Now in our 23rd Year

FORC

FRESSINGFIELD OILY RAG CLUB

Newsletter

February 2023

FORC - For Motor Sport Enthusiasts



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The View from the Editorial Desk

Visit the FORC Gallery and you will find Stuart Mackay's photographic report from our Festive Fuelling get together at the Fressingfield Swan on Friday 27th January. I hope those of you who were there and reading this now will agree with me that it was a happy, cosy, clubby, evening. If you weren't there better try and get in early next January!

At FORC Towers, the beads of perspiration are drying: Festive Fuelling has been voted a success and our February guest speaker, Gilbert Sills is booked and bookings are coming in; Race Retro bookings too! The Track Evening dates are booked, and, as usual at this time of year we await confirmation of our Peter Andrews Sprint. The planned date for the Tulip Run is 18th June.

We don't, of course, really know what effect the economic situation will have on motorsport. Certainly the sporting press is upbeat about new racing series from a new championship for Ferrari's to variations on the Caterham style theme. You have to dig deeper to get a feel for how things will turnout.

This time last year two of the major motor sport organising clubs were appealing for marshals and officials against the prospect of a full, weekend in, weekend out, programme. I commented that, by comparison, our FORC needs are modest: could you lend a hand at



the Peter Andrews Sprint, on the door at Stradbroke from time to time, help with little things like erecting our flags, the logistics of getting kit to and from, or helping plan and organise the Tulip Run, you add a fresh dimension to your membership as well as get to meet a lot more fellow members and of course put something back? Think about it – committee work is not involved! Let me know!

With the New Year, Ray Dorling retired as collector of admission fees at Stradbroke and Leigh Trevail stepped back from helping produce the Newsletter – his place is taken by Dave Corby. Thank you (and welcome).

Safe and successful Oily Ragging Steve Wyatt



FORC's 2023 Guest Speaker Season

Now in our 23rd Year

FORC

Fressingfield Oily Rag Club

Gilbert Sills

My life in Motor Racing, Midgets to Monaco





Gillie has a raft of unique stories about the characters and engineering involved in Motor Racing, from Ralph Broad to Colin Chapman



Please book online at

www.forc.org.uk

Tickets £10

Wednesday 22nd February 2023 at 07:30pm
Stradbroke Community Centre, Wilby Road, IP21 5JN

Promoted by Fressingfield Oily Rag Club. For further details contact Steve Wyatt on 07903 106773

Meeting Preview February

Gilbert Sills – from Midgets to Monaco

From time to time we discover someone who attends our Stradbroke meetings actually has a really fascinating ‘back story’ to tell. Gilbert Sills, or Gillie to his chums, who emerged into motorsport from the ‘Cretingham Cranks’ - of which all will no doubt be revealed to FORC on 22nd February - is one such!

You could say that Gillie has been involved with Motor Racing all his life, however for our purposes we’ll start with Midget Racers – not the MG variety but single seaters racing around oval tracks. He soon moved into Hot Rods developing a 105E Ford Anglia in which he won the East Anglia Hot Rod Championship in 1970.

Gillie’s reputation as an ace Hot Rod builder led him to Terry Drury Racing where he helped build, and drove, the original Ford GT40 engined Transit Supervan, and in turn, while exhibiting Ford Escort Hot Rods at the Racing Car Show met Ralph Broad of Broadspeed.

His eight year term at Broadspeed involved preparing the successful Escorts and Capri’s and the Dolomite Sprint with which Andy Rouse won the 1974 British Saloon Car Championship, as well as the ill fated Jaguar XJC V12 saloons.



Andy Rouse in the Broadspeed ‘Dolly’

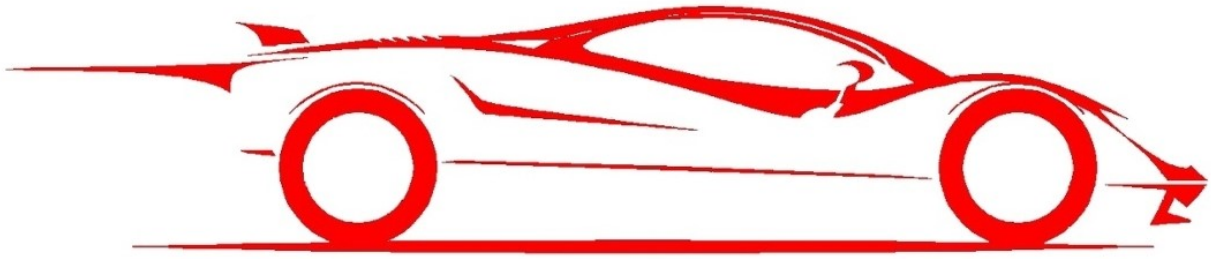
BL having pulled the plug on the Jaguar project Gillie, seeing an uncertain future at Broadspeed, rang Team Lotus and was taken on in 1977 as chief mechanic on the two spare F1 team cars. This was the time of the advent of ground effects, when Mario Andretti won the 1978 World Championship with Ronnie Peterson as team mate. Bob Dance was chief F1 Team mechanic. This period is a fascinating story in itself. You must come along just to hear of this period. He has interesting views on the comparison between Colin Chapman and Ralph Broad!

He subsequently ran a fabrication business at Snetterton supporting cars for the likes of a young Ayrton Senna, and preparing and running cars in F2, F3 and in the US American Le Mans Series (ALMS).

Gillie has a great raft of unique stories about the characters and engineering involved in Motor Racing, from Ralph Broad to Colin Chapman, as well as the politics, pranks and "shenanigans" that went hand in hand in hand with it.

Don’t miss this meeting. SW

Book February guest speaker Gilbert Sills



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Remembering Andy (Roo) Hall

Some of you will be aware of SERV “Service by emergency response volunteers” and the work they do transporting urgently needed blood, blood products, patient samples, donated human breast milk, medicine and medical equipment.

In January with the help of a generous donation from Copdock Classic Motorcycle Club they unveiled a new bike.



Dedicated to the memory of Copdock member and our own sadly missed FORC event co-ordinator Andy (Roo) Hall.

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Whatever Lola wants Pt 2 – Graham Turner

In the first article I tried to show Lola ‘in the raw’ and just a little of the involved fabrication of parts she would need. Many of the parts could not be fitted until her shapely clothing had been fitted, and despite all the time and effort so far, the bodywork would prove to be the most labour intensive of the whole build!

In trying to keep the car historically correct it was fortunate that TW Mouldings still had the original mould for the 3B version. Well used with 50+ years of wear and tear; a complete semi lightweight fibreglass body and drivers seat were commissioned.



That usage over the years though was to give me weeks of intense hard work in cutting, shutting, filling and re-profiling to get the bodywork to fit the chassis and its integral parts properly.

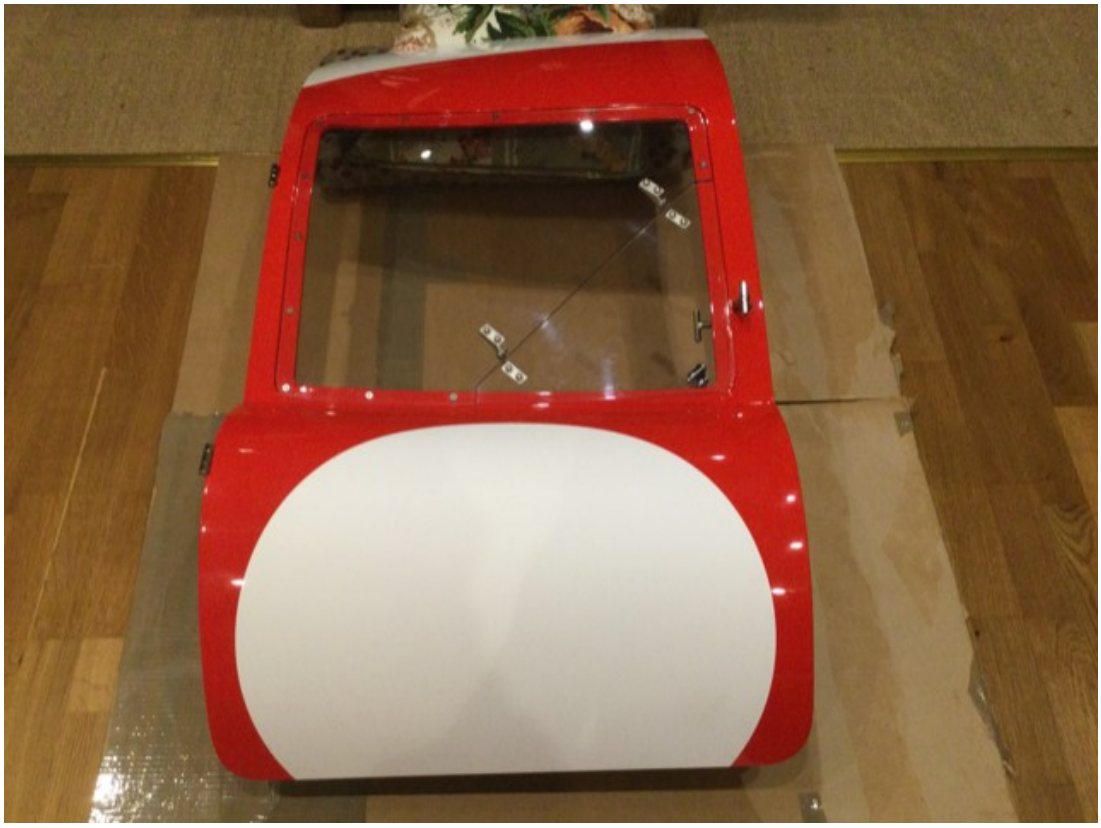
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107.6 & 105.2



As beautiful, shapely, and purposeful as Lola looks, she is far from easy to build or work with in so many respects, especially the forward cockpit and footwell areas, and the two sills, the nearside one containing the bag fuel tank, the offside with battery, cut-off switch, and front to rear wiring loom. Access to bag tank and fitting is interesting to put it mildly, as the ovalised fitting hole is just 6” x 10”!! Incidentally the specially made bag tanks are only usable for 5 years, plus another two, following a re-test by the manufacturer. Choosing one of the hottest days, a good hair dryer, very careful folding and liberal use of talcum powder, saw the tank fitted in less than 5 minutes, but the insertion of the sections of foam and bolting up of gaskets and sealing plates took somewhat longer.

With all cut-outs, holes, flanges and trial fitting of so many other parts completed it was all stripped down and taken off to the spray shop.

Even before I started on this project the choice of colour gave me sleepless nights and much anguish, even at the point of spraying. I am still not totally ‘sold’ on my choice of period correct Shell red, but all who have seen Lola so far have said ‘wow’ and blown her kisses.



Detailed and careful fitting of roundels, windows, catches, latches, filler cap, spoilers, lights mirrors, dashboard, switches, extinguisher system, wiring loom, bag tank, etc. etc. adds to Lola's jewellery and glitz. Although I already had an original filler cap it had suffered the ravages of time a bit. I was about to start a restoration on it when I went on the FORC coach to Race Retro and found another in great order, but painted. A coat of paint stripper, a quick buff with the polishing mop, and a perfect cap ready to fit for £20. About the cheapest part of the build!



I do have a windscreen and specially adapted wiper arm and blade but will not be fitting that until I near completion of Lola, but it does give better access to the cockpit area and venting area should it be necessary. The one-off wiper motor though is fitted and working a treat, and had to be fitted, lying upside down on my back, as with many other parts, in the tight confines of the cockpit. Little wonder that I have aches and pains!

The row of holes I have drilled under the wind screen support are not to save weight, but to allow a full width flow of demisting air from the nose.



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Now pictures tell a better story than words, and a whole chapter could be spent explaining just one part alone, so I hope that what I have put in print in these articles so far has made sense.

There is still a lot more to make up to put on her bodywork, and of course, future articles will show progress and completion…..that is providing Lola and I do not have a divorce!!!



Rallye Ost Belgian Classic – Eupen

2nd - 4th December 2022

By James Portway

On a Wednesday at the end of November, Richard Leggett and myself set out from Suffolk on a new challenge – to compete in the Ost-Belgian Classic Rally, 800 km over 3 days in and around Belgium, Germany and Luxembourg, centered around the city of Eupen. We were competing in Richard's 1976 Alfetta Saloon.



The Leggett/Portway Alfetta is No. 50

The other competitors were in a variety of classics, around 42 cars, ranging from 1960's Porsches to 1990's Golfs with the occasional surprise thrown in – the 1972 Saab Sonnet in bright orange being a favourite of mine and an indecently fast 1968 Citroen Dyane (not sure what was under the bonnet of that!)

We arrived on Thursday evening to meet the other English entrants – three other very experienced crews who had accepted this challenge as an alternative to the UK's Le Jog running over the same weekend.



A cold Friday..

We awoke to a cold Friday and after what seemed an age of tech checks, briefings and scrutineering, a very accomplished ‘wrap’ crew applied our numbers and sponsorship stickers, we were ready. We set off on our first stage around about 3.30pm but this turned out to be a rather horrible wake up call.

My experience in this navigating world has been based around 20 years of Vintage Car Rallying (VSCC) and more recently local 12 car navigational rallies, - No HERO style events and only one long distance classic ‘Tour/rally’. So I was very shocked that no-one had supplied or even suggested a map! The Regularity sections changed speed approximately every km and the short special stages were supplied with a shockingly badly marked map/ diagram.

I thought I understood a Tulip map book but after a very short period of time I found myself lost - a cardinal sin for any navigator. So we cut the route, to join the rally at the Spa/Francorchamps circuit for a jolly of 5 circuits around this fabulous F1 Circuit.

The game here was to set a lap time and replicate it over the next 3 laps but Richard is a consummate racing driver so we just got quicker and quicker! A fantastic experience so after the initial bad start this cheered me up no end. By this time it was getting dark and we had another 2 hours of competitive regularity to complete.



….after lunch it all began to come together

But I could not get my head around my instructions – they appeared to be so sporadic, some junctions included, many not included, and then confusion even as to entry and exit points of my Tulips - we were lost twice again and we had to limp back to the hotel, over our allotted time limit. I was dejected but Richard was very supportive, as were the other English crews, and I went to bed determined to get a grip, as Saturday was due to be 10 ½ hrs of the same challenge.

So Saturday we set off for our longest day. I felt that I had understood better what was being asked of me but unfortunately an incorrectly read tulip, and a lot of cursing, mid way through the morning, had me lost again and we were first to the lunch stop due to a cut and run. We were plum last by this stage in the rankings and I was not enjoying it.

But after lunch it all began to come together. The road book demanded precision - if you set your intermediate trip with that precision, then the next junction would be there where book said it would be – If it looked like a farmyard, then turn in through the farmyard - if it looked like a gap in the hedge then it was a gap in the hedge!

‘Long way rounds’ were also very tricky as they were often marked up as 3 distinct junctions at 10m distances, but we did not get lost that afternoon. And during that 5 hr spell our scores, given out that night, showed that we were mid pack (10th out of 18in class) for the afternoon and evening.

Richard & I discussed what we had learnt that day – I still needed to improve the accuracy of my instructions to my driver and I needed to trust in his driving - also the brakes were considerably more capable than the Vintage cars I was used to!



Sunday…...was by far the most enjoyable day!

This was by far the most enjoyable day At last Richard & I knew that were heading in the right direction through the day – our speeds started to come up, so that we were amongst other competitors and at last able to appreciate the amazing roads and scenery that we were being treated to. We started to work on getting the regularity more accurate and we were treated to a quick blast around a Peugeot Test track mid afternoon. A late afternoon stage was cancelled, apparently due to a disgruntled local, and then it was all over. So back to base for a quick interview over the Eupen town’s tannoy system and a Finishers Plaque – We had made it.

The whole rally was an amazing experience - it was glamorous, well organised and very public. We had driven 800kms along fast empty lanes through forest, valley, farmland, over dams, through farmyards, industrial estates, an immigration camp and a F1 Circuit! The English group of Drivers and Navigators were all immensely supportive to me as a novice and we definitely completed the 2 ‘F’s – **F**inish and have **F**un.

Here's to the next adventure! JP

In the Footnotes at the end of this Newsletter you will find a separate guide to the challenges found on this type of Rally.

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You where there!

Pictures this month from our very good friend Stephen (I could blag my way in anywhere) Lee.

The British Grand Prix: Brands Hatch 15th July 1972



Jackie Stewart in Tyrrell 003 qualified 4th fastest behind Jacky Ickx (Ferrari), Emerson Fittipaldi (Lotus 72D), and Peter Revson (McLaren).

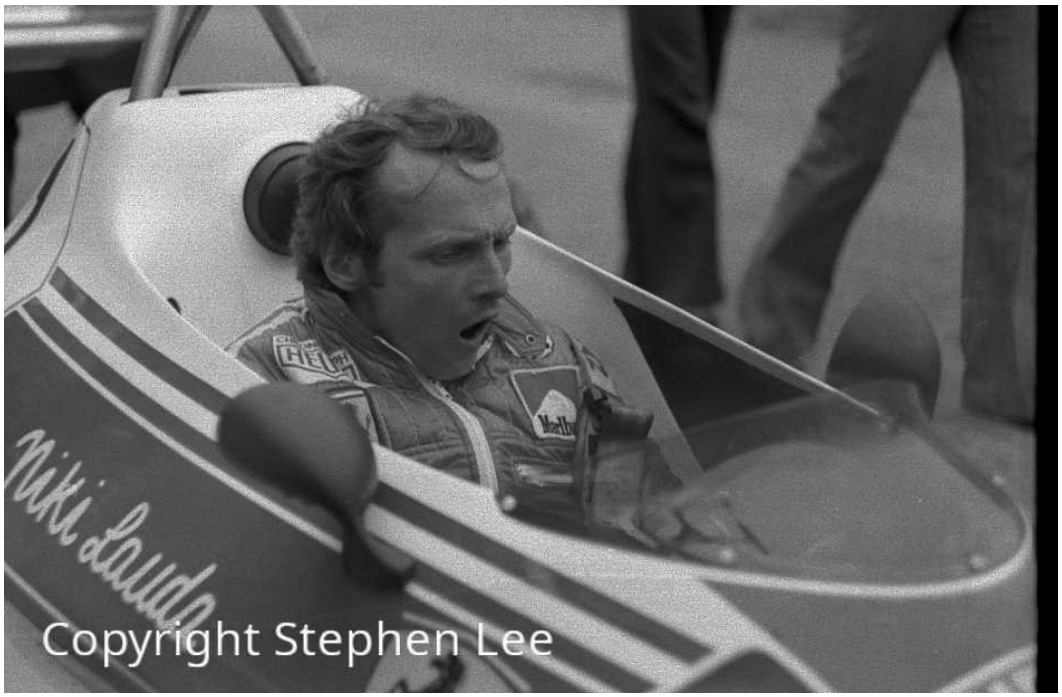


Emerson Fittipaldi won the Grand Prix. with Stewart second and Revson third.

The Formula 1 Race of Champions Brands Hatch 14th March 1976



Jody Scheckter (Left), qualified on pole for the Race of Champions but was eliminated in an accident on the second lap. James Hunt, won the race.



Niki Lauda was second fastest in qualifying but would retire from the Race of Champions with brake issues. Lauda would experience the trauma of his near fatal accident at the Nurburgring and, retiring from the season closing Japanese Grand Prix, allowed Hunt to take the 1976 Championship by one point!

News from the black stuff

I'll be out and about so watch out!

Over the last few days I have received details of the forthcoming Snetterton Test Days which I shall be doing my best to attend.

Time for my annual exhortation: Jackie Oliver once described me to a FORC audience as a persistent little b****r! Whatever, please do yourself and me a favour and let me know your news and hopefully a photograph or two. Then we can publish to your adoring FORC fans – and hopefully encourage others out! Otherwise I'll be giving you the Jackie Oliver treatment – you have been warned!

Whatever your persuasion I will be following you up just as soon as the action starts – promise!

Steve: FORC Newsletter editor: stevewyatt@forc.org.uk



Were you there?

This BARC Brands Hatch club meeting on July 2nd 1967 was highly significant for the birth of a new Formula.

Formula Ford was officially launched with a 10-lap race won by Ray Allen. Second was Malcolm Payne who became a regular winner in a Lotus Elan while further down the programme car 110 was the U2 entered by (Major) Arthur Mallock and driven by son Ray, still racing a U2 in Historic Formula Junior in 2022!

Snetterton three weeks earlier had actually seen FF cars race for the first time when Jim Russell entered some pupils into the Formula Libre thrash. However this day at Brands was the first race solely for FF cars. Still going strong 56 years later!



EVENT 4

START : 3.45 p.m. **10 LAPS**

FORMULA FORD RACE

No.	Entrant and Driver	Car	c.c.	Colour
91	Motor Racing Stables Ltd. (Dvr.: C. Oates)	Lotus Ford	1498	Blue
X 92	Motor Racing Stables Ltd. (Dvr.: S. Sherman)	Lotus Ford	1498	Blue
93	Motor Racing Stables Ltd. (Dvr.: K. Pettit) (1st Reserve)	Lotus Ford	1498	Green
94	Motor Racing Stables Ltd. (Dvr.: R. Allan)	Lotus Ford	1498	Green
95	Motor Racing Stables Ltd. (Dvr.: E. Patrick)	Lotus Ford	1498	Green
~~96~~	~~Motor Racing Stables Ltd. (Dvr.: P. Gray)~~	~~Lotus Ford~~	~~1498~~	~~White~~
97	Motor Racing Stables Ltd. (Dvr.: M. Horricks)	Lotus Ford	1498	Orange
98	Motor Racing Stables Ltd. (Dvr.: P. Wardle)	Lotus Ford	1498	Blue
99	Motor Racing Stables Ltd. (Dvr.: R. D. Stirling)	Lotus Ford	1498	Orange
X 100	Motor Racing Stables Ltd. (Dvr.: G. Lewis)	Lotus Ford	1498	Green
101	Motor Racing Stables Ltd. (Dvr.: P. Granger)	Lotus Ford	1498	White
103	Jim Russell Racing Drivers' School (Dvr.: M. Payne)	Lotus Ford	1500	Blue
104	Jim Russell Racing Drivers' School (Dvr.: M. Fletcher)	Lotus Ford	1500	Blue
105	Jim Russell Racing Drivers' School (Dvr.: P. Cure)	Lotus Ford	1500	Blue
106	Jim Russell Racing Drivers' School (Dvr.: J. Stock)	Lotus Ford	1500	Blue
107	Jim Russell Racing Drivers' School (Dvr.: J. Day)	Lotus Ford	1500	White
~~109~~	~~B. D. L. R. Smith~~ ...	~~Bardahl Special~~	~~1500~~	~~White~~
110	A. M. R. Mallock (Dvr.: R. C. R. Mallock)	Mallock U.2 Ford	1498	Green
~~112~~	~~Lydden Racing School (Dvr.: To be nominated)~~	~~Brabham Ford~~	~~1500~~	~~Red/Silver~~
~~114~~	~~Lydden Racing School (Dvr.: R. Henderson)~~	~~Brabham Ford~~	~~1500~~	~~Red/Silver~~
115	Lydden Racing School (Dvr.: D. G. Thomlinson)	Piper Ford	1500	Red/Silver

RESULTS

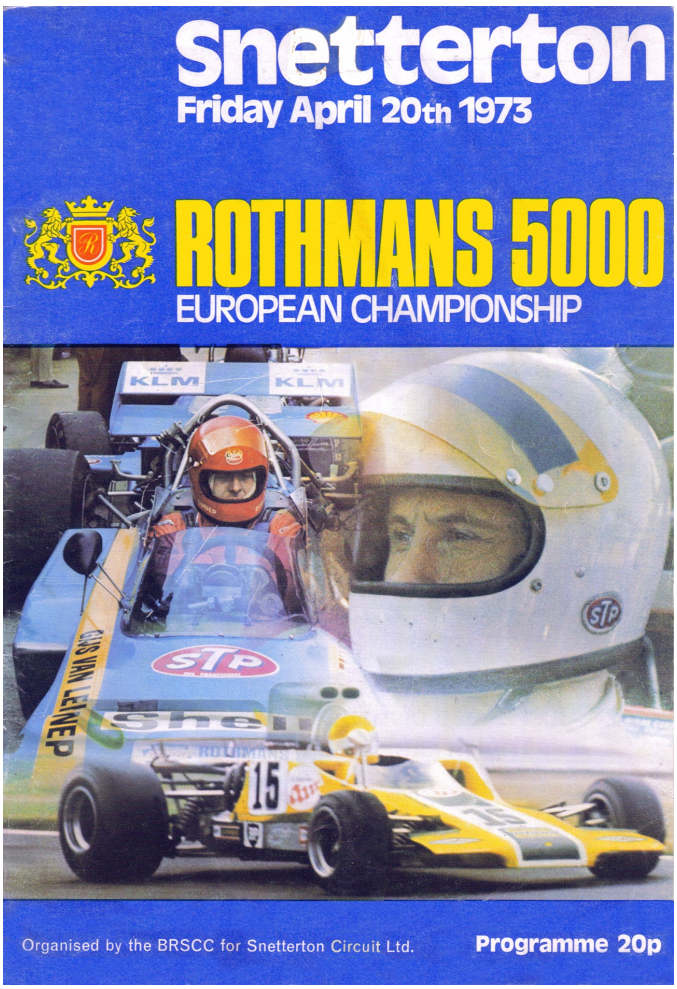
1st ..... 99 ..... 2nd ..... 103 ..... 3rd ..... 105 .....

4th ..... 104 ..... 5th ..... 98 ..... 6th ..... 95 .....

Winner's Time ..... 10m. 9.4s ..... Speed ..... 73.86 ..... mph

Fastest Lap : Car No. 94 ..... Time. 54.5s. ..... Speed ..... 75.68 ..... mph

Good Friday April 20th 1973 at Snetterton (50-years ago) featured the Rothmans Formula 5000 Championship.



EVENT 3 Start: 15.25 hrs. 25 Laps

Rothmans Formula 5000 European Championship Race

For Formula 5000 single-seater racing cars

International single-seater class for cars using production-based engines between 2750-5000 c.c. Superchargers allowed on smaller engines

No.	ENTRANT AND DRIVER	CAR	c.c.
1	ShellSPORT Luxembourg (Dvr: Gijs van Lennep)	ShellSPORT Luxembourg T330	4991
2	Sid Taylor (Dvr: Brett Lunger)	Smith Chevrolet Trojan 101	5000
3	ShellSPORT Luxembourg (Dvr: Clive Santo)	ShellSPORT Luxembourg TS11	4991
4	Barclays International Racing with Amoco/J. Butterworth (Dvr: Guy Edwards)	Lola T330	4998
5	Jock Russell	McRae GM1	5000
6	Henley Fork Lift Co. Ltd. (Dvr: Ian H. G. Ashley)	Lola T330	4992
7	Anglo-American Racing Team (Dvr: Bobby Brown)	Chevron B24	4992
8	Anglo-American Racing Team (Dvr: Tony Dean)	Chevron B24	4992
11	McKechnie Racing (Dvr: Bob Evans)	STP Trojan 101	5000
12	Allan Rollinson	McRae GM1	5000
~~14~~	~~Servis Appliances Racing Team (Dvr: Ray Allen)~~	~~Surtees TS8A~~	~~4992~~
15	Servis Appliances Racing Team (Dvr: Steve Thompson)	Chevron B24	4992
~~16~~	~~Colin Hyams~~	~~Lola T330~~	~~4998~~
~~22~~	~~Iberia Team McRae (Dvr: G. P. McRae)~~	~~McRae GM1~~	~~5000~~
25	Ian Ward Racing (Dvr: K. Holland)	Trojan H5000/101	
26	Chris Shaw	Leda LT25	4992
~~28~~	~~Andrew Cavell (Dvr: John Bowtell)~~	~~MacLaren M10/B~~	~~5000~~
~~31~~	~~Chris Oates~~	~~MacLaren M10/B~~	~~5000~~
33	Racing Team V.D.S. (Dvr: Teddy Pilette)	Chevron B24	4997
~~34~~	~~Racing Team V.D.S. (Dvr: Chris Craft)~~	~~MacLaren M18~~	~~4992~~
39	G. N. Begg Engineering (Dvr: David Oxton)	Begg FM5	4992
~~49~~	~~Clive Baker~~	~~McLaren M10B~~	~~4991~~
208	ShellSPORT Luxembourg (Dvr: Tom Belso)	ShellSPORT Luxembourg T330	4991
220	Chris Featherstone	Lola 190/2F	4992

RESULTS:

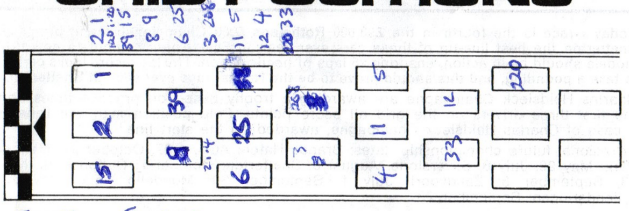
1st 2 2nd 1 3rd 15 4th 8 5th 9 6th 4

7th 39 8th 208 9th 12 10th 5

Winner's Time 33.26.4 Speed 121.56 m.p.h.

Fastest Lap: Car No. 2 Time 1.18.4 Speed 124.44 m.p.h.

GRID POSITIONS



From Essex

LAPS

Pos	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2
2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1
3	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
4	9	9	9	9	8	8	33	33	33	33	33	33	33	33	33	33	33	33	8	8	8	8	8	8	8
5	8	25	8	8	9	33	8	8	8	8	8	8	8	8	8	8	8	8	9	9	9	9	9	9	9
6	25	8	25	25	25	9	9	9	9	9	9	9	9	9	9	9	9	9	4	4	4	4	4	4	4
7	39	33	33	33	33	25	25	25	25	25	25	25	25	4	4	4	4	4	39	39	39	39	39	39	39
8	33	4	4	4	4	4	4	4	4	39	39	39	39	39	39	39	39	208	208	208	208	208	208	208	208
9	4	39	39	39	39	39	39	39	39	4	4	4	12	12	12	12	208	12	12	12	12	12	12	12	12
10	5	5	12	12	12	12	12	12	12	12	12	12	208	208	208	208	12	5	5	5	5	5	5	5	5
11	12	12	5	5	5	5	5	5	5	5	208	208	5	5	5	5	5	3	3	3	3	3	3		
12	220	220	220	208	208	208	208	208	208	208	208	5	5	3	3	3	3	3	220	220	220	220			
13	208	208	208	220	3	3	3	3	3	3	3	3	220	220	220	220	220			-4 Laps					
14	3	3	3	3	220	220	220	220	220	220	220	220	220		-3 laps										
15	6	6	6	(6)			-1 Lap			-2 laps															
16	11																								
17					Evans hit bank																				
18					Ashley spun off and retired later.																				
19					Holland retired																				
20					Pilette retired																				



American Brett Lunger was the winner in Sid Taylor's brand new Trojan T101, which hadn't turned a wheel until morning practice.

Back in the pack of these 5-litre V8 powered single seaters the Anglo-American Racing blue Chevron B24's of Bobby Brown and an ambitious Tony Dean fought over 4th place entering the Esses ahead of Keith Holland in the Ian Ward Racing Trojan T101. Picture by Mike Dixon.

The lap chart was completed by a 13-year old Andrew Kitson from his viewing spot in the Esses grandstand!

The Quick Quiz

1. Name the longest permanent race circuit in the world. A lap is 20.8 kilometres with 73 corners and a change in elevation of 300 metres over the lap.

2. Which British driver set fastest qualifying lap, fastest race lap, and was a member of the winning team in which race over the weekend of 28/29 January 2023?

3. Which British car won its class in the same race as above?

4. Formula 1: What anniversary did Lewis Hamilton celebrate in October 2022?

5. How did the Rudge Ulster motorcycle get its name?

6. By what collective name were the following known?
Woolf 'Babe' Barnato, Dudley Benjafield, Sir Henry 'Tim' Birkin, Dale Bourne, Frank Clement, S. C. H. 'Sammy' Davis, John Duff, George Duller, Clive Dunfee, Jack Dunfee, Dudley Froy, Baron Andre d'Erlanger, Clive Gallop, Glen Kidston, Bertie Kensington Moir, Bernard Rubin, Jean Chassagne, Sir Alex Moore, Joe Brown.

7. How did the Norfolk racing car constructor come to be named Van Dieman?

8. What was NART?

9. Which Moto GP team is backed by Red Bull?"?

10. When and where were two Formula 1 races held in England on the same day?

The latest on FORC Events for 2023

● **Wednesday 22nd February 2023** at Stradbroke – **Guest speaker Gilbert Sills**
Booking Now

● **Friday 24th February 2023** at Stoneleigh Park – **Race Retro 2023** Booking now

● **Wednesday 29th March 2023** at Stradbroke – Guest speaker tba

● **Wednesday 12th April 2023** at Prodrive – **Visit to Prodrive**

Booking for reserve list available

● **Wednesday 26th April 2023** at Stradbroke – Guest speaker tba

● **Wednesday 31st May 2023** at Stradbroke – Guest speaker tba

● **Sunday 18h June 2023** -The FORC Tulip run

● **Sunday 16th July 2023** at Bury St Edmunds – Motorsport East

● **Wednesday 27th September 2023** at Stradbroke – Guest speaker tba

● **Wednesday 25th October 2023** at Stradbroke – Guest speaker tba

● **Wednesday 29th November 2023** at Stradbroke – Guest speaker tba

● **Wednesday 13th December 2023** at Stradbroke – Guest speaker tba



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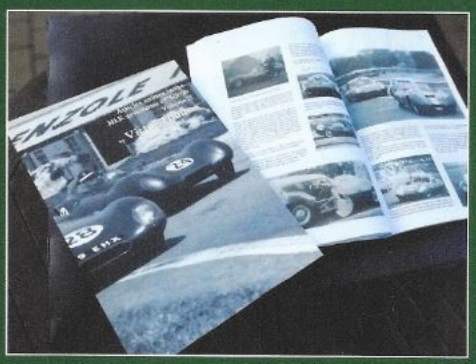
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The Picture on the cover

The original Ford GT40 engined Transit Supervan. Built by Terry Drury Racing where our February Guest speaker helped build and drive it.

Book February guest speaker Gilbert Sills

FAWLEY HILL RAILWAY & MUSEUM

NORFOLK RAILWAY SOCIETY HAS BEEN INVITED TO THE ABOVE ON ONE OF THEIR OPEN DAYS. FAWLEY HILL WAS BUILT IN 1960 BY SIR WILLIAM McALPINE, IT IS STILL THE FAMILY HOME,

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PLEASE NOTE IF INSUFFICENT PEOPLE BOOK ALL PAYMENTS WILL BE REFUNDED.

The Quick Quiz Answers

1. Nurburgring Nordschliefe

2. Tom Blomquist/The Daytona 24 Hours.

3. The *Heart of Racing Team* Aston Martin Vantage GT3 (Ian James/ Roman De Angelis/ Marco Sorensen/ Darren Turner) won GTD and finished 16th overall out of a 61 car entry

4. Ten years at Mercedes Benz Formula 1

5. Graham Walker, father of Murray, won the 1928 Ulster Trophy road race. Rudge Whitworth introduced a replica model in production until 1939.

6. Bentley Boys

7. Van Diemen was formed by Ralph Firman and Ross Ambrose. The latter came from Tasmania which was originally known as Van Diemen's Land

8. The North American Racing Team was founded by US Ferrari importer and 1949 Le Mans 24 Hours winner Luigi Chinetti and entered mainly Ferrari in races up until 1982

9. KTM

10. The 2000 Guineas race at Mallory Park (won by John Surtees in a Lola Mk.4 Climax) and the Crystal Palace Trophy (won by Innes Ireland in a Lotus 24-BRM) were held on Whit Monday, June 11th 1962.

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Footnotes

For the navigators amongst you readers here is a little explanation of the challenges faced by Richard and James on the Ost Belgian Rally.

The competitive elements were split into 3 slightly different types– Regularities, Timed to the second stages(TCS) and ‘Special’ stages .

At Scrutineering all cars were fitted with a ‘Trippy GPS’. This was a small unit, always on, that was stuck to our windscreen which tracked our movements by time stamped GPS. It was used for a variety of functions. It was a timing marshall, it registered your route when correct, and in certain towns and villages it was a sort of virtual Police car – shouting at you if you did not keep to its preset speed limit.

Regularity sections appeared to be identical to similar Regularities I had come across before except for the accuracy that was expected. Below is a supplied table that outlines the speeds that we were being asked to keep. Please note 16 speed changes in 13km, also note distances to 3 decimal places i.e. to the metre!

RT 28		Average speed	
from [km]	to [km]	Classic *plus*	Classic
0.000	1.741	50.0	45.0
1.741	1.942	36.0	36.0
1.942	3.150	50.0	45.0
3.150	3.464	30.0	30.0
3.464	3.704	40.0	37.0
3.704	4.025	30.0	30.0
4.025	4.400	45.0	41.0
4.400	5.605	50.0	45.0
5.605	5.675	30.0	30.0
5.675	6.131	50.0	45.0
6.131	6.575	36.0	36.0
6.575	10.529	50.0	45.0
10.529	11.577	40.0	40.0
11.577	12.142	50.0	45.0
12.142	12.456	36.0	36.0
12.456	12.861	50.0	45.0

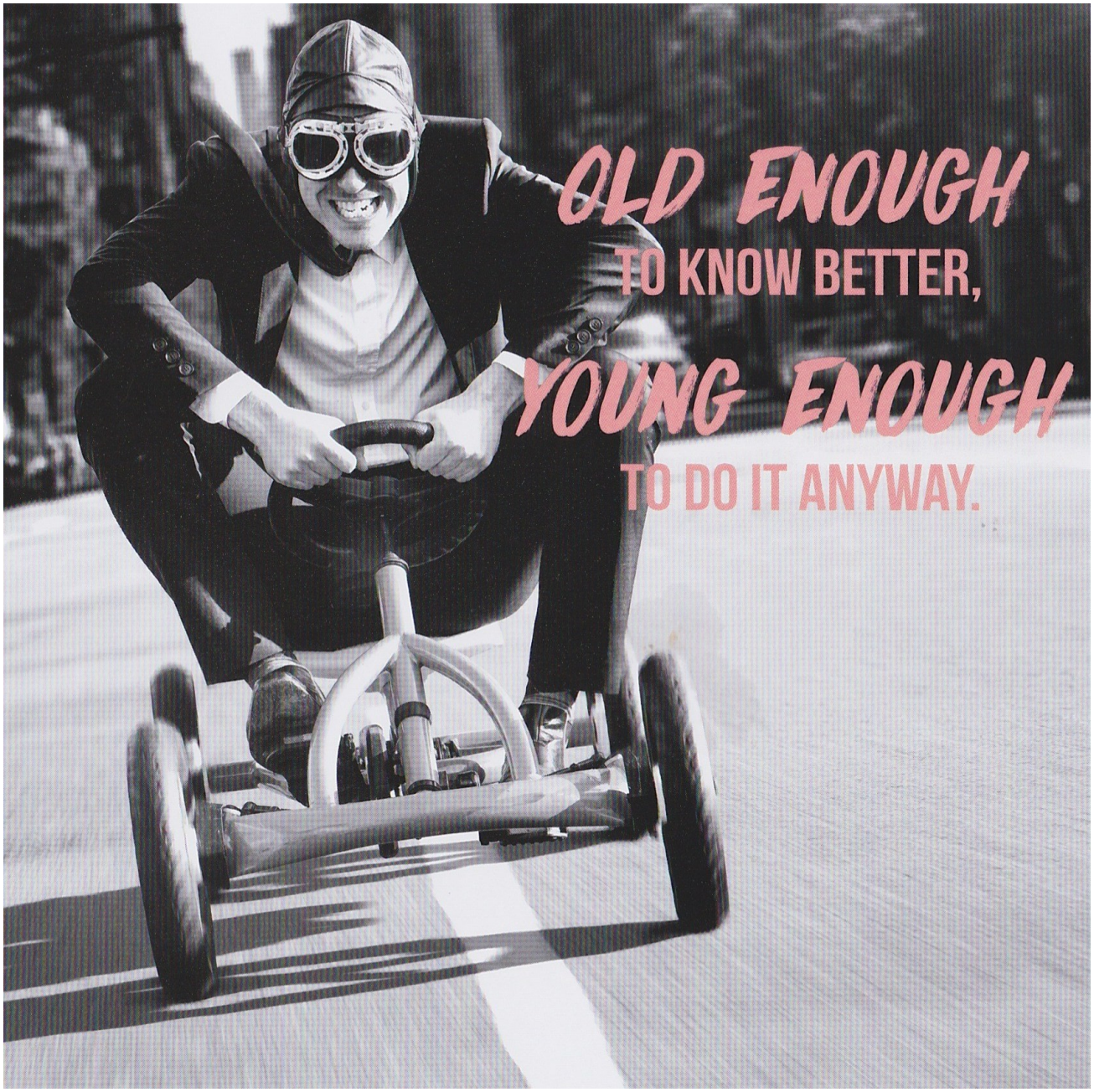
TCS sections were either follow the Tulips or supplied Diagram/map and you were given a distance and expected time. So after calculating an average speed, keep to that and try to finish on time but these were often on the more challenging routes. Special stages were similar but often on forest sections or private land, either off-road or simple tracks.

The pace was unrelenting over the 3 days and it was only later that we really understood that the European crews were now equipping their cars, as standard, with the latest GPS driven trip computers all pre-programmed with the average speeds so that their navigator actually was only concentrating on the route as their in car computers were doing all of the rest of the heavy lifting.



In the days of 500 c.c. Formula 3 racing an imaginative approach to getting your car to the circuit was common. Here a Cooper is being unloaded but at which circuit? The driver looks remarkably like Stuart Lewis Evans – can anyone confirm the details?

… finally



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1989 Willhire Sapphire

This car has long associations with FORC and indeed locally as the winner of the 1989 Willhire 25 hour in the hands of Mark Hales and Slim Borgudd at Snetterton.

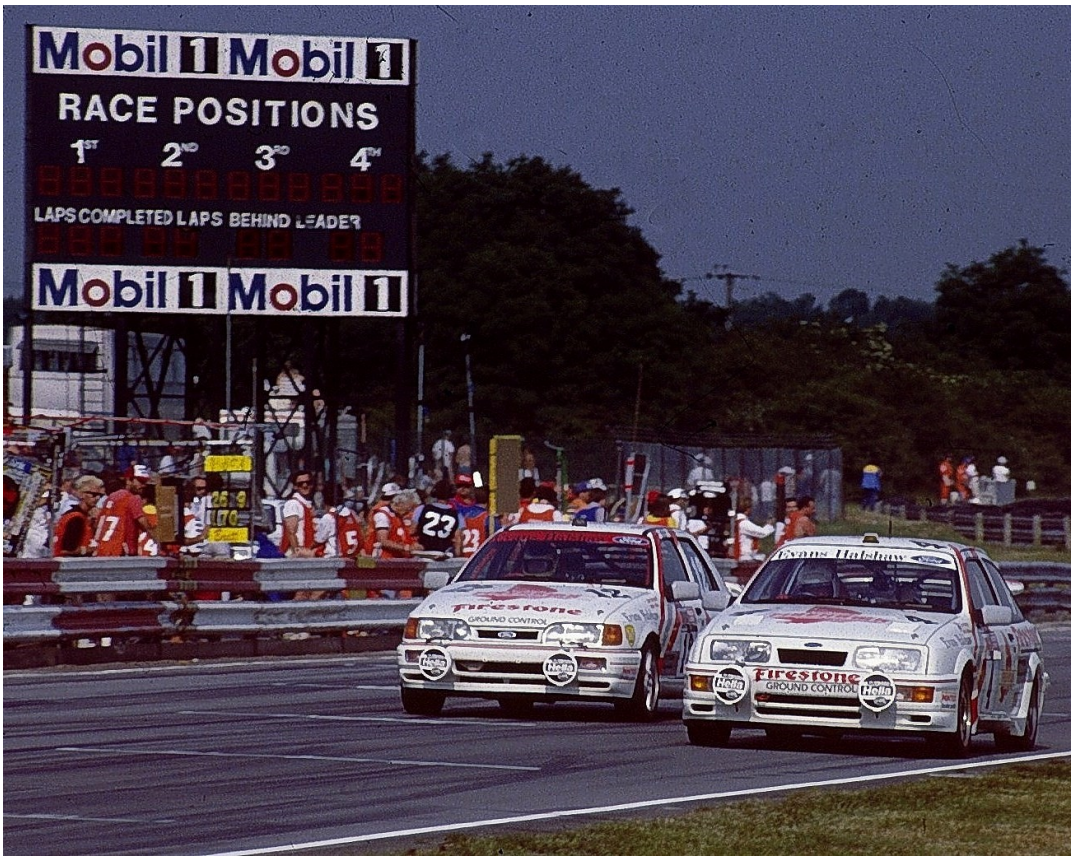
Ford Motorsport commissioned Roger Dowson to prepare this Sapphire Cosworth to contest the Uniroyal Tyres Production Saloon Championship for Mark Hales. A donor car was sourced and to this day the car's registration document records Ford Motorsport as the only prior keeper.



Mark himself designed the livery on behalf of Firestone the car's principal sponsor and the Sapphire was the principal Class A opposition for the then dominant three door Sierra Cosworths. The championship had established one of the key rounds as the annual Willhire 24 hour race which for 1989 was extended to 25 hours in celebration of the anniversary of sponsor Roger Williams' company. For the event Mark was partnered by former F1 driver for ATS and Tyrrell and subsequent FIA Truck Racing Champion World Truck Slim Borgudd. After battling head to head for 23 of the 25 hours with Keith

Odor and Barrie Williams in a Castrol Syntron X Sierra the Sapphire secured the win of what remains the longest closed circuit race in the world.

The overall Class A honours for the 89 season were also claimed by Mark and the Sapphire after he had started the season with three straight wins at Brands Hatch, Silverstone and then Donington The car was retained for a short period by Firestone the car's main sponsors for promotional work before being sold to Alex Sidwell who had the car painted in the Shell Trackstar colours used by Rob Gravett and who raced mostly on the continent over the next eight years. During this period the car was required to be upgraded from the original bolt in rollcage to an more substantial welded in unit leaving the original mounts clearly visible and the period mandatory 0.8 bar boost engine restriction was also raised to 1.4bar giving 460bhp



Following an extensive mechanical rebuild by specialists JGE the car passed to the current owner Adrian Goding and with the help of Firestone and Mark Hales the car was returned to the original 1989 livery. Huge history file and only with it's third owner for the last fifteen years the car is ready to be enjoyed either in competition or just as a fabulous piece of motorsport history with impeccable pedigree

For further information please contact Adrian

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