, he did.

I have long encouraged CM members to take the long trip east and numbers have grown slowly but are still relatively small – this year we were 12. Rob Toon (Morgan +8) and Richard Blacklee (TVR Chimp 450) attended last year but almost everyone else was new to the circuit apart from Firth who is more familiar with the circuit and its run off areas than anyone. I say almost everyone, because I am sure I remember Richard Carter from Lydden many years ago.



Richard Blacklee

The Oily Rag

Round 13 – Lydden Hill continued

Saturday 13 July 2019

The visibility for spectators at Lydden is among the best in the country so I watched as Jes set off with a hellhound on his tail. As it turned out, the hound must have pressed Jes quite hard into a wide line round the outside of Chessons Drift which caused a cloud of grass, gravel and debris to rise into the atmosphere and reduce track visibility for several minutes. (Testing the envelope he calls it.)

Previous attenders Toon, Blacklee and Carter senior all made confident progress in practice. Graham Beale was trying out some tyres he'd acquired from Howard Barnard but it was hard to get the power down and I could see that a return to slicks would happen before long.

Tunbridge Wells Motor Club & Borough 19 MC (the joint organisers) ran two timed runs before lunch because the event was also a Nat A round and the interminable Top Ten run off had to be included at some time. The two runs gave everyone an opportunity to familiarise themselves with the one mile track layout. Each run was 1.75 laps packed with nuance and danger – brilliant, and exciting.



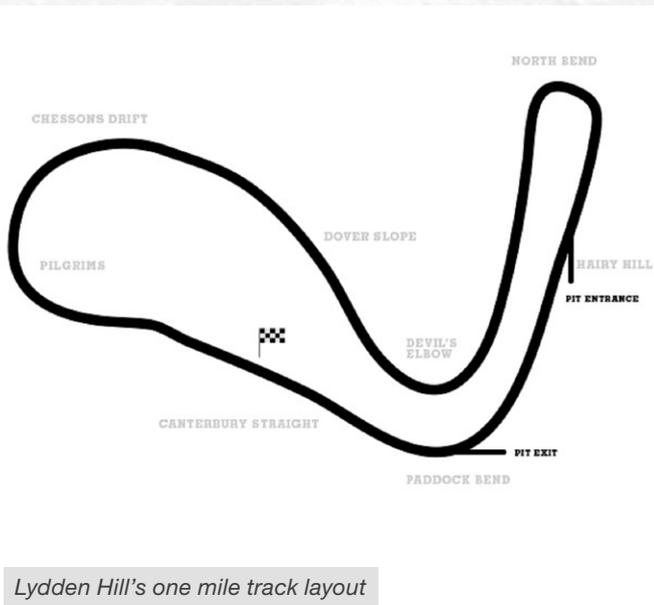
Graham Beale



Mark Harris



Nick Bolton



Lydden Hill's one mile track layout

By lunch time, there were significant improvements across the board; Firth now had banked a time (hallelujah), Graham Beale now had slicks on and was 9 secs up on practice, Rob Pallet (Ginetta G20) 8 secs, Mark Harris (MX5) 6 secs, Nigel Walton in a one owner Spitfire he'd bought from a guy called Bader also up 6 secs and Nick Bolton a full 5 secs to the good. Time for the break.

The Oily Rag

Round 13 – Lydden Hill continued

Saturday 13 July 2019



Rob Pallett



James Carter

We sat down to lunch of a light salad with a little quinoa and prepared ourselves mentally and emotionally for the afternoon's proceedings. The Top Ten run off took for ever but I guess they pay higher entrance fees which helps to reduce the loss on the cost of the venue so it is what it is.

It must have been nearly 3pm by the time Run 3 kicked off. Improvements are now getting smaller but Rob Pallett found a full second and a half to get himself up to 3rd.

Jes didn't care about Round 13 on the 13th – the Red 25 found its way into his trousers but Rob Toon gave him a good run for his money finish just 0.86 of a handicap second adrift – Good points Toony! Rob Pallett swiped Ginetta honours from under Graham Beale's nose as they snaffled positions 3 and 4 whilst Nick Bolton whipped the blue Morgan +8 into a creditable 5th. James Carter was sharing his Dad's Scimitar this week and was unkind enough to beat him, but only by a second.



Rob Toon



John Austin

John Austin and his pretty little Gen 1 Boxster were pleased with their 20 points whilst Don Bissell and Mark Harris will be asking themselves some difficult questions, although probably not about motorsport. Nigel Walton was improver of the day, (after the Ginettas) so well done him.

Steve Cox

The Oily Rag

Round 13 – Lydden Hill continued

Saturday 13 July 2019



Name	Event Number	Marque	Model	Tyres	Factor	P1	P2	Best Practice	Best Practice H'cap	R1	R2	R3	Best Timed	Best Timed H'cap	H'cap time diff	Diff adj for length	Points	Position
Jes Firth	108	TVR	Griffith 500	B	97.48%	4WO				82.37	83.19	82.84	82.37	80.29	-	-	25.00	1
Rob Toon	107	Morgan	Plus 8	B	95.05%	88.36		88.36	83.98	85.93	86.83	86.29	85.93	81.67	1.38	0.86	24.14	2
Rob Pallett	100	Ginetta	G20	C	93.65%	98.24		98.24	92.00	93.47	89.99	88.42	88.42	82.80	2.51	1.56	23.44	3
Graham Beale	101	Ginetta	G33	race	100.61%	93.61		93.61	94.18	88.69	84.68	83.62	83.62	84.13	3.84	2.39	22.61	4
Nick Bolton	98	Morgan	Plus 8	B	94.92%	93.57		93.57	88.82	91.24	89.25	89.02	89.02	84.50	4.21	2.62	22.38	5
James Carter	104	Scimitar	GT Coupe	C	95.13%	95.09		95.09	90.46	89.33	89.57	DNR	89.33	84.98	4.69	2.92	22.08	6
Richard Blacklee	109	TVR	Chimaera 450	1A	92.60%	94.54		94.54	87.54	93.24	92.48	91.97	91.97	85.16	4.87	3.03	21.97	7
Richard Carter	103	Scimitar	GT Coupe	C	95.26%	91.24		91.24	86.91	91.42	91.05	92.09	91.05	86.73	6.44	4.01	20.99	8
John Austin	102	Porsche	Boxter 986	1A	93.28%	95.99		95.99	89.54	95.46	94.67	95.01	94.67	88.31	8.02	4.99	20.01	9
Nigel Walton	105	Triumph	Spitfire	1A	83.87%	112.04		112.04	93.97	106.02	106.45	105.73	105.73	88.68	8.39	5.22	19.78	10
Don Bissell	99	MG	MGC	1A	86.45%	114.91		114.91	99.34	109.59	109.96	110.54	109.59	94.74	14.45	9.00	16.00	11
Mark Harris - Mazda	106	Mazda	MX5 Mk1	1A	89.12%	113.22		113.22	100.90	109.78	107.50	109.24	107.50	95.80	15.51	9.66	15.34	12

Classic Marques - Round 13 - Lydden - Saturday 13th July 2019

The Oily Rag
Round 14 – Castle Combe
Saturday 27 July 2019

Round 14
Castle Combe
27 July 2019



CM EVENTS CO-ORDINATOR PHIL LUDBROOK ASKED ME (ROD WARNER) TO PUT A TR VIEW IN THIS EDITION OF THE OILY RAG WHICH IS COOPERATION BETWEEN ME AND NOOR WHO HAS HIS FINGER ON THE CM PULSE...

The Oily Rag

Round 14 – Castle Combe continued

Saturday 27 July 2019



Rod Warner

I have always known what a friendly, social group Hillclimbers and Sprinters are, which, at Combe became quite a reunion for current and old TR'ers now also CM'ers.

Hugh (Alan) Davies, Gordon (low flying) Pearce, Larry Jeram-Croft were some of the fastest TR's when I started in 95. John Weedon was also competing in the 80's and scooped our Combe 10 points, allegedly due to a new water pump (turbo powered?). Peter Hawkey, who was in a rather special Morgan, introduced himself as the first (?) V8 in the Championship in 1984 and of course we have all the current crew many of whom have been competing for a good while.

To top it Matt and Penny Short turned up who were the original Championship coordinators in 82/83, With Neil Revington's name being the first on the trophy.



Alan Hugh Davies



Gordon Pearce



Larry Jeram-Croft

The Oily Rag

Round 14 – Castle Combe continued

Saturday 27 July 2019

It's great to see how well Classic Marques has progressed from an overlay championship to a standalone club and to see both championships still flourishing. I am glad to say that the TR championship is about as healthy as it's ever been which, has not always been the case, so was glad when CM was formed in case we needed a lifeboat.

Combe, much to everyone's relief, stayed dry while raining heavily just a few miles to east, but I do now have a bit of a phobia about spots of water on the start line screen after previously convincing myself the track will be dry only to find out its not, but the Combe the early spots were dry spots.

The TR runs were pretty consistent with John Weedon (TR4) setting a cracking pace v the bogey with Jim Giddings (TR7V8) and Larry Jeram-Croft (TR7V8) both beating theirs but by a smaller margin. Nick Smith (TR6) was also about on the money though Steve Small (TR7V8) couldn't quite repeat last year's performance to match his bogey – which he had set and even though he spun at Tower on R3 still posted a faster time than yours truly.

It was John Weedon that took the 10 points honours among a very competitive TR group.

Meanwhile, back at Classic Marques, Noor Ali is honorary custodian of the pen this week.

Just the one practice today but very tight between the top three in Classic Marques. Howard Barnard was especially pleased with his leading practice time, claiming his new dandy driving boots were the prime reason for his pace. Steve Lyle and Mark Everett were 0.01 seconds part, a precursor of the ding dong battles that would take place at Combe. As usual, the scoreboard would prove a popular meeting place throughout the event



Nick Smith



Howard Barnard



Howard Barnard's New Boots



Boys round the scoreboard

The Oily Rag

Round 14 – Castle Combe continued

Saturday 27 July 2019



John Austin



James Carter

John Austin entertained all in practice, completely missing the right hander into Bobbies and deciding wisely to take his Boxster through the straight line emergency route, waving to the crowd all the way.

R1 saw some sun, fun and games. Many folks made great improvements on practice. John Austin found the right route round the track gaining him 7 seconds, James Carter in his beast of a Scimitar pulled 6 seconds out of the bag, Nigel Walton found 5 seconds in his Spitfire. Nic Olson in the immaculate Lotus Esprit took first from Howard, with Steve Lyle, Steve Small and Mark Everett in hot pursuit.

Gordon Pearce caused some consternation as he didn't register a time until the very end of R1. Turns out he was chatting away and never heard the call to the start line, completely missing the CM batch! Thankfully the organisers were kind enough to allow him to tag along in his own time.

Lunch followed and when combined with the stifling heat and humidity, this all had a debilitating effect on R2. The vast majority of competitors went slower. At least I had the excuse of changing from 2nd to 5th coming up Avon Rise. Nic Olson continued to improve but John Brunner bought his lovely Ginetta in over 1.5 seconds quicker than R1.



Nigel Walton



Nic Olson

The Oily Rag

Round 14 – Castle Combe continued

Saturday 27 July 2019

R3 was marred by a 30 minute delay after an MX5 in the Vincenzo and Sons Challenge (yes that is a hairdresser sponsoring an MX5 championship!) decided to make a bid for freedom at Avon Rise. The car looked a little worse for wear and the driver had a trip to hospital – hope all was well. Cars and competitors got overheated on the start line and it had the effect of either bringing on the red mist or taking people off the boil.

Characteristically, Howard took the red mist option and very nearly took top spot for the day, but the cool, calm and collected Steve Lyle had a 0.05 second lead on handicap. So Steve Lyle 1st, Howard 2nd, Nic Olson 3rd Steve Small 4th and Mark Everett came in 5th.



The Oily Rag

Round 14 – Castle Combe continued

Saturday 27 July 2019

Best Improver Of The Day was John Austin who took over 8 seconds off his practice time and got better each run – well done. Special mention for Paul Slade who suddenly came alive in R3 and The Car That Made Noor’s Gonads Tingle Award (a new category introduced at Castle Combe) goes to Trevor McMaster’s Ginetta G32, which tears off the line like a guided missile and makes a hearty noise in the process. Mind you, Trev got the red mist good and proper on R3 when he got all crossed up at Quarry and missed both the broken down Porsche on the side of the track and three sets of red lights. I guess it’s hard to see where you’re going through the side windows of the G32 with a turn of oppo on. Good work Trev!

Noor Ali

Huge thanks to Steve Kilvington for the brilliant photos that accompany this article.

The Oily Rag

Round 14 – Castle Combe continued

Saturday 27 July 2019

Name	Event Number	Marque	Model	Tyres	Factor	P1	P2	Best Practice	Best Practice H'cap	R1	R2	R3	Best	Best H'cap Time	H'cap time diff	Diff adj for length	Points	Position
Steve Lyle	114	Porsche	Boxster S	1A	95.85%	68.81		68.81	65.95	68.52	67.24	68.11	67.24	64.45	-	-	25.00	1
Howard Barnard	124	Mazda	MX5	B	92.35%	71.05		71.05	65.61	70.48	70.77	69.86	69.86	64.51	0.07	0.05	24.95	2
Nic Olson	38	Lotus	Esprit S3	Race	99.88%	69.61		69.61	69.53	65.13	64.73	64.71	64.71	64.63	0.19	0.14	24.86	3
Steve Small	41	Triumph	TR7 V8	B	96.21%	70.73		70.73	68.05	68.27	67.92	74.83	67.92	65.35	0.90	0.70	24.30	4
Mark Everett	115	TVR	Griffith 500	1A	93.88%	70.24		70.24	65.94	70.48	70.91	70.72	70.48	66.17	1.72	1.33	23.67	5
Rob Orford	116	MG	B Roadster	B	89.83%	77.34		77.34	69.48	74.45	75.44	75.37	74.45	66.88	2.43	1.89	23.11	6
Alan Hugh Davies	118	TVR	Griffith 4.3	1A	93.24%	74.05		74.05	69.04	71.85	72.47	71.79	71.79	66.94	2.49	1.93	23.07	7
Trevor McMaster	123	Ginetta	G32	B	94.96%	71.36		71.36	67.76	71.22	71.42	FLAG	71.22	67.63	3.18	2.47	22.53	8
Nick Smith	78	Triumph	TR6	B	89.09%	79.94		79.94	71.22	77.94	76.51	76.33	76.33	68.00	3.55	2.76	22.24	9
Larry Jeram-Croft	60	Triumph	TR7 V8	B	91.95%	80.24		80.24	73.78	77.24	76.12	75.15	75.15	69.10	4.66	3.61	21.39	10
Jamie Fisher-Pearson	91	MG	Midget	B	87.09%	82.15		82.15	71.54	80.34	79.85	81.16	79.85	69.54	5.09	3.95	21.05	11
Jim King	119	Scimitar	SS1	1A	88.65%	79.58		79.58	70.55	78.76	79.38	78.61	78.61	69.69	5.24	4.06	20.94	12
Nigel Hodson	121	Mazda	MX5	B	92.90%	79.02		79.02	73.41	75.96	76.12	75.30	75.30	69.95	5.51	4.27	20.73	13
James Carter	107	Scimitar	GTE	C	99.46%	77.27		77.27	76.85	71.28	70.69	RET	70.69	70.31	5.86	4.55	20.45	14
Roderick Warner	40	Triumph	TR7 V8	race	93.64%	78.97		78.97	73.95	75.81	76.33	75.21	75.21	70.43	5.98	4.64	20.36	15
John Payne	109	MG	Midget	B	92.09%	80.66		80.66	74.28	78.08	77.85	76.86	76.86	70.78	6.34	4.92	20.08	16
Gordon Pearce	113	Porsche	Cayman	1A	93.72%	78.46		78.46	73.54	75.95	75.54	76.03	75.54	70.80	6.35	4.93	20.07	17
Nick Hall	108	Toyota	MR2 T-Bar	1A	89.45%	79.77		79.77	71.35	79.30	79.76	79.51	79.30	70.93	6.49	5.03	19.97	18
Stuart Maclean	112	Porsche	924	B	90.97%	79.12		79.12	71.98	78.62	80.26	79.53	78.62	71.52	7.08	5.49	19.51	19
Mike Cole	110	MG	B GT	B	89.72%	84.51		84.51	75.82	80.14	80.75	81.03	80.14	71.90	7.45	5.78	19.22	20
John Brunner	105	Ginetta	G20	B	94.38%	77.21		77.21	72.87	77.78	76.21	RET	76.21	71.93	7.48	5.80	19.20	21
Tony Browne	71	Triumph	Dolomite Sprint	B	91.80%	82.48		82.48	75.71	79.20	79.42	79.85	79.20	72.70	8.26	6.40	18.60	22
John Austin	120	Porsche	Boxter 986	1A	93.28%	87.15		87.15	81.29	80.14	79.12	78.93	78.93	73.63	9.18	7.12	17.88	23
Paul Slade	36	Jaguar	E Type	C	94.25%	80.78		80.78	76.13	79.81	81.06	78.34	78.34	73.83	9.39	7.28	17.72	24
Noor Ali	104	Mazda	MX5	B	90.79%	85.63		85.63	77.74	83.20	83.61	83.67	83.20	75.54	11.09	8.60	16.40	25
Mark Harris - Mazda	117	Mazda	MX5 Mk1	1A	89.12%	89.57		89.57	79.82	85.82	85.81	87.61	85.81	76.47	12.02	9.33	15.67	26
Nigel Walton	94	Triumph	Spitfire	1A	83.87%	98.00		98.00	82.20	93.54	93.01	93.14	93.01	78.01	13.56	10.52	14.48	27
Don Bissell	111	MG	MGC	1A	86.45%	94.97		94.97	82.10	92.64	95.85	RET	92.64	80.09	15.64	12.13	12.87	28
Emma Ali	704	Mazda	MX5	B	90.91%	98.86		98.86	89.87	95.20	94.03	96.03	94.03	85.48	21.03	16.32	10.00	29

Classic Marques - Round 14 - Castle Combe - Saturday 27th July 2019

The Oily Rag

Round 14 – Castle Combe continued

Saturday 27 July 2019

Editor's note:

It is always worth remembering that Classic Marques has several other mini championships running within the main series. Castle Combe brought together 5 Mazdas, 5 MGs, 4 Porsches and 6 Triumphs – and these folks are running against each other in their own private battles. For example, Jim King may have come home 12th in CM but he smugly trousered 25 points in the Scimitar championship. As Rod Warner has said, the Triumphs have their own, very keenly fought series but when they come and look at our scoreboard, it's really each other they seeking out. Nick Smith regularly comes and asks me some impenetrable handicapping question but it's usually about why he is so unfairly penalised against other Triumphs – which he isn't of course but we laugh about it anyway. Out the corner of his eye he could see Rod Warner and Larry Jeram-Croft posting virtually identical times as they crept ever closer to position 2 in the Triumph class within CM. Nick held on to it by a handicap second in the end. Steve Small was in a class of his own though, and thoroughly deserved his excellent 4th place overall on the day.

The MGs have an excellent mini series in CM too and their handicapping has brought them into the mix for 2019. Good to see Jamie Fisher-Pearson's Midget jousting on equal terms with Rob Orford's flying Bumble Bee and both scoring good points. The black MGC was not performing at its best but Don Bissell did his best with it on the day. Good also to see John Payne getting into the swing of it again – it's been a while! Great drivers all.



Jamie Fisher-Pearson



Rob Orford



Don Bissell



Jim King



John Payne

The Oily Rag Charity Update

Charity Update

I'm delighted to announce that we have been able to secure a £2000 donation to Prostate Cancer UK from Lucideon. You will have seen Lucideon's logo on my car; they develop ultra-high performance materials for the likes of Rolls Royce, General Electric, GSK, Zimmerbiomet etc for applications as diverse as aero engines, hip replacements and toothpaste! Tony Kinsella, CEO of Lucideon is seen taking the driving seat of our MX5 outside their Stoke-on-Trent HQ – perhaps we can get him to a hillclimb soon to experience it first hand?

This brings our total to date to £2749.00, versus £4152.00 for the whole of 2018. This is good going, but we need more of you to engage with us on this, either through personal donation, your own local fund raising activity, or through corporate support such as Lucideon. How about asking your employer? Even £100 makes a difference to our efforts.

I'd like to thank those who supported the visit of Lucideon's non-executive director, John Carver, at Prescott earlier this year. He massively enjoyed the day and the discussion about the championship (well done Mr Beale!) and we instrumental in influencing Tony regarding his generous donation.

Noor and Emma Ali

CM Charity Champions



Tony Kinsella with Noor Ali

The Oily Rag

Lydden Hill and Castle Combe – Rounds 13 & 14
13 & 27 July 2019

Credits for this issue of The Oily Rag:

Lydden Hill

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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.