Fressingfield Oily Rag Club



NEWSLETTER

January 2023

FORC - For Motor Sport Enthusiasts

The

FORC

‘Festive Fuelling’

Friday 27th January

Back at our ‘Spiritual’ Home

Fressingfield Swan

Traditional Carvery with choice of options
(Gluten Free Requirements Catered For)

ONLY

ONE

Place Left !!!

The View from the Editorial Desk

The End of the (FORC) Year Show? *It would be hard to find a better way to sign off FORC 22!*

The highest turn out of members and guests for the year were taken on a journey by Steve Rider through his time from sports reporting for Newspapers before joining Anglia TV, through Formula 1 for ITV and BBC, to where we see him now, presenting British Touring Cars. What a privilege to see his in depth interview of Gerhard Berger and, ironically, Murry Walker in the aftermath of the shocking May Day weekend at Imola in 1994.

It was a seriously entertaining evening, finishing off with hearing about the project to find and preserve commercial motorsport film as a resource for future film-makers. I have a feeling Steve will be back!



©Richard Styles

After the usual formalities it was time to remember another good FORC year: the Festive Fuelling, six guest speaker evenings, two track evenings and a sold out Peter Andrews Sprint, the Tulip Run, the Glemham Show, the Snetterton Historic Meet, Bury St Edmunds Motorsport East, and our Motorsport Memorabilia Sale!

At FORC Towers, beads of perspiration are breaking out: there is just one vacant space for Festive Fuelling – come on now! Next week is lunch with our February guest speaker. Race Retro bookings are opening! The Track Evening dates are booked, its really just business as usual…
….thanks for your support and a happy, successful, and safe New Year of Oily Ragging to you all

Steve Wyatt

Tribute – Lister Noble

I shall always remember the first time I met Lister, who sadly died on 19th December. In October 2000 I was invited to stage an informal Saturday morning Historic Racing 'workshop' at Stradbroke High School. Our small band of Snetterton regulars put the word round. Lister called me: he would be on his way to, I think, a hillclimb at Prescott and could he drop in? Come the day came the man. I can't remember what he towed with but a large strangely shaped trailer – I learned that this was known as Lister's suppository - disgorged a smart Ginetta G17 single seater, an immediate talking point.

The pilot 'workshop' evolved into FORC and of course Lister was a founder member. He campaigned his G17 and a turbo charged G15 in sprints and hillclimbs until they gave way to a delightful Riley Special, constructed to his own design, before he acquired a very nice Triumph TR6 which he enjoyed on PWR's and Peter Andrews Sprints.



Lister also took to the skies, qualifying on an historic DH Chipmunk, and joining a Group operating a Piper J3 'Cub' resplendent in ' D-Day Stripes' often seen floating around our local airspace. All the while dedicating his time to Dora until her death. A full life well lived by a good friend to FORC.

The funeral is at Waveney Crematorium at 2.p.m. on Wednesday 18th January, and afterwards at Waveney House Hotel. Donations for the Alzheimers Society. Those planning to attend are asked to contact Alva at alvaom1@hotmail.com

SW

A proper adrenaline rush.

.....suggests Matthew Newman

There are few things in life which give you a proper adrenaline rush. Some things give you a rush, but not a proper one, not an all singing, all dancing, symphony one. Racing a car does. I think getting married does too, but that was some time ago. The scent of transmission oil, leather and hot brakes are good interludes too. One of the nice bits is sharing all this (not the marriage bit obviously), and most of all, inspiring the next generation to turn any available money into smells, noise and often-times, scrap.



All this started me thinking about inspiring and sharing, helping others imagine the joy of that rush of adrenaline. For some of the younger generation, a possible opportunity is the once in a lifetime trip to the school prom; the chance to impress, woo or just dance in a very different way to yesteryear. Add to that the option of arriving in a most splendid carriage. A chance to not only to arrive in style, but having the opportunity to be inspired by the most wonderful inventions of all time (other than a corkscrew).

I would relish the opportunity to provide a small number of curious classics to drive the younger generation to their school prom. This year, possibly more than most, will be financially challenging, not only for actually being able to go and celebrate the end of year, but being able to do it with a bit of panache.

I'm currently in discussions with the organising committee for Stradbroke High School to provide (without charge) a small selection of curious classics to the school prom for those who wouldn't otherwise afford such an option and might benefit the most from it. I am currently discussing how the organising committee might identify the lucky young people to enjoy the ride.

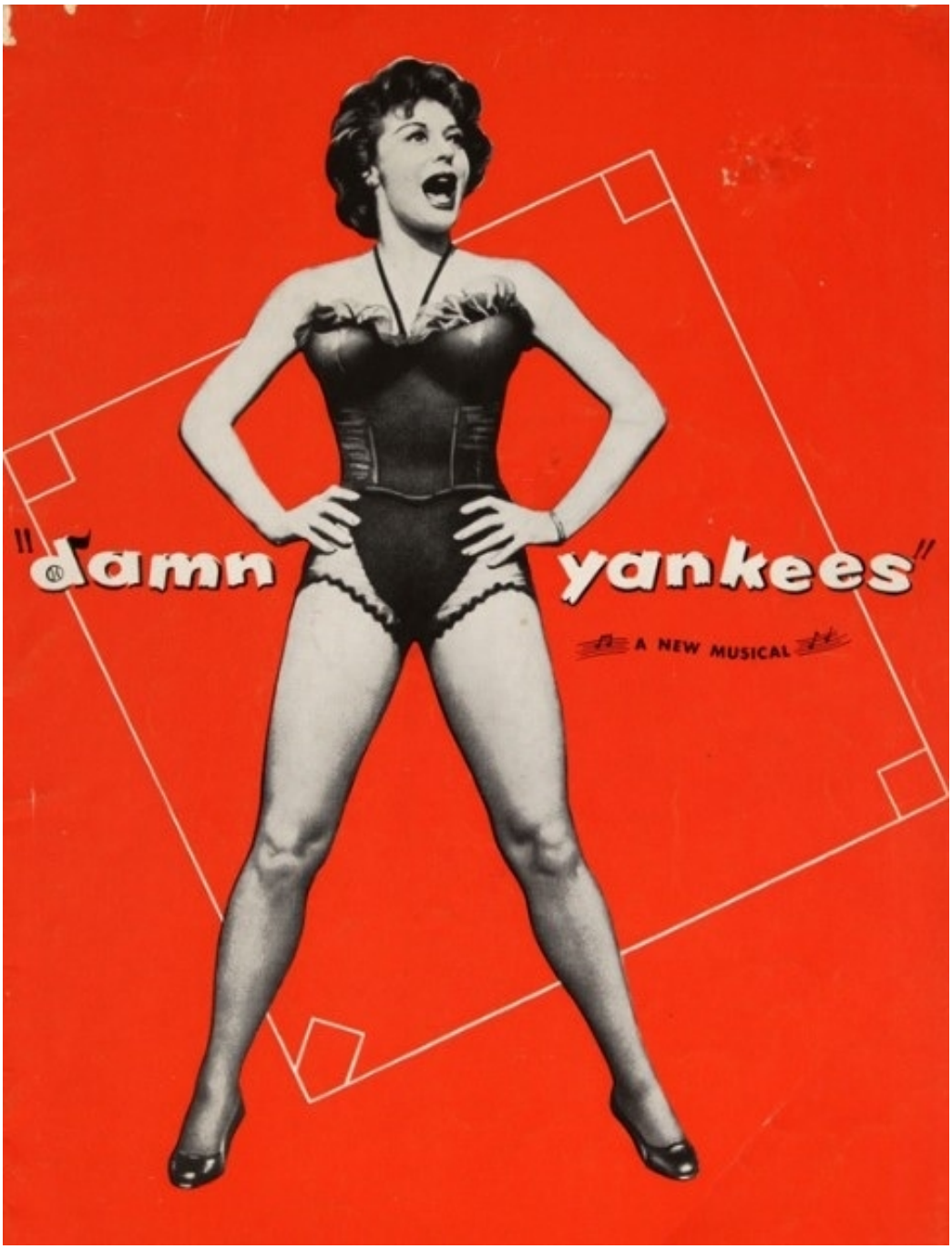


Their prom is at Wingfield Barns on 24th June 2023. So if you are interested in getting out on a Saturday night in your car, collecting dashing young people and then having a trapped audience for a few miles while you inspire them into the joys of classic cars and racing, please get in touch at curiouscarclub@gmail.com.

Let me know your car make and model and the number of passengers you can take (young people do not fit in the boot nowadays) and with a following wind, we can make this happen.

Now in our 23rd Year
FORC
Fressingfield Oily Rag Club

Lola Gets What Lola Wants!



The origins of the Lola name as a motorsport brand are shrouded in mystery. One suggestion is that it was taken from a popular Broadway musical, *Damn Yankees,* a modern retelling of the *Faust* legend which featured a song, *Whatever Lola Wants*, which described the character Lola – the Devils Seductress Assistant. Perhaps the name was adopted to challenge Colin Chapman whose Lotus sports racing cars were direct competitors with the Lola Mk I. You'll have to ask Graham Turner how he feels this relates to his passion for the 3B!

Should Lola get what Lola Wants?

Asks Graham Turner

Part 1

Now I should warn those of a nervous or easily embarrassed nature, that this article will contain pictures of Lola's bare chassis and bodywork, but the lady herself is quite happy for her exposure to you FORC members, as the end result should be very pleasing to the eye and make her very desirable!

As many of you know, I have raced with my Gulf Oil UK approved GT40 and Porsche 917k replicas for over 25 years, but I wanted to build up a full FIA Group 4 Lola T70 Mk3B to 1969 specification.

I'd already purchased a rough 3B replica from the USA, and stripped it down completely, especially separating the original parts on it, to restore to useable order. The rest of it is now sold on, and so the following story is all about this new lady in my life.



Most of us would be happy to settle for a 1:12 scale model of a T-70….
… but not Graham Turner

First the chassis:
I commissioned Fox Racing, the Lola authorised company to build a new bare chassis from the original drawings and jigs, in order to get a chassis number for the historic passport.



As I wanted to fabricate as much as feasible, I did have to purchase magnesium uprights, cross members, steering rack and wheel rims in order to make it a rolling chassis as soon as possible

The purchase of some used race tyres for the long build up and having Motolita make an original specification steering wheel in advance, the lucky find of four Koni shock absorbers, and the correct Girling brake calipers, meant that I could soon start on the detailed fabrication of a thousand and one other parts.

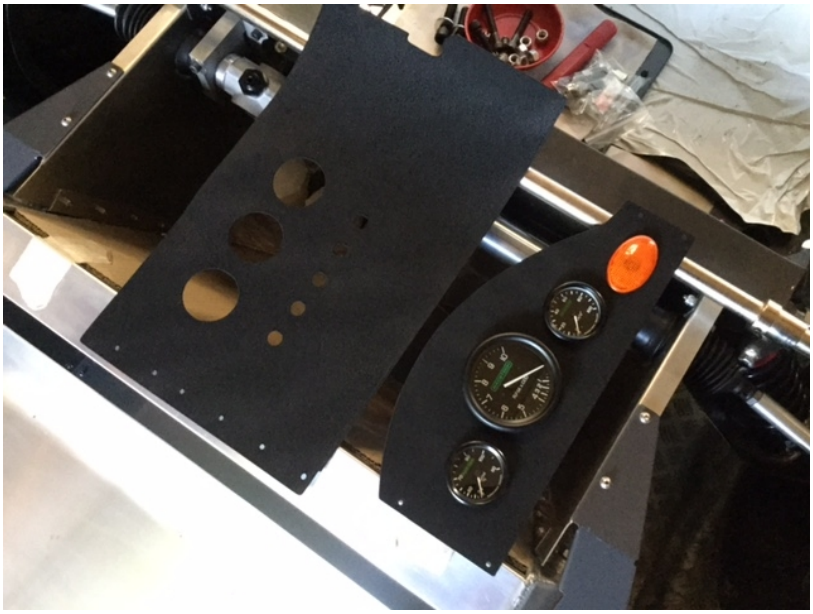
The first pictures show the ‘bare necessity’ chassis outside the workshop,

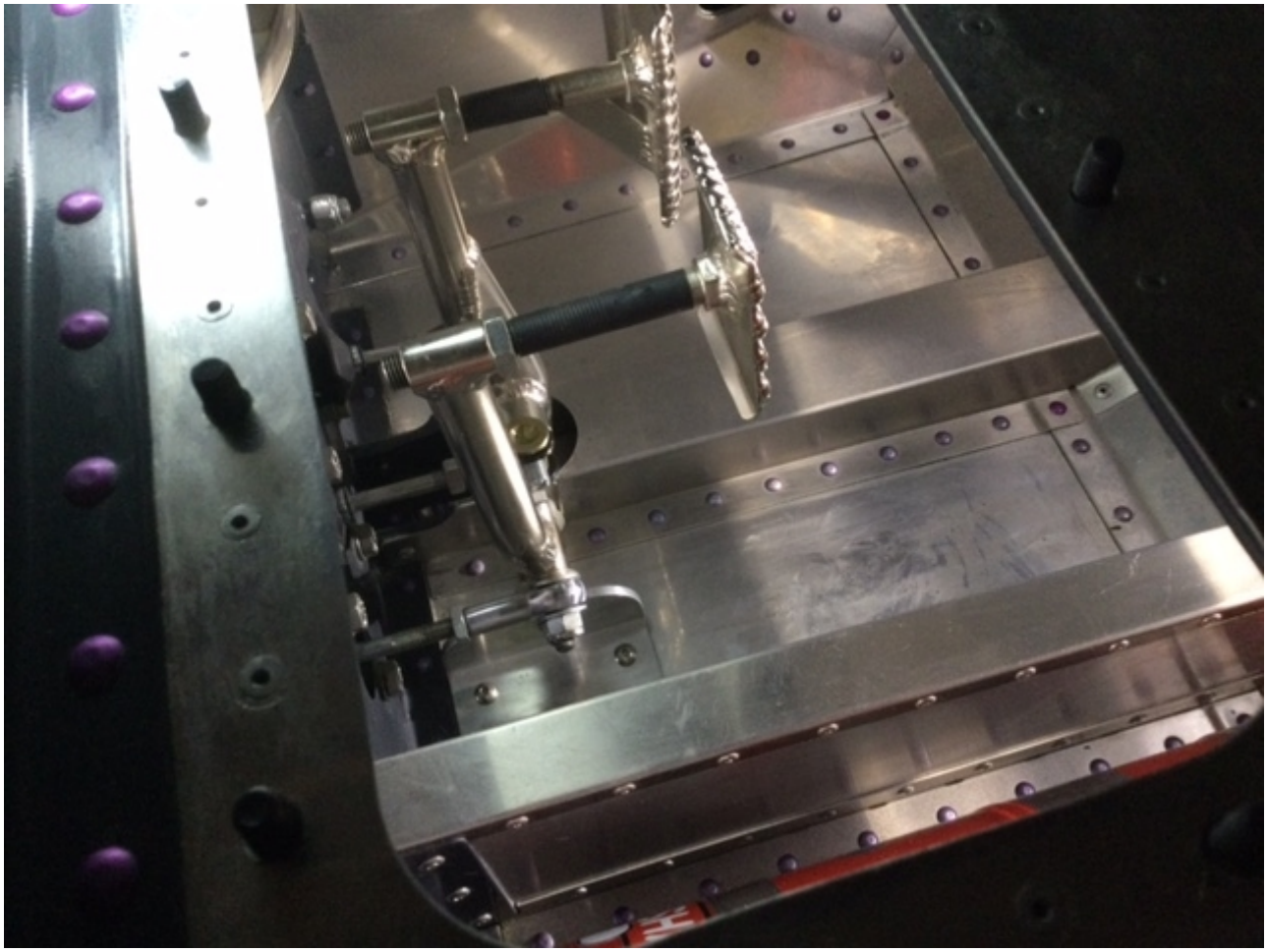
just before starting the long and intensive build-up of hundreds of individual parts to complete.

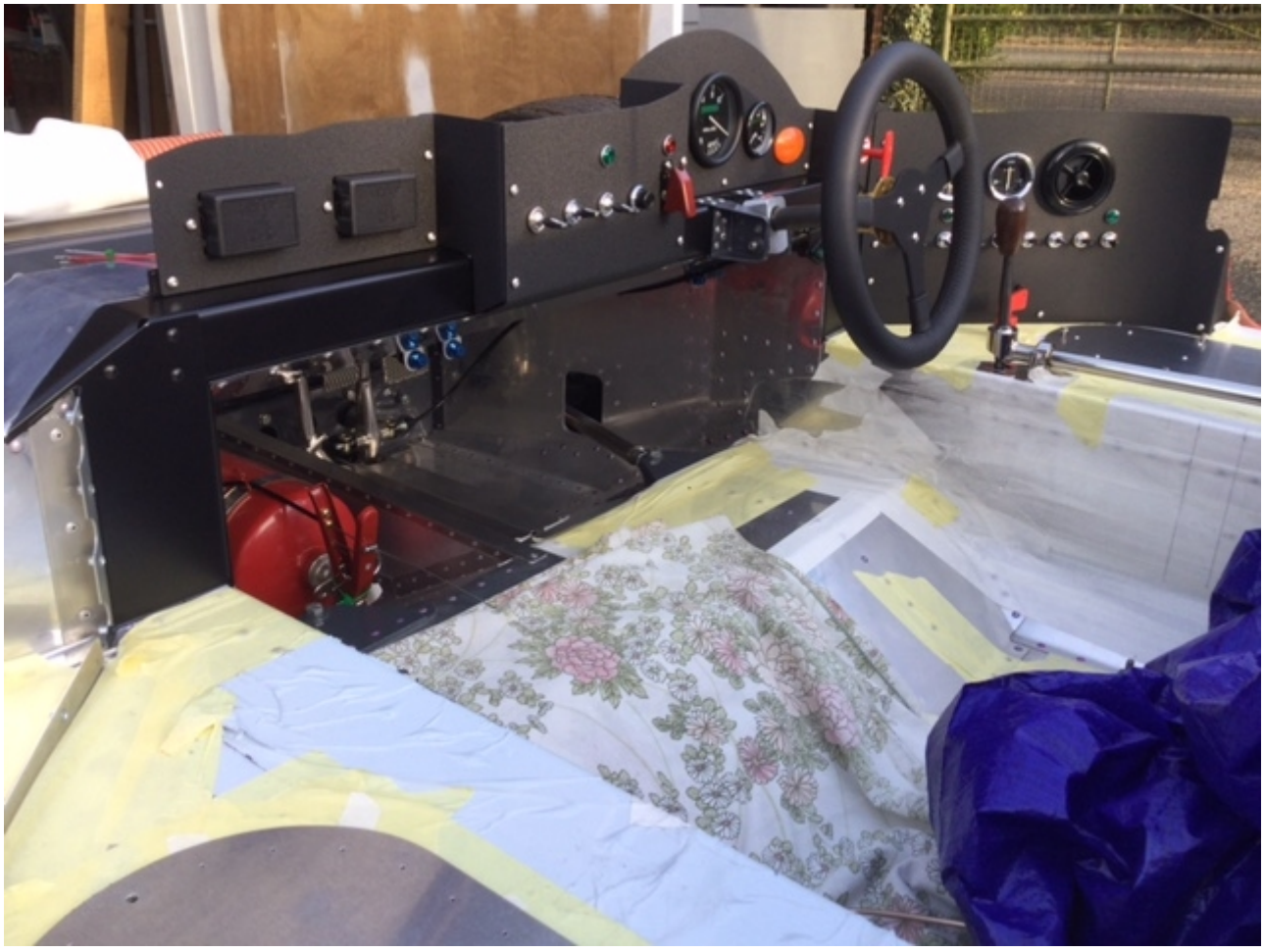


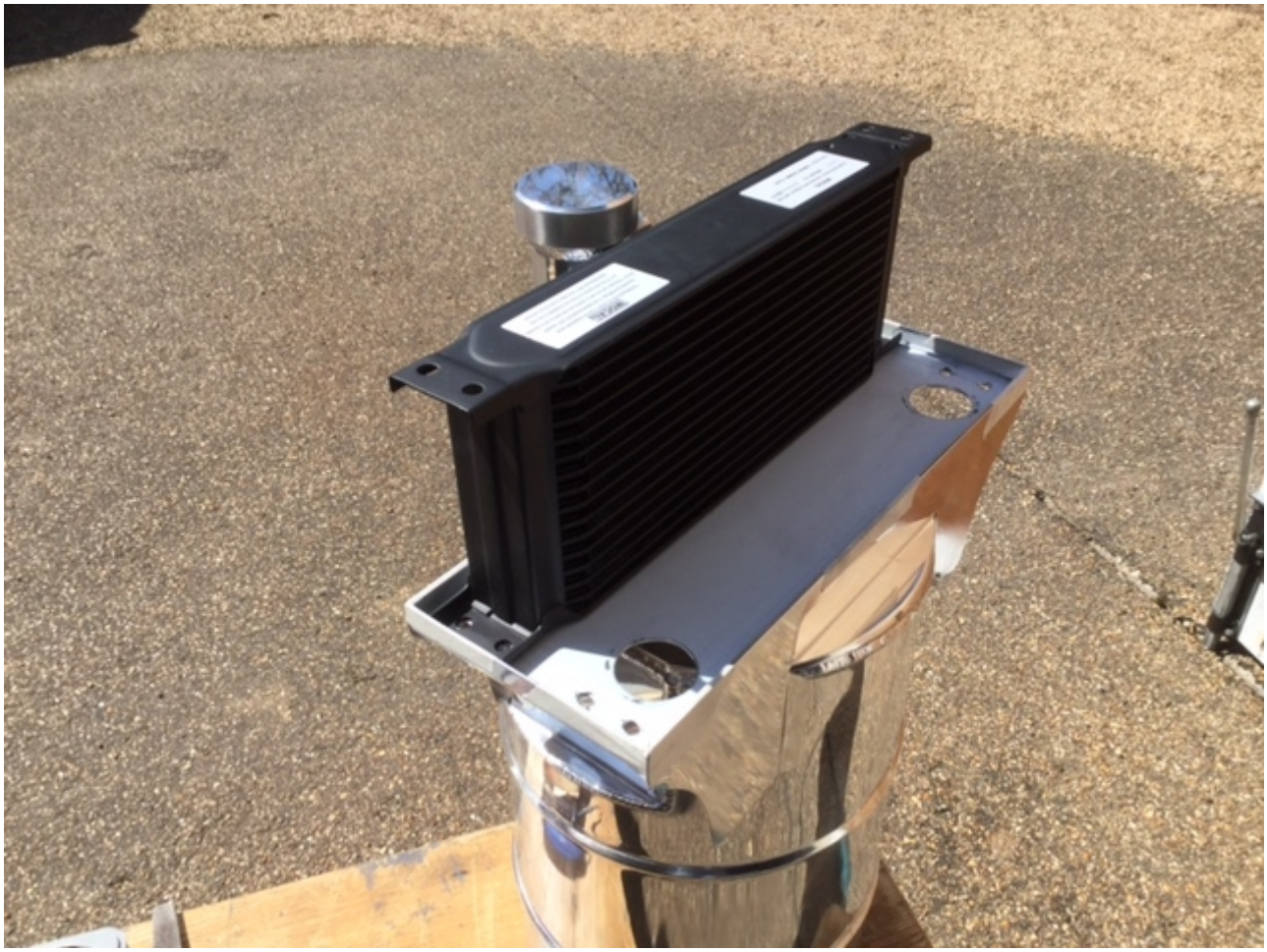
This first article can only show in a few pictures and as much wording as space and time allow, some of the varied amount of items that are necessary to make ‘the lady’ work, many of which are not seen once the bodywork clads her nudity.

From the making of dashboard panels, oil tank, oil cooler housings, bracketry, hinges, through to the special windscreen wiper motor, windows, water header tank, spoilers, extra chassis panelling, etc, etc, all these took copious hours of detailed time and effort, especially as it all had to be done to authentic period standard.

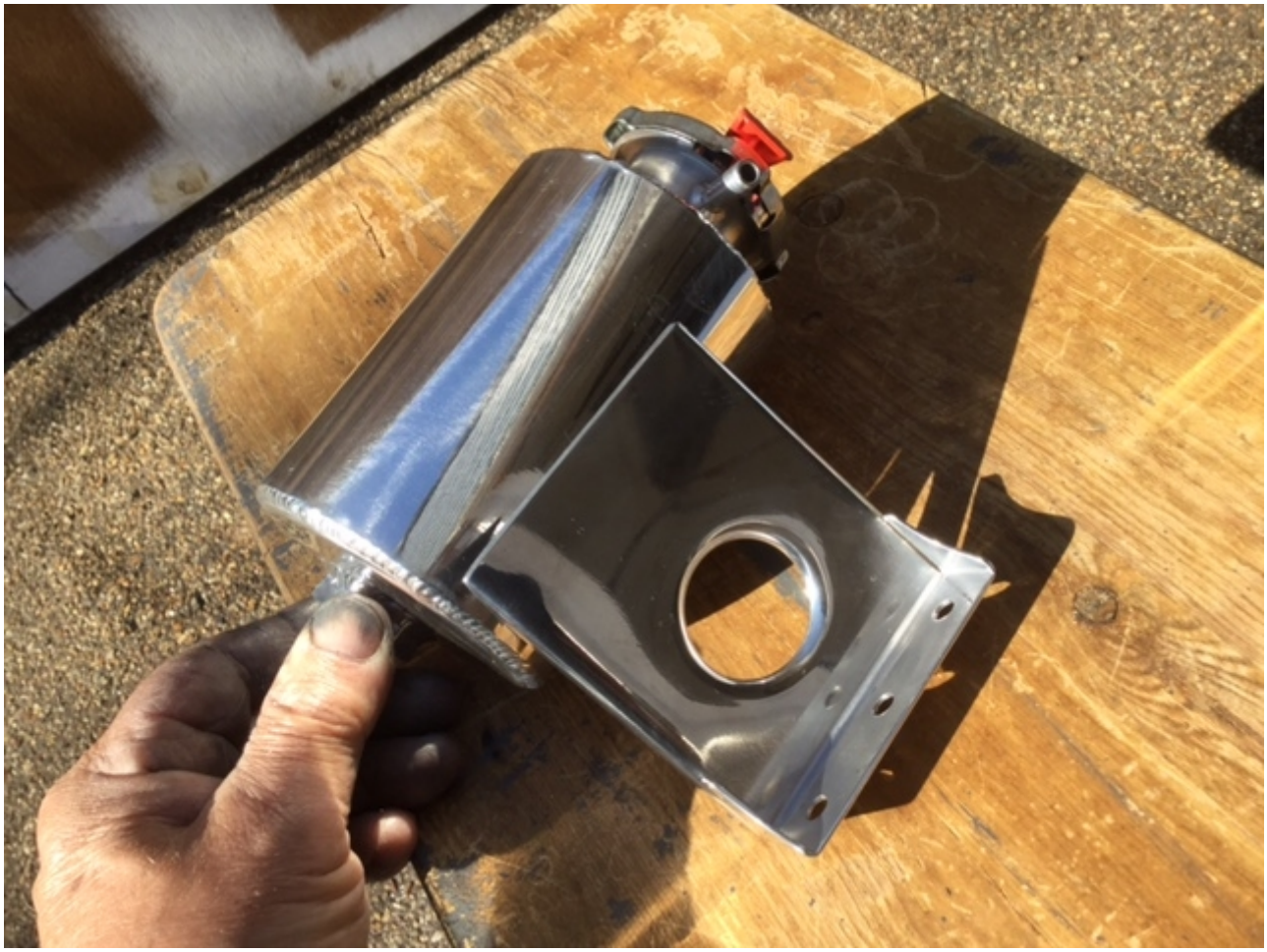


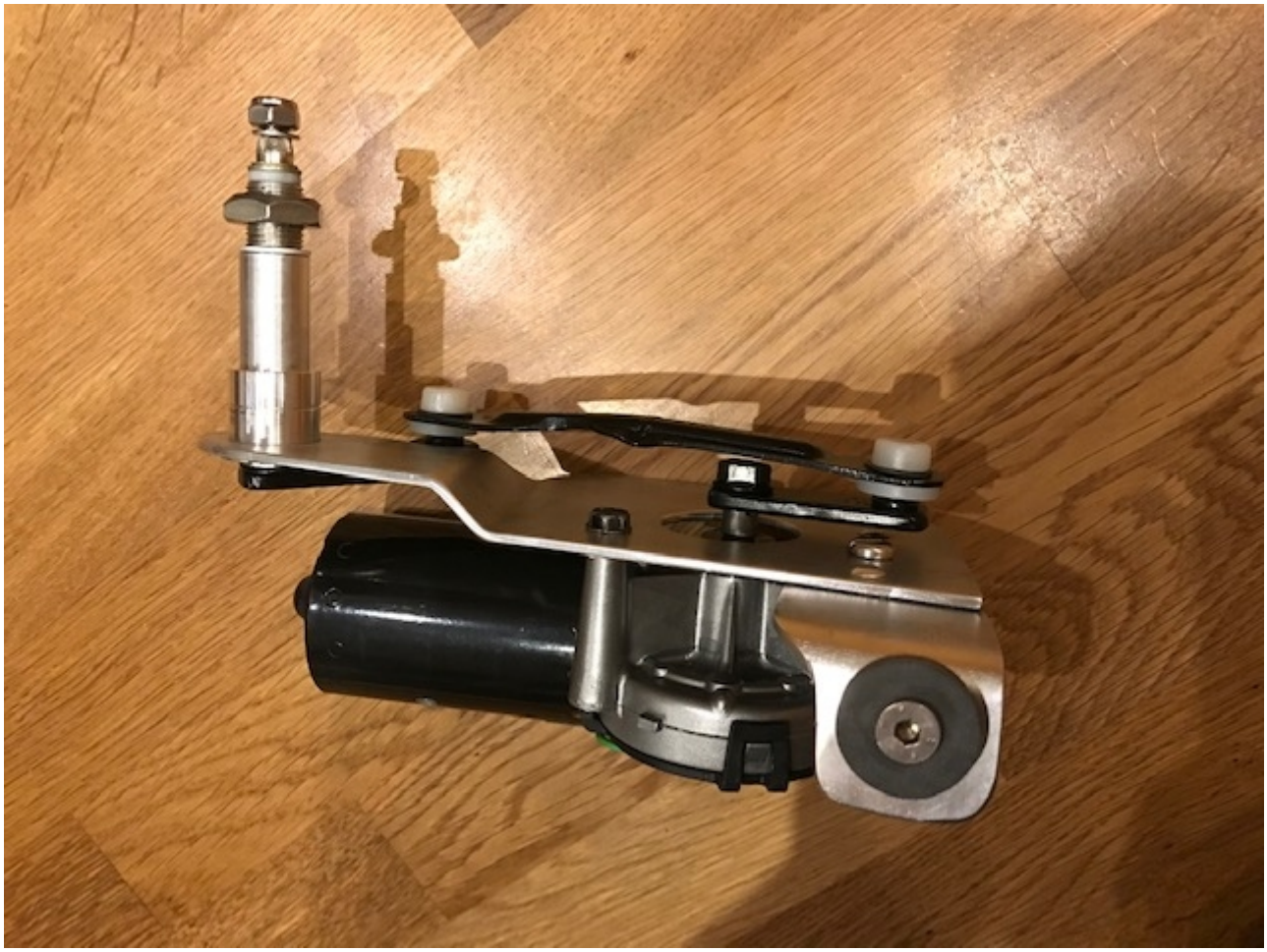







THIS UP
SIDE









In conclusion of this first article, it can only contain a small part in pictures and wording of the huge amount of other items made and time involved. The next instalment will reveal so much more, with the Lola being clothed, heavily made up and decked out in some of her necessary jewellery.

End of Part 1?

Now in our FORC 23rd Year
FRESSINGFIELD OILY RAG CLUB

You Were There

On May 20th 1973 *the Aston Martin Owners Club held their annual Martini Trophy International at Silverstone. In '73 it was held for Interserie cars, dominated by the fast turbocharged Porsche 917/10 Can-Am cars. A superb supporting cast of races typifies how diverse race meetings were back in the 1970s.*



Formula Atlantic cars blast off for their 15-lap Yellow Pages Championship race. John Nicholson, Cyd Williams and David Purley on the front row with Ray Mallock, a fast starting Tom Pryce (from row 3) and Stan Matthews giving chase. Nicholson won in his Lyncar, from the March 73B's of Mallock and Colin Vandervell.
Photo by Andrew Kitson



At the same AMOC Martini Trophy meeting was a 10-lap JCB Historic Car Championship race. The Blue Maserati 250F of Cameron Millar is in the centre with Willie Green in a red 250F starting further back. The Aston Martin DB4GT is the car of Bert Young with the Hon. John Fellowes red Maserati 450S V8 on the left. Neil Corner won the race in his F1 Aston Martin DBR4. Note the mix of open and closed wheel cars - an arrangement long since banned outside the USA.
Photo by Andrew Kitson



It is hard to imagine Fast F1 and F2 racing cars around Mallory Park today, but huge crowds attended to watch the Aurora AFX Championship for these cars in the late 1970's. On July 30th 1978 the yellow Graham Eden entered F2 Ralt RT1 in the centre is that of former FORC guest speaker Mike Wilds, with Teddy Pilette next to him in the works F1 BRM P207. Guy Edwards F1 RAM March 781- DFV on the far left with Iain Mclaren's F2 Chevron B40 behind Wilds. Edwards team-mate Bruce Allison won the 75 – lap race averaging 113 m.p.h. with pole man Tony Trimmer second in a Melchester Racing F1 Mclaren M23.
Photo by Andrew Kitson

On 18th September 1983 the European Endurance Championship Group C race was held at Brands Hatch. The winning *J David* Porsche 956 of team owner John Fitzpatrick and Derek Warwick heads the works Rothmans 956 of Derek Bell at Druids bend.'Fitz' was our FORC guest speaker in September 2021. A double header international with the F1 European GP the following weekend, GP ticket holders were awarded free entry to this EEC event.



Now in our FORC 23rd Year
FRESSINGFIELD OILY RAG CLUB

Picture on the cover

From the late 50s, Lotus built many cars for the junior single-seater ranks. Formula Junior, F2, F3, Formula Ford, even F5000.

The last works Lotus F3 cars were a pair of 1972 John Player Special Lotus 73s, driven by Tony Trimmer and Bernard Vermilio.
The experienced Trimmer was the most successful of the pair, having a win at Mallory Park and runner-up in the Monaco GP F3 race.

At Cadwell Park in July Trimmer finished 5th, and depicted here is Colchester man Vermilio, jumping over the Mountain on his way to 7th place.

From an original painting by Andrew Kitson.

News from the Black Stuff

Yes, of course we are only now starting to recover from the Christmas and New Years Festivities, Colds, Flu, (delete as appropriate). This, of course is why there seems to be a dearth of news this month.

The reason of course actually is that, as well as a dearth of events, behind those closed doors, or roller shutter (delete as appropriate), you are beavering away in your warm/cold (delete as appropriate) workshop fettling your mount for the new season and you don't want it to adorn these pages until its pristine, cosmetically and mechanically. Understandable, but just finish that bacon sandwich and mug of tea……..and get on with it!

Meantime here is an update from FORC member Julian Newman's Snetterton Saloons to get you going:
https://www.snettertonsaloons.com/regs-entry-info



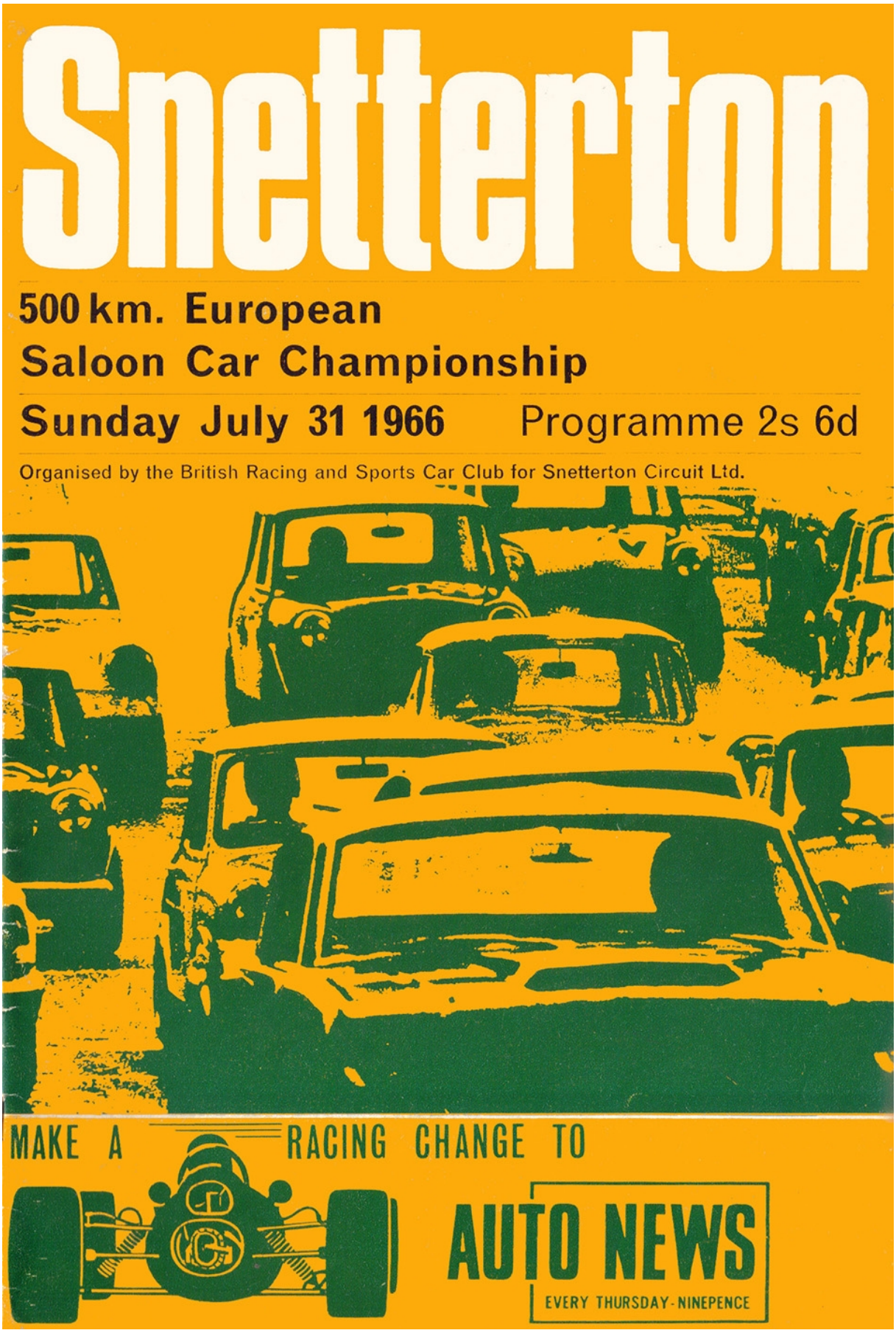
‘Black Stuff’ wouldn’t be the same without News from *Pugsport* -rumour has it the this device may be seen at FORC track events this year subject to clashes with race dates: Its a Peugeot 306 Rallye Replica!





Were you there?

Once again Andrew Kitson has delved into his collection of race programmes to trigger your recall, or just arouse your curiosity.



EVENT 3

THE 500 Kms. OF SNETTERTON

A round of the 1966 EUROPEAN TOURING CAR CHAMPIONSHIP

START: 3.00 p.m. **115 LAPS**

NO.	ENTRANT AND DRIVER	CAR	C.C.	NAT.
Class "A"—Up to 850 c.c.				
1	VAN Racing Team .. .. (Dvr.: G. Van Lennep)	Steyr Daimler Puch TR 650	648	NL
2	S. Johansson .. .. (Dvr.: Entrant) (2nd Dvr.: K. ~~Johansson~~) (~~Res. Dvr.: K. Gustavsson~~)	Saab 96 Sport ..	842	S
3	S. Johansson .. .. (Dvr.: Entrant) (2nd Dvr.: G. Karlsson)	Saab 96 Sport ..	842	S
4	Abarth & Co. .. .. (Dvrs.: To be nominated)	Fiat Abarth 850 T.C. ..	846	I
5	Radbourne Racing Ltd. .. .. .. (Dvr.: J. A. Anstead) (2nd Dvr.: G. F. Anstead)	Fiat Abarth 850 T.C. ..	846	GB
6	Racing Team S.A.S. .. .. (Dvr.: J. van Osch)	Fiat Abarth 850 T.C. ..	846	NL
7	J. W. Akersloot .. .. (Dvr.: Entrant) (2nd Dvr.: D. van Yperen)	Austin Mini	848	NL
8	"Bagrit"	Panhard 24 C.T. ..	848	F
Class "B"—851 c.c. to 1000 c.c.				
11	Abarth & Co. .. .. (Dvrs.: To be nominated)	Fiat Abarth 1000 Berlina	982	I
12	Abarth & Co. .. .. (Dvrs.: To be nominated)	Fiat Abarth 1000 Berlina	982	I
14	Abarth & Co. .. .. (Dvrs.: To be nominated)	Fiat Abarth 1000 Berlina	982	I
15	Abarth & Co. .. .. (Dvrs.: To be nominated)	Fiat Abarth 1000 Berlina	982	I
16	Racing Team S.A.S. .. .. (Dvr.: E. Swart) (2nd Dvr.: ~~A. Hezemans~~)	Fiat Abarth 1000 Berlina	982	NL
17	Don Moore .. .. .. (Dvr.: P. Hopkirk)	Austin Cooper "S" ..	970	GB
19	~~Det~~ Hantzell	Deiter Hantzell Abarth		
Class "C"—1001 c.c. to 1300 c.c.				
20	M. Goodwin .. .. (Dvr.: L. Goodwin)	Ford Anglia 1200 Super	1210	GB
21	H. F. Squadra Corse (Dvr.: L. Cella) ..	Lancia Fulvia H.F. ..	1216	I
22	H. F. Squadra Corse (Dvr.: S. Munari) ..	Lancia Fulvia H.F. ..	1216	I
23	Babea Racing A.B. .. .. (Dvr.: J. Andreason) (2nd Dvr.: B. Rothstein) (Res. Dvr.: R. Hakansson)	Morris Cooper "S" ..	1275	S
24	G. P. Cayley	Austin Cooper "S" ..	1275	GB
25	Don Moore .. .. (Dvr.: J. Vernaeve)	Austin Cooper "S" ..	1275	B

EVENT THREE—cont.

Class "D"—1301 c.c. to 1600 c.c.

30	Autodelta S.p.A. (Dvr.: A. de Adamich) (2nd Dvr.: T. Zeccoli) (~~Res. Dvr.: "Nanni"~~)	Alfa Romeo Giulia Sprint G.T.A.	1570	I
31	Autodelta S.p.A. (Dvr.: R. Bussinello) (2nd Dvr.: "Geki") (~~Res. Dvr.: E. Pinto~~)	Alfa Romeo Giulia Sprint G.T.A.	1570	I
32	Autodelta S.p.A. (Dvr.: J. Rindt) (2nd ~~Dvr.: G. Baghetti~~) (Res. ~~Dvr.: I. Guinti~~)	Alfa Romeo Giulia Sprint G.T.A.	1570	A and I
33	Racing Team V.D.S. (Dvr.: S. Trosch)	Alfa Romeo Giulia Sprint G.T.A.	1570	B
34	Racing Team V.D.S. (Dvr.: M. Damseaux)	Alfa Romeo Giulia Sprint G.T.A.	1570	B
35	Alan Mann Racing Ltd. (Dvr.: Sir J. Whitmore)	Ford Lotus Cortina	1595	GB
36	Alan Mann Racing Ltd. (Dvr.: ~~F. Gardner~~) J Stewart	Ford Lotus Cortina	1595	AUS
37	Frami Racing Maastricht (Dvr.: F. Lubin) (2nd Dvr.: P. C. Hughes)	Ford Lotus Cortina	1595	NL

Class "E"—1601 c.c. to 2000 c.c.

50	Racing Team Holland (Dvr.: H. Koster) (2nd Dvr.: R. Kaelleners)	B.M.W. 1800 T.I.	1776	NL
51	N. Killenberg (Dvr.: Entrant) (~~2nd Dvr.: G. Bialas~~)	B.M.W. 2000 T.I.	1973	D
52	H. Hahne	B.M.W. 2000 T.I.	1990	D
53	D. Glemser	B.M.W. 2000 T.I.	1990	D
54	H. F. Squadra Corse (Dvr.: C. Maglioli)	Lancia Flavia Zagato	1800	I

Class "F"—Over 2000 c.c.

60	Fixo-Flex Sports Team (Dvr.: "Fred Cats") (2nd Dvr.: A. Kling) (~~Res. Dvr.: K. Geiss~~)	Daimler-Benz 300 SE	2975	D
61	Rackham Motors Ltd. (Dvr.: E. A. Savory) (2nd Dvr.: R. Pierpoint) 1st 5°	Ford Mustang	4727	GB
62	Babea Racing A.B. (Dvr.: R. Hakansson)	Ford Mustang	4727	S

RESERVES:

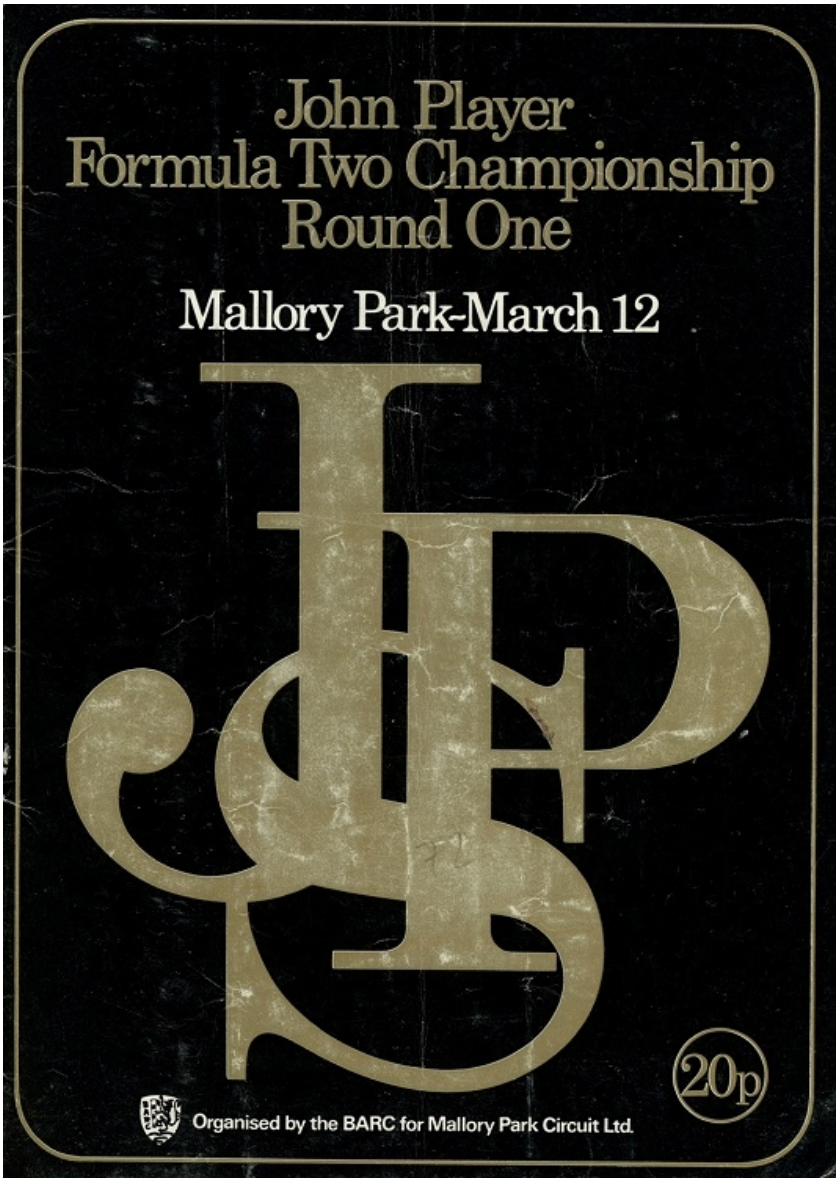
9	H. E. B. Mayes (2nd Dvr.: D. Carrington)	D.K.W. F. II	832	GB
10	A. Mylius	Saab 96 Sport	842	GB
18	Racing Team S.A.S. (Dvr.: A. Hezemans) (2nd Dvr.: ~~E. Swart~~)	Fiat Abarth 1000 Berlina	982	NL
26	R. Heavens (Dvr.: Entrant) (2nd Dvr.: M. Garton)	Austin Cooper "S"	1275	GB
27	R. Miles (Dvr.: M. Pigneguy) (2nd Dvr.: D. Meer) (Res. Dvr.: H. B. Digby)	Austin Cooper "S"	1275	GB
28	~~C. Mynott~~ (~~Dvr.: Entrant~~) (2nd Dvr.: M. R. B. Clarke)	Morris Cooper "S"	1275	GB
38	Autodelta S.p.A. Nanni (Dvr.: N. Galli)	Alfa Romeo Giulia Sprint G.T.A.	1570	I
39	Squadra Tartaruga (Dvr.: F. Birchler) 1st Reserve	Alfa Romeo Giulia Sprint G.T.A.	1570	CH
~~**40**~~	~~P. Kelly~~	Ford Lotus Cortina	1594	GB
41	T. W. Sanger	Ford Lotus Cortina	1594	GB

Snetterton 500Ks 16th July 1966
Points of note:

In the up to 850 c.c. Class we find Gijs van Lennep the 642cc Steyr Puch. A far cry from the Porsche 917 he would pilot in the great endurance races

Look in the 850 -1000 cc Class and there's that man 'Fitz' again: this time he shared with Giancarlo Baghetti to the Class win. In the up to 1600 c.c. class we find Andrea de Adamich – a race winner to come in endurance races – always in Alfa's., but also a useful F1 driver.
Then of course we find Jochen Rindt and Jackie Stewart both on the verge of F1 success!

Mallory Park – John Player F2 Championship March 12th 1972



EVENT 6 Start: 4.00 p.m. 50 Laps

The John Player F.2 Championship Race - Part Two

This event qualifies for the 1972 European Trophy for F.2. drivers and the John Player Championship

(Grid positions to be based on finishing order of Part One)

No.	ENTRANT AND DRIVER	CAR	c.c.	COLOUR
1	STP March ... ... *(Dvr: Ronnie Peterson)	March 722 Ford Cosworth-BDA	2000	Red
2	STP March ... ... (Dvr: Niki Lauda)	March 722 Ford Cosworth-BDA	2000	Red
5	Elf Coombs Racing ... *(Dvr: Francois Cevert)	March 722 Ford Hart-BDA	2000	White/Blue
6	Elf Coombs Racing ... (Dvr: Patrick Depailler)	March 722 Ford Hart-BDA	2000	White/Blue
8	John Coombs ... ... (Dvr: Adrian Wilkins)	March 722 Ford Hart-BDA	2000	White
9	Clarke-Mordaunt-Guthrie Racing ... ... (Dvr: Mike Beuttler)	March 722 Ford RES-BDA	1911	Yellow
12	Hahne-Shell-Arnold-Team (Dvr: Jean Pierre Jarier)	March 722 Ford Novamotor BDA	1830	White/Red
14	Ecurie Volants Shell ... (Dvr: Francois Migault)	March 722 Ford	2000	Red/Yellow
15	LEC Refrigeration Racing (Dvr: David Purley)	March 722 Ford RES-BDA	2000	Blue
16	Sports Motors/Coca-Cola Bottlers ... ... (Dvr: Gerry Birrell)	March 722 Ford Hart-BDA	2000	Blue
17	Squadra Tartaruga ... (Dvr: Xavier Perrot)	March 722 Ford Cosworth	1791	
20	Peter Bloor ... ... (Dvr: Brett Lunger)	March 722 Ford	2000	
21	Peter Bloor ... ... (Dvr: Hiroshi Kazato)	March 722 Ford		Red
22	Vern Schuppan	March 722 Ford Cosworth-BDA	2000	Red
24	Tino Brambilla	March 712 Brambills Dino-Ferrari	2000	Orange
28	Motul Rondel Racing ... (Dvr: Carlos Reutemann)	Brabham BT38 Ford RS-BDA	2000	Blue
29	Motul Rondel Racing ... (Dvr: Bob Wollek)	Brabham BT38 Ford RS-BDA	2000	Blue
34	F.I.R.S.T. ... ... (Dvr: Peter Westbury)	Brabham BT38 Ford Felday-BDA	2000	Blue
35	Uniacke Chemicals ... (Dvr: Richard Scott)	Brabham BT38 Ford Richardson-BDA	2000	Blue
36	Team Viking ... ... (Dvr: Tom Belso)	Brabham BT38 Ford Steele-BDA	2000	White

Points of note:

Like Crystal Palace, Mallory was ideal for Formula 2 races – fast noisy cars over short laps! The tiny 1.35 mile circuit held F2 International races in the 1960s and again from 1971-73.

Event 6 continued

No.	ENTRANT AND DRIVER	CAR	c.c.	COLOUR
39	A.S.C.A. ... ... (Dvr: Jean Pierre Jaussaud)	Brabham BT38 Ford Cosworth-BDA	1900	Blue/Green
40	A.S.C.A. ... ... (Dvr: Adam Potocki)	Brabham BT38 Ford Cosworth BDA	1900	Blue/Green
41	Team Bardahl ... ... (Dvr: Wilson Fittipaldi)	March 712 Ford Novamotor-BDA	2000	Yellow
42	Elcom Racing Team ... (Dvr: Claudio Francisci)	Brabham BT38 Ford Novamotor-FVA	2000	Green
43	Nicoby Racing ... ... (Dvr: John Wingfield)	Brabham BT38 Ford Felday-BDA	2000	Blue/Yellow
44	Edward Reeves ... ... (Dvr: David Morgan)	Brabham BT36 Ford Wood-BDA	2000	
48	Dick Barker	Brabham BT29 Ford Eden-BDA	1600	Blue/Yellow
56	Matchbox-Team Surtees ... *(Dvr: John Surtees)	Surtees TS10 Ford RES-BDA	1900	Yellow/Blue
57	Matchbox-Team Surtees ... (Dvr: Mike Hailwood)	Surtees TS10 Ford RES-BDA	1900	Yellow/Blue
65	G.R.S. International ... (Dvr: Tom Walkinshaw)	GRD 272 Ford RES-BDA	2000	
67	G.R.S. International ... (Dvr: Tetsu Ikusawa)	GRD 272 Ford Amon-BDA	1960	White
68	Walter Lehmann	GRD 272 Ford Cosworth BDA	1900	
73	Bruce McLaren Motor Racing Ltd. ... ... (Dvr: Jody Scheckter)	McLaren M21 Ford Broadspeed BDA	1890	Orange
77	Team Ensign ... ... (Dvr: John Burton)	Ensign LNF2 Ford Smith-BDA	2000	Blue
81	Chevron Racing Team ... (Dvr: Peter Gethin)	Chevron B22 Ford Smith-BDA	2000	Red
82	Alida-Graham Eden Racing (Dvr: Cyd Williams)	Chevron B20 Ford Eden-BDA	1860	Blue/White

*Graded Driver

This time Dave Morgan shocked the F2 establishment at Mallory Park in March 1972, winning the F2 John Player International (on aggregate) in his old Ed Reeves entered Brabham. He beat the graded Grand Prix stars Ronnie Peterson, Niki Lauda, Carlos Reutemann, Mike Hailwood, Francois Cevert etc.

If only F2 had that element today!

RESULTS: (Part Two)

1st 28 2nd 2 3rd 44 4th 73 5th 57 6th 35

7th ... 8th ... 9th ... 10th ... 11th ... 12th ...

Winner's Time 37~11.0 Speed 108.92 m.p.h.

Fastest Lap: Car No. 28 Time 33.4 Speed 111.98 m.p.h.

OVERALL RESULTS: (Parts One and Two Combined)

1st 44 2nd 2 3rd 28 4th 73 5th 57 6th 17

7th ... 8th ... 9th ... 10th ...

Winner's Overall Time 1-14~32.8 Speed ... m.p.h.

1

SW

The FORC 2022/23 Events Calendar- Update

FORC Indoors!

Friday 27th January

The FORC 'Festive Fuelling'

Back at our 'Spiritual' Home - The Fressingfield Swan
Traditional Carvery with choice of options
Looking back at the past year and forward into the new!

Wednesday 22nd February

Guest speaker at Stradbroke – stand by for announcement!

FORC Outdoors!

Friday 24th February

Race Retro

By Coach from Diss and en route

Dicount group admission – Let the coach take the strain!

Booking opening imminently

Wednesday 12th April

Visit to Prodrive

Yes, we really are going!

A reserve list is operating for morning sessions
Some availability for the p.m. session

Visit: *https://webcollect.org.uk/forc/event/visit-to-prodrive-12-april-2023*

Group booking for lunch meet!

Look out for FORC Newsflashes, the FORC *Newsletter* and Facebook. Visit https://www.forc.org.uk/forc-programme.ph regularly!

Now in our 23rd Year
FORC
Fressingfield Oily Rag Club

Quick Quiz

1. UK race circuits: which circuit used in 2022 had the shortest lap distance?

2. Which former Ferrari Grand Prix star won a national championship in his home country in 2022?

3. Formula 1: Which son of a World Champion was: a) dropped by his team at the end of the 2022 season and b) taken on as a reserve driver for 2023 by which team?

4. The TV mini series ‘Lucky’ tells the story of Formula 1 through the eyes of which celebrity?

5. Which British Club has announced a) a new 24 hour race in 2023, b) where will it be held, and c) what will the format be?

6. Name the Danish driver who won the Le Mans 24 Hours race nine times, the Sebring 12 Hours six times and was 2013 WEC Champion

ASTON MARTIN

7. In what category did the Aston Martin DBR4 and ‘5’ compete and when?

8. When was the first Indianapolis 500 Mile Race held.

9. Who said “It might be Formula1 but it’s not Grand Prix Racing”?
10. Which race winning MotoGP team withdrew from racing at the end of the 2022 season?



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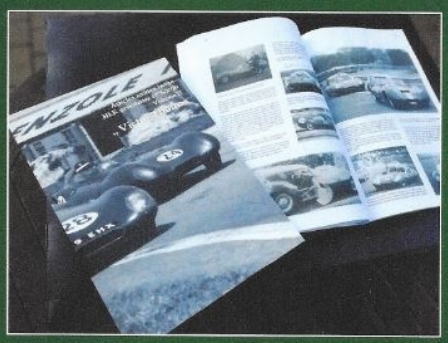
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Quick Quiz Quick Answers

1. Lydden Hill Circuit

2. Rubens Barrichello won the 2022 Brazilian Stock Car Championship

3. Mick Schumacher lost his seat at Haas and joined Mercedes as reserve driver.

4.Bernie Ecclestone

5. a) Classic Sports Car Club
   b) Anglesey
   c) A race for all cars eligible for CSCC series. The entry will be split into six groups of cars. Each group will race four times for 40 minutes across 1st & 2nd July



6. Tom Kristensen

7. Formula 1 (1959 & 1960)

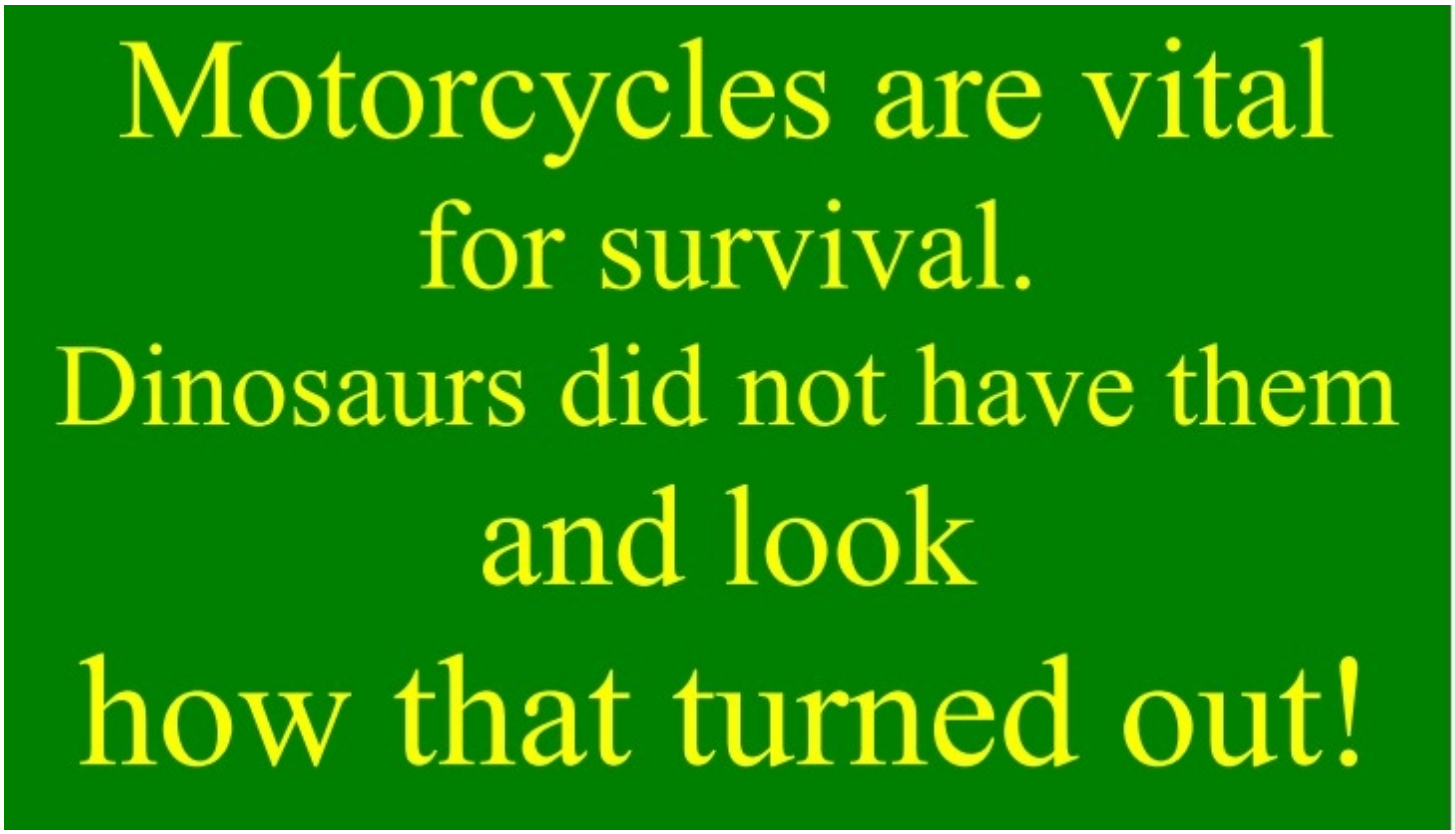
8. Memorial Day 1911 (Usually the last weekend in May)

9. Tony Brooks – FORC April 2013 Guest Speaker who died on 3rd May 2022

10. Suzuki

Now in our 23rd Year
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Footnote.


Motorcycles are vital
for survival.
Dinosaurs did not have them
and look
how that turned out!


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