Now in our 23rd Year

FORC

FRESSINGFIELD OILY RAG CLUB

Newsletter

March 2023

FORC - For Motor Sport Enthusiasts



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The View from the Editorial Desk

When I sit down to pen my piece for the Newsletter I always revisit the previous month and reflect on how things have turned out.

Our evening with 'Gillie' Sills was seriously memorable. We assembled a team of Lotus veterans, Bob Dance, 'Beaky' Sims and Clive Hicks. After a warm up over at 'The Ivy' they formed a Team Lotus front row in case Gillie needed any assistance. Then came a true high point for FORC: a video message from Mario Andretti recorded in his home, recalling his time at Team Lotus, winning the Formula 1 World championship, and offering his best wishes for a good evening to Gilllie and us all. Scroll down to the footnotes at the end of the Newsletter for a link.

David recorded a response which we transmitted back to Mario.

Now came anti-climax as I had to report that our March guest has to postpone. This has a knock on effect while we try to reshuffle the programme to find someone who can stand in. The beads of FORC Towers perspiration are back! Fortunately our visit to Race Retro gave the opportunity to make some fresh contacts. Watch out for news.

The May 31st Track Evening is booking.Our May Stradbroke meeting has moved a week forward to the 24th. We still await confirmation of our Peter Andrews Sprint. Recce's for the Tulip Run on 18th June are under way with Jacqui and Tony.

We are delighted that, following my invitation to lend a hand last month Richard and Paul came forward to join the Team and were in action at Stradbroke. Thanks chaps.

Our FORC needs are modest: we still need back up for when holidays or business or whatever inevitably crop up. Lending a hand at the Peter Andrews Sprint, on the door at Stradbroke, erecting our flags, the logistics of getting kit to and from, erecting the gazebo add that fresh dimension to your membership as you put something back. Think about it.

Safe and successful Oily Ragging
Steve Wyatt

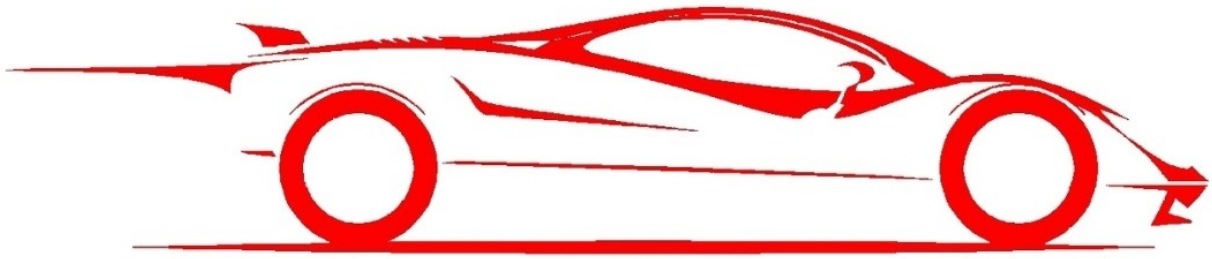




Meeting Update - March Stradbroke Meeting

The many who attended the brilliant presentation by Gillie Sills, assisted by William Murrell and Mario Andretti, will have heard me announce that at the time of writing our plans for the March meeting regrettably have to change.

Please look out for further details coming shortly. SW



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David Whitham recalls…..

Racing in Formula Ford – 1970's style

When Steve asked me to write about my experiences racing in Formula Ford in the 70's I nearly fell into the trap of telling the usual "then I raced here and then I raced there and then we ran out of money".That is sort of true but dull.

I decided you would all be bored with that so I am only giving you a snapshot of what I can remember and the result of digging through a lot of rubbish in the loft and other hideaways.

I will have to dig deeper to try and collate all that sometime.

Formula Ford in the late 70's

1975

In early 1975 I asked my bank manager for a loan to buy a racing car. Much to my surprise he said yes and I bought a 1971 Alexis Mk18B Formula Ford with a Don Parker trailer for £750. Our tow car was to be our trusty Hillman Imp. Naturally it needed a rebuild, the Alexis, not the Imp, but it was all ready by August 1975 to test at Goodwood. We shared the day with David Purley with his Lec Chevron F5000 car. There were only the two of us so we took turns to go out. I couldn't imagine that now. They were so understanding and considerate. I ran the car with the old Firestone Torinos that used to be the road tyres that FF used.

KEE CAR PARTS
3-5 Union Street, Harleston, IP20 9BD
Telephone 01379 852565

With the car all up to date with new Dunlop race tyres, external cooling pipes (water used to run through the chassis tubes before 1975) and two hand held dry powder fire extinguishers, we (Eleri and I) were ready for our first race at Snetterton FF festival in Nov 1975. In at the deep end to say the least. How was everyone so fast!? How were there so many cars?



This was our pitch at Snetterton that cold November day.

We were right by the Jim Russell Racing Driver School building. Look at the lovely paddock surface and that rather vulnerable oil tank at the back of the car.

Having driven up from Southampton we stayed the night in our frame tent. We were mad, cold but keen.



On the grid with Eleri and my brother-in-law for moral support.
No dream result but I finished, not last, and got £5 prize money for my labours.

1976

1976 saw the start of the Dunlop Star of Tomorrow FF championship for Novice drivers.

At Oulton Park in September, on the very short circuit, again we were camping to save money and a long way from Southampton. Two heats and a final with 37 entries, this event was supporting the Gold Cup which was for F5000 cars.

Here is the result sheet for the DSoT final at Oulton Park that day. As you can see it has suffered the ravages of time but it is fun to read it today. But some of it is not. Finishing 12th was Bob Toleman who sadly passed away after crashing at Snetterton, I think, the following weekend. I didn't go to Snett because I had damaged the bodywork on my car at Oulton and I am glad I didn't.

When you look at the names in the first 4 places you can see why they were special times.

BRITISH RACING & SPORTS CAR CLUB
(North Western Centre)

ShellSPORT 5000 International Gold Cup

(In association with the Daily Mail)

OULTON PARK, SEPTEMBER 17/18th 1976.

BULLETIN NO: 8. EVENT 3.

BRSCC DUNLOP 'STAR OF TOMORROW' FORMULA FORD CARS

Final qualifying for the 1976 BRSCC Dunlop 'Star of Tomorrow' Formula Ford Championship.

Weather: Sunny
Track: Dry.

10 LAPS.
START: 1615 hours.

POS:	NO:	DRIVER:	CAR:	TIME: min. secs.	SPEED: m.p.h.
1	4	Nigel Mansell	Hawke DL11	11. 36.8	85.45
2	2	David Leslie	Crossle 16F	11. 42.8	
3	20	Sean Walker	Royale RP21	11. 43.0	
4	30	James Weaver	Hawke DL12	11. 51.4	
5	24	Nick Ham	Lola T204	11. 54.0	
6	8	Pete Tinworth	Titan Mk. 6A	11. 54.4	
7	18	David Whitham	Alexis 18B	12. 02.2	
8	11	Bill Shepherd	MRE Tiga FF	12. 04.2	
9	16	Carlton Jerome	Dulon MP15	12. 04.8	inc. 10sec.pen.
10	33	Graham North	Royale RP21	12. 05.8	
11	29	Mike Taylor	Image FF2B	12. 06.4	
12	12	Bob Toleman	Royale RP21	12. 12.4	
13	7	Joop Van Der Sluis	Tiga FF76	12. 12.6	
14	23	Malcolm Ablett	Hawke DL2B	12. 20.4	
15	3	Steven Horrox	Dulon MP17	12. 21.0	
16	22	Tim Knight	Merlyn 11A/20A	12. 23.2	
17	34	Robert Meaton	Mistrale	11. 33.8	9 laps.
18	37	Jim Kelly	Merlyn 24/29	12. 05.0	

FASTEST LAP:

Cars numbered 2 - David Leslie and 4 - Nigel Mansell - 1m. 08.6s. = 86.80 m.p.h.

RETIREMENTS:

Cars numbered 31, 26, 28, 25 on lap 0.
Car No: 15 on lap 6. Car No: 1 on lap 7.

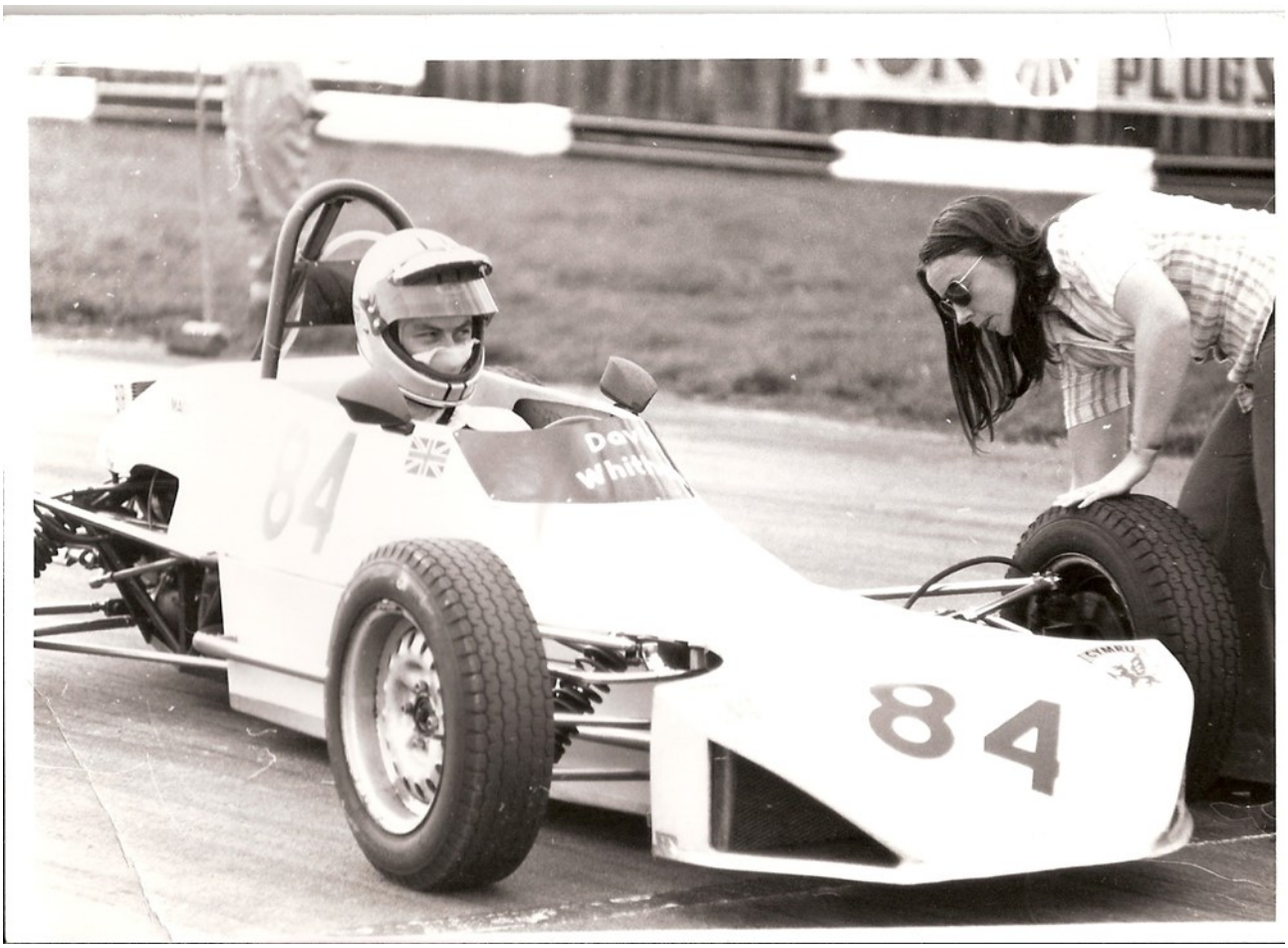
INCIDENTS:

1615 hrs. Cars numbered 31 and 28 collided at Old Hall; retired.
1617 hrs. Car No: 26 spun at Druids and was hit by car number 25; both retired.
1625 hrs. Car No: 1 spun at Old Hall and retired.
1627 hrs. Car No: 15 hit barrier at Lodge; retired.

At the end of 1977, I bought Mike ‘Fulmar’ Taylor’s Image FF2B (he had finished 11th at the Oulton Race in 1976) as a rolling chassis for I seem to remember about £1200. He was buying a new Royale RP24. I ran it with the Holbay engine and Hewland Mk8 from the Alexis until I could afford a better engine. A GGS with Oselli dry sump pump. This engine was good for 105 BHP on the rolling dyno run by Tom Airey at New Cheriton Garage out towards Petersfield. Not bad with points ignition. Airey Tuning is still going today.

By now the old Imp had gone and had been replaced by a Singer Chamois Sport. 998cc Hartwell block and good for 7000 rpm in top gear. I will not tell you how fast it could tow the Image but it was quick.

1978



Eleri cleaning the tyres on the grid, with no green flag laps in those days we had to switch off and start with cold tyres. No wonder there were so many first lap prangs.

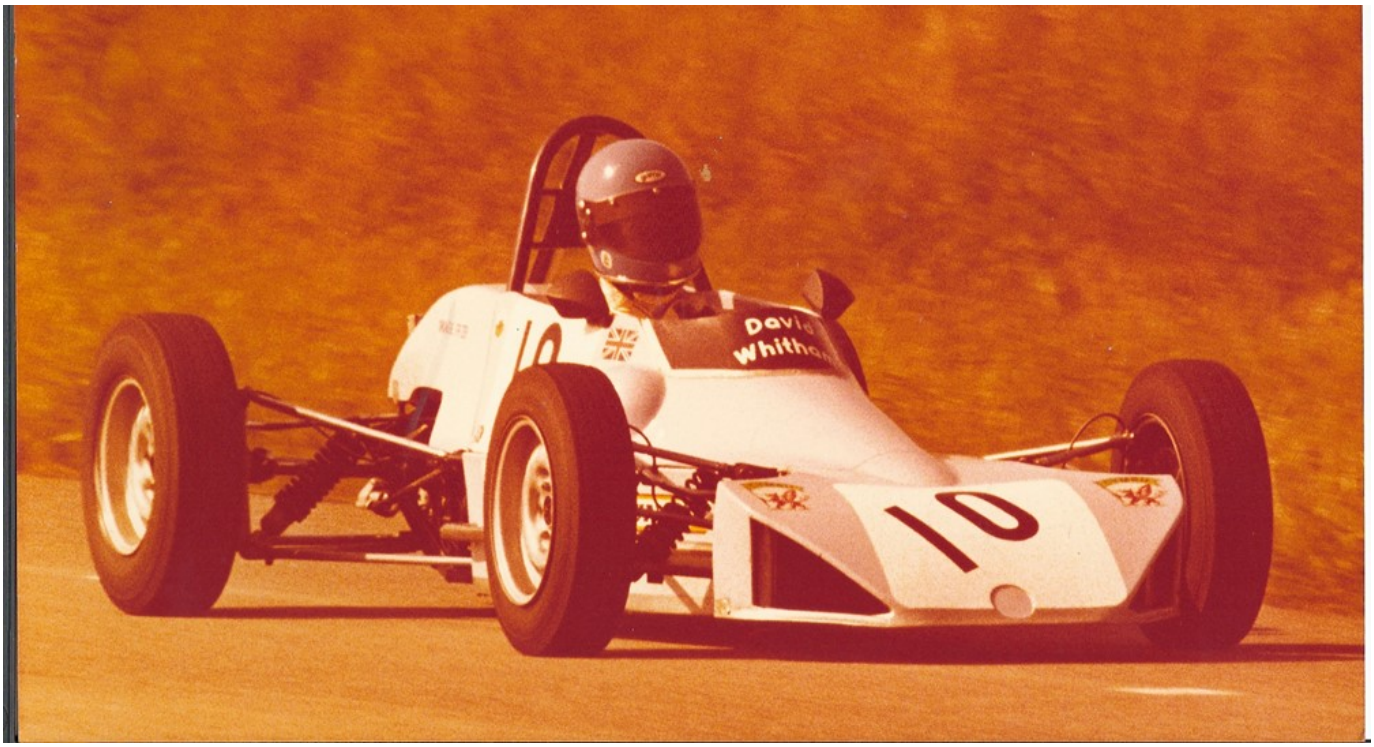
The USAC Indy cars were at the Silverstone GP circuit (the old circuit with just a chicane at Woodcote.) and we raced on the Saturday when it was too wet for the big boys. My best man, Mick Clark was working for Penske down in Poole. He told me afterwards that Rick Mears, who was driving for Penske at the time, stood on the pit wall at the start of our race and when a swarm of FF cars blasted down to Copse in a ball of spray he apparently said “Gee, those guys have got balls!” We knew no different and actually it wasn’t that wet, just a bit damp. All this was on 30th September. Eleri was expecting our first child (Ceri) who was born on 21st October and was my pit crew with help from some university friends. We all came back to watch the USAC boys the following day but left Eleri at home. Looking at the picture it must have been taken earlier in the year since Eleri is not showing any sign of the bump and it is not wet.

1979

In 1979 I retreated to racing only at Castle Combe in the BRSCC SW championship. Two nasties prangs that I remember. Backwards into the concrete marshals’ post on the exit of Old Paddock and T-boning some South American hot shoe who had spun under braking for Quarry on first lap. The first was a trip to Frenchay Hospital in Bristol with “suspected broken neck”. The first was entirely my fault because I had exited Quarry perfectly and Old Paddock was one of those “lift and you're a chicken” corners. In hindsight that is only true if you haven’t left the previous corner quite so fast. I had cracked my crash helmet and as I switched off the master switch and tried to get out of the car I found my legs were not working too well and everything looked as though I was wearing red tinted sun glasses. The marshals laid me down and the doctor said “can you feel this?”, No, “can you feel this?”, No. This was in practice and the red flag was thrown, the ambulance went out and I didn’t come around. Eleri was very worried and as I was laying in the medical centre, the ground floor of the control tower, Eleri came in looking anxious. My first question? “How bad is the car? Can we fix it for this afternoon?” The doctor nearly exploded. Now racers understand this but normal people don’t.
They thought I had a broken neck but I hadn’t fortunately but having my neck in a brace, Eleri had to tow the car home to Southampton with me in the passenger seat. What a star.

1980

Finally realised family needed to take priority and parked the car up. Problem is when you have experienced the buzz you need another fix. Fast forward to 2001 and start racing in 2002 in Sports 2000 with a 1982 Lola T592S. Zandvoort in the first year was an experience. But all of that is another story.



David Whitham FORC

Postscript

To realise how different those days were just see this page from the BRSCC's British Racing News of November 1976.
Just look who was the winner of Class C in the Direct Tapes Northern League Production Sports Car Championship. Happy days.



1976 BRSCC CHAMPIONSHIP RESULTS

BRSCC NATIONAL PRODUCTION SPORTS CAR CHAMPIONSHIP

CLASS A—£3000 to £4500

1st Chris Meek	Lotus Europa	78 points
2nd Colin Blower	TVR3000M	35 points
3rd Rod Gretton	TVR3000M	27 points

CLASS B—£2000 to £3000

1st Chris Alford	TVR 1600	67 points
2nd Anthony Brewer	Morgan 4/4	27 points
3rd Doc Griffiths	MGB	24 points

CLASS C—UP TO £2000

1st Valli	MG Midget	65 points
2nd Dave Karaskas	Austin Healey Sprite	60 points
3rd H. Wadsworth	Austin Healey Sprite	15 points



Chris Alford



Chris Meek

DIRECT TAPES NORTHERN LEAGUE PRODUCTION SPORTS CAR CHAMPIONSHIP

CLASS A—£3000 to £4500

1st Chris Meek	Lotus Europa	36 points
2nd Colin Blower	TVR3000M	19 points
3rd Rod Gretton	TVR3000M	12 points

CLASS B—£2000 to £3000

1st Chris Alford	TVR 1600	32 points
2nd Anthony Brewer	Morgan 4/4	18 points
3rd Doc Griffiths	MGB	10 points

CLASS C—UP TO £2000

1st Valli	MG Midget	34 points
2nd Dave Karaskas	Austin Healey Sprite	30 points
3rd H. Wadsworth	Austin Healey Sprite	11 points

EURO-BURGESS SOUTHERN LEAGUE PRODUCTION SPORTS CAR CHAMPIONSHIP

CLASS A—£3000 to £4500

1st Chris Meek	Lotus Europa	36 points
2nd Colin Blower	TVR3000M	16 points
3rd Rod Gretton	TVR3000M	15 points

CLASS B £2000 to £3000

1st Chris Alford	TVR 1600	35 points
2nd Chris Hampshire	Morgan 4/4	18 points
3rd Doc Griffiths	MGB	14 points

CLASS C—UP TO £2000

1st Valli	MG Midget	31 points
2nd Dave Karaskas	Austin Healey Sprite	30 points
3rd Ken Davies	Austin Healey Sprite	13 points



Valli



You were there

This month a selection of pictures from the British GT Championship round at Snetterton on 7th August 2016

– What better than a big field of big GT3 and GT4 cars on a warm sunny day at Snetterton.



Winner Race 1:Jon Minshaw/Phil Keen

Barwell Motorsport Lamborghini Huracan GT3

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Second Race 1: Mick Farmer/John Barnes

TF Sport Aston Martin Vantage GT3



Third Race 1: Mick Parfitt/Seb Morris Team Parker

Bentley Continental GT3



First in GTD: Sandy Mitchell/Ciaran Haggerty
Black Bull Ecurie Ecosse McLaren 570S GT4

British GT will be back at Snetterton on June 17/18 2023
All pictures Copyright Quilter House

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News from the black stuff

Congratulations Jez Clark on winning the 2022 HSCC 70's Road Sports Championship to add to 2018,2019, and 2022.

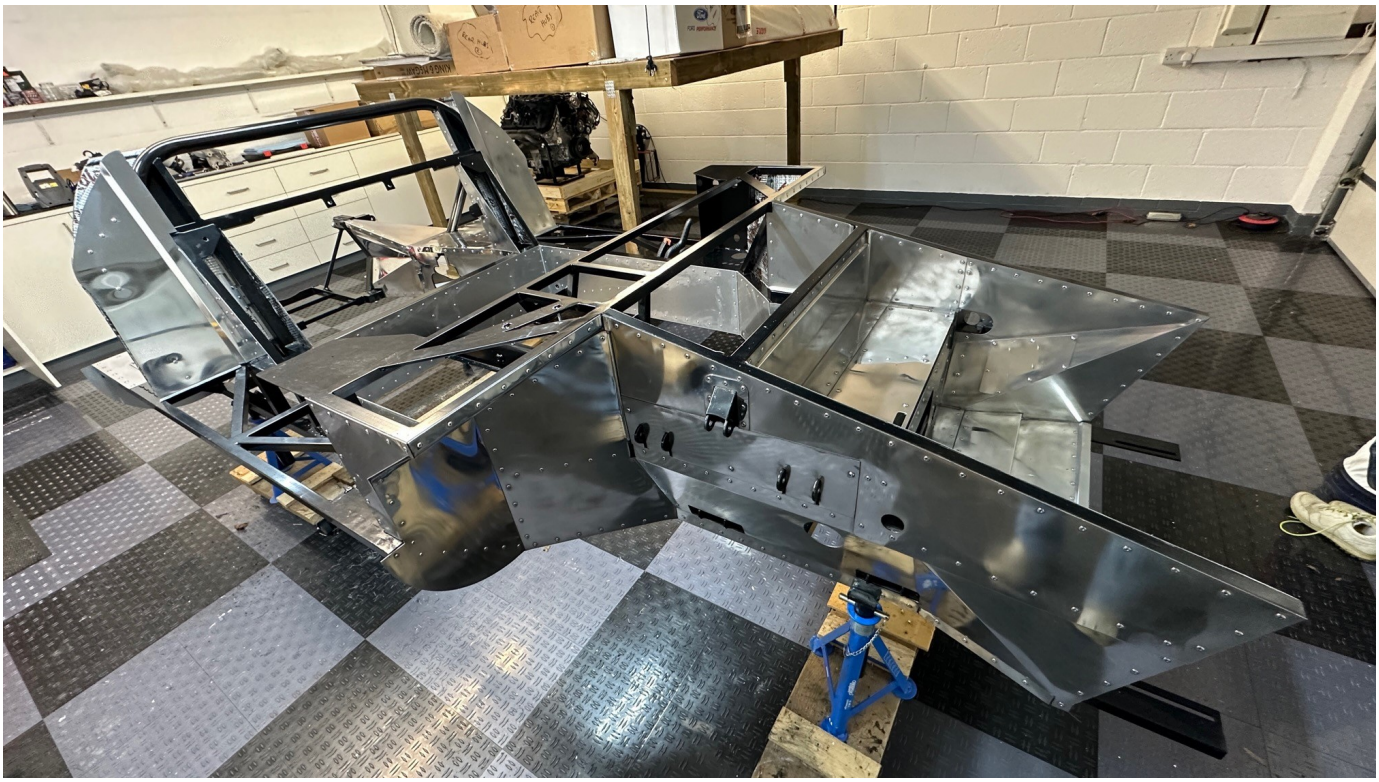
Jez writes 'I'm moving to Spain mid year but will try hard to get to your meetings as I do value them, it's a great opportunity to listen and mix with those that really DO have a passion for racing, which I share.
Hope to head back to the UK for a while and really do hope that it will coincide with a FORC meeting as I enjoy them greatly. Please keep up the great work!'

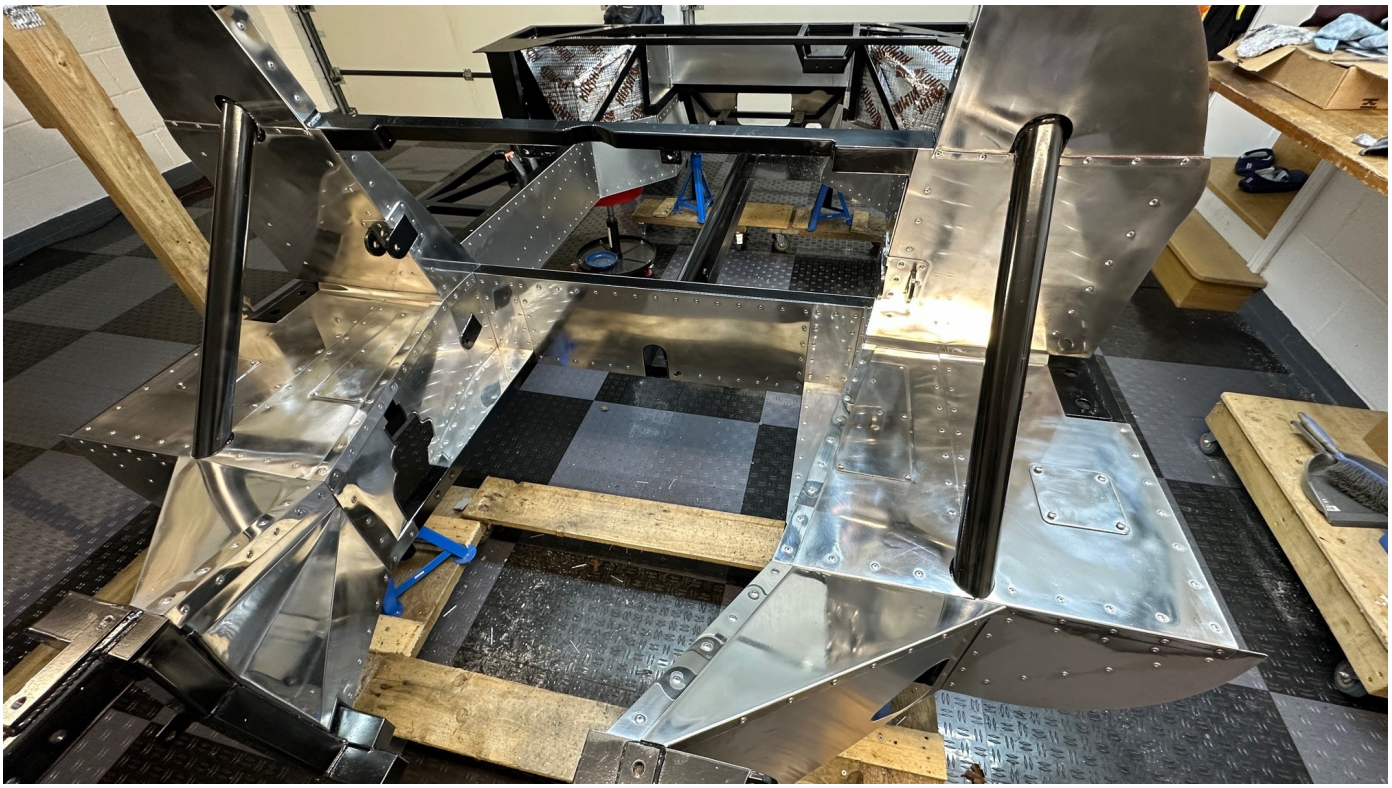
Jez hopes to race in the Iberian Endurance Series, taking on Elan 26R's in his S4 – a 160kg weight difference! He describes the circuits as very impressive, long, tricky and fun!

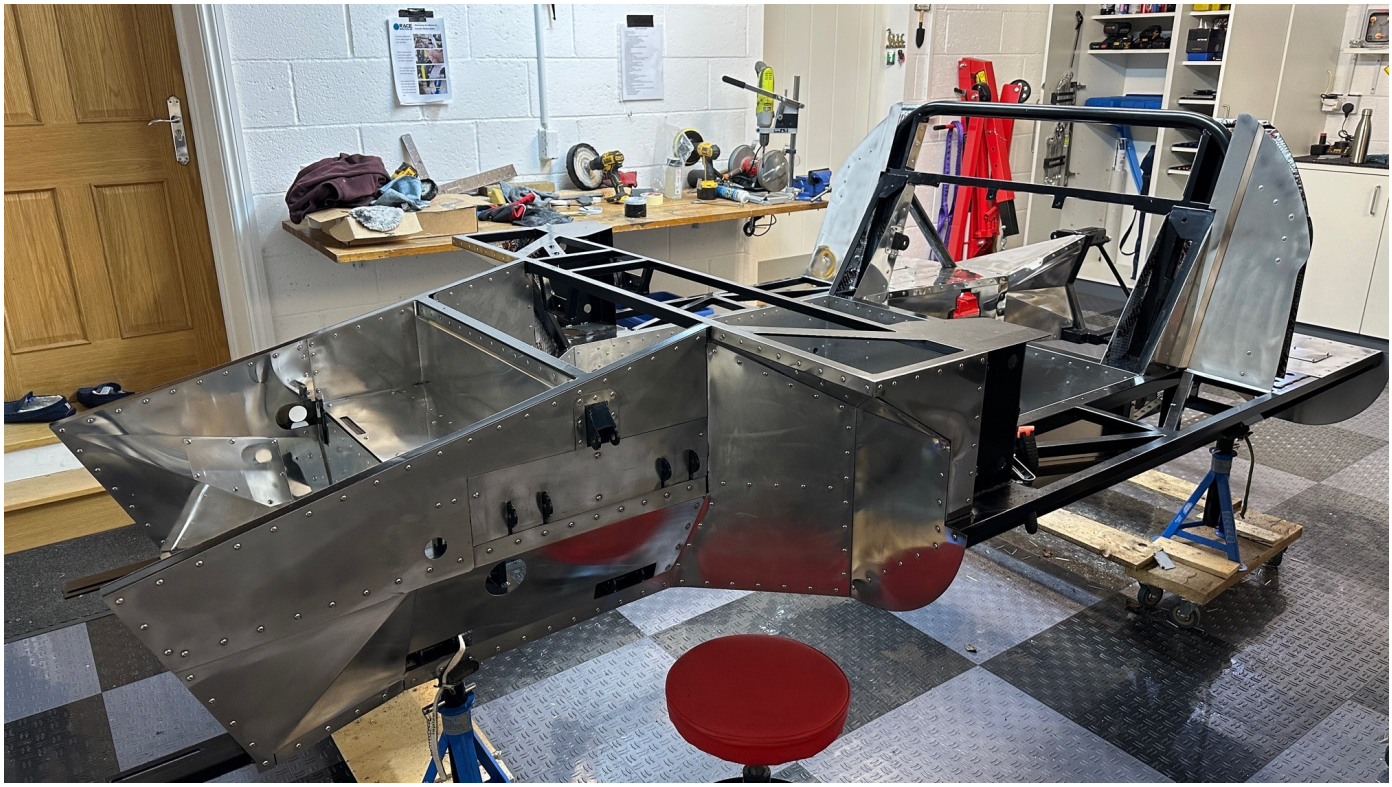
I've told Jez we expect some reports and pictures! Meanwhile here is one from 2022.



You will remember Richard Neall competing in in our 2022 Snetterton Sprint in his McLaren 720s. Richard has since started building a Ford GT40 replica. See pictures below:







Richard tells me that he doesn't expect to have the car ready for this years Sprint but is determined to be on the start line with it in 2024!

So that’s a good start for 2023.

Now please do me a favour and let me know your news and a photograph or two. Your adoring FORC fans are waiting!

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

RICHARD DRAKE
Alfa Romeo Specialist
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Beech Drive, Mile Cross Lane
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Tel: 01603 406050

Were you there?



EVENT 4

THE BRITISH SALOON CAR CHAMPIONSHIP RACE

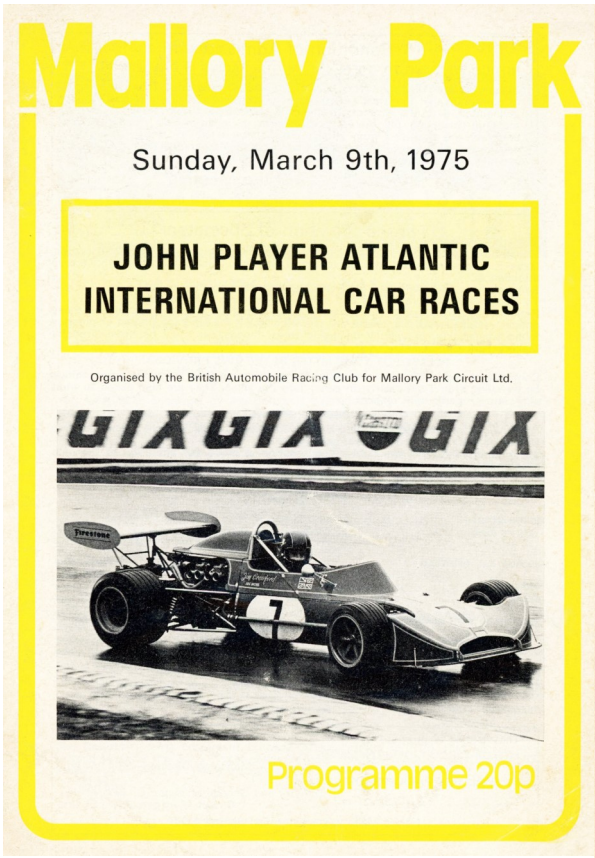
START: 5.25 p.m. — 15 LAPS

NO.	ENTRANT AND DRIVER	CAR	C.C.
Class A—Over 2000 c.c.			
101	Race Proved by Willment (Dvr.: B. Muir)	Ford Galaxie	6970
102	Alan Brown (Dvr.: J. Brabham)	Ford Mustang	4727
103	P. S. McNally (Dvr.: M. Salmon)	Ford Mustang	4727
104	Rackham Motors Ltd. (Dvr.: E. A. Savory)	Ford Mustang	4727
105	R. F. Pierpoint	Ford Falcon s/c	4727
106	Sir Gawaine Baillie	Ford Falcon s/c	4727
~~107~~	Race Proved by Willment (Dvr.: Sir John Whitmore)	Ford-Lotus Cortina s/c	1594
Class B—1301 c.c. to 2000 c.c.			
111	B. Bradley	Triumph 2000	1998
112	Team Lotus Ltd. (Dvr.: J. Clarke)	Ford-Lotus Cortina	1594
114	Team Lotus Ltd. (Dvr.: P. J. Arundell)	Ford-Lotus Cortina	1594
115	Race Proved by Willment (Dvr.: A. G. Dean)	Ford-Lotus Cortina	1594
~~116~~	Team Fife (Dvr.: T. Simpson)	Ford-Lotus Cortina	1594
~~117~~	Lumaca Tune Racing (Dvr.: T. N. Nicholls)	Ford-Lotus Cortina	1594
Class C—1001 c.c. to 1300 c.c.			
~~121~~	Aylesbury Tuning Co. (Dvr.: P. de Banks)	Ford Anglia	1298
~~122~~	Uptune (Racing) Ltd. (Dvr.: To be nominated)	Ford Anglia	1298
123	The Cooper Car Co. Ltd. (Dvr.: J. Rhodes)	Austin Mini-Cooper "S"	1275
124	J. D. Lewis	Austin Mini-Cooper "S"	1275
125	Higham Advertising (Dvr.: H. W. Cooper)	Austin Mini-Cooper "S"	1275
126	P. Clarke	Austin Mini-Cooper "S"	1275
127	D. Buckett	Austin Mini-Cooper "S"	1275
128	Alexander Engineering Co. Ltd. (Dvr.: A. Lanfranchi)	Morris Mini-Cooper "S"	1275
129	Superspeed Conversions Ltd. (Dvr.: C. Craft)	Ford Anglia	1220
130	Superspeed Conversions Ltd. (Dvr.: M. Young)	Ford Anglia	1220
Class D—Up to 1000 c.c.			
141	Alan Fraser Racing Team (Dvr.: R. Calcutt)	Hillman Imp	998
142	Alan Fraser Racing Team (Dvr.: N. Brittan)	Hillman Imp	998
143	Paul Emery (Dvr.: W. McGovern)	Hillman Imp	998
144	Team Broadspeed (Dvr.: J. Fitzpatrick)	Ford Anglia	997
145	Team Broadspeed (Dvr.: P. Procter)	Ford Anglia	997
146	Superspeed Conversions Ltd. (Dvr.: P. Webb)	Ford Anglia	997
147	Radbourne Racing Ltd. (Dvr.: A. Mylius)	Fiat Abarth 1000TC	982
148	The Cooper Car Co. Ltd. (Dvr.: J. Handley)	Morris Mini-Cooper "S"	970
149	Vitafoam Developments (Dvr.: H. W. Ratcliffe)	Morris Mini-Cooper "S"	970
150	Equipe Arden (Dvr.: S. P. Neal)	Austin Mini-Cooper "S"	970
RESERVES:			
151	H. Mayes	D.K.W. F12	912
118	R. Burton	Ford-Lotus Cortina	1594
152	C. B. Mynott (Dvr.: M. R. B. Clarke)	Morris Mini-Cooper "S"	999
131	Conroy Motors (Finchley) Ltd. (Dvr.: J. Cannadine)	Morris Mini-Cooper "S"	1275
119	R. H. Smith	Ford-Lotus Cortina	1594

21

Snetterton, Good Friday, April 8th 1966: A British Saloon Car Championship round supported the Group 7 feature event. Jack Brabham, in the Alan Brown Mustang won, followed by Mike Salmon in another Mustang and, in third place, Jim Clark making what turned out to be his final appearance at Snetterton.

Study the entry and you will find a future FORC guest speaker spread throughout:
Class A: Sir John Whitmore (Although a posted non starter)
Class C: John Rhodes & Chris Craft
Class D: John Fitzpatrick



Mallory Park

Sunday, March 9th, 1975

JOHN PLAYER ATLANTIC INTERNATIONAL CAR RACES

Organised by the British Automobile Racing Club for Mallory Park Circuit Ltd.

Programme 20p

John Player Atlantic International Championship Race

EVENT 3

50 Laps

Single-seater class for cars using 200 bhp engines up to 1600 cc based on production units.
The fastest 20 cars in official practice will qualify for this race.

No.	ENTRANT AND DRIVER	CAR	c.c.	COLOUR
1	Pinch Plant Ltd. ... ... (Dvr: John Nicholson)	Tui Nicholson Ford	1600	Green/White
2	SDC Racing Ltd. ... ... (Dvr: Jim Crawford)	Chevron B29	1600	Brown/Yellow
3	Team Modus ... ... (Dvr: Tony Brise)	Modus M1 BD Ford	1600	Orange/Black
5	Ray Mallock	March 75B Swindon	1600	Orange
6	Graham Eden ... ... (Dvr: Cyd Williams)	Brabham BT40	1600	Red
7	SDC Racing ... ... (Dvr: Steve Choularton)	Chevron B29 Hart Ford	1600	Blue
9	Peter Wardle	Surtees TS15 Swindon BDA	1600	Blue
10	Wella International Hair Care (Dvr: Ted Wentz)	Lola T360B Swindon	1600	White
14	Valentino Musetti	March 74B BDA Ford	1600	Red/White
15	Strakers of Wimbledon (Dvr: Nick May)	Lola T360 Nicholson Ford	1600	Black/Yellow
16	Peter Williams Racing ... (Dvr: Peter Williams)	Chevron B27 Nicholson Ford	1600	Black/White
DNS 17	George Cooper (Lubricants) Ltd. (Dvr: Derek Cook)	March 75B Ford	1600	Red
18	Donington Park Collection-Wheatcroft Racing ... (Dvr: Richard Morgan)	Chevron B29 Nicholson Ford	1600	White
19	Roy Baker	March 73B Ford	1600	Red/White
20	Philip Sharp	Lyncar FA 005 Ford	1600	Green/White
21	Peter Munro	Chevron B27 Whitehurst	1600	Red
~~22~~	~~Dickson Motors ... ... (Dvr: Norman Dickson)~~	~~March 74B Holbay Ford~~	~~1600~~	~~Yellow~~
24	L. & B. Excavations Ltd. (Dvr: Alo Lawler)	Chevron B29 Nicholson Ford	1600	Yellow
25	Bob & Marj Brown ... (Dvr: Robert Muir)	Birrana 273 Hart Ford	1600	Yellow
~~26~~	~~Bob & Marj Brown ... (Dvr: Dean Hosking)~~	~~Birrana 273 Hart Ford~~	~~1600~~	~~Yellow~~
~~28~~	~~Astor Club Racing International ... (Dvr: R. Alvarez)~~	~~McLaren M21 LEC Ford~~	~~1600~~	~~Red~~
~~31~~	~~Harrison of Birmingham ... (Dvr: Graham Perry)~~	~~March 742~~	~~1600~~	~~—~~

2 18 3 7 1 15 25 24 17 5 16 20 9 21 6 10 ↑ 10 sec pen.

RESULTS:

1st 18 2nd 2 3rd 7 4th 14 5th 25 6th 10

Winner's Time 40·06·0 Speed 80·80 m.p.h.

Fastest Lap: Car No. 3 Time 55·4 Speed 87·73 m.p.h.

Mallory Park on Sunday 9th March 1975 saw the BARC host a round of the John Player Formula Atlantic series. In the wet Richard Morgan scored his first F.Atlantic win in Tom Wheatcroft's Chevron B29 while awaiting completion of their own Wheatcroft chassis. Jim Crawford finished second and Steve Choularton, Crawford patron and friend was third. Crawford would later start two Formula 1 World Championship races for Team Lotus becoming the 500th driver to start a Formula 1 World Championship race!

Tony Brise, who sadly lost his life in the flying accident involving Graham Hill and other members of his Formula One team, the following November, was an early retirement at Mallory Park.

The Quick Quiz

1.Which Formula 1 World Champion was kidnapped?
a) Who was this?
b) When and where
c) Who were the kidnappers

2. Who wants to bring the Cadillac name into Formula 1?

3. Who, in 1968, put his Lotus 49 on pole for his first ever World Championship Formula 1 race?

4. Which British Formula 1 'Brand' is attempting to enter the World Endurance Championship (WEC) and with what Canadian driver?

5.Name the new for 2023 Ferrari Formula 1 team principal

6. What General Motors brand has disappeared from saloon car racing and where?

7. In what race on 13th February 2023 were the top three places taken by Ricky Stenhouse Jr, Joey Logano, and Christopher Bell?

8. What engine configuration is shared between the following in Moto GP: Ducati, Aprilia, Honda, KTM.

9. What is a common feature of the following Motor Cycle racers careers: Geoff Duke, John Surtees, Mike Hailwood, Bill Ivy?

10. Which aircraft manufacturer entered a team in the Le Mans 24 Hours in 1953 , 1954, and 1955.



The latest on FORC Events for 2023

- **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
- **Date change - Wednesday 24th May 2023** at Stradbroke – Guest speaker tba
- **Wednesday 31st May 2023** at Snetterton – The FORC Track Evening

Booking Now

- **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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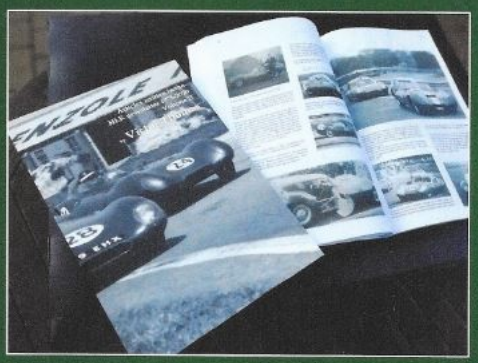
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The Picture on the cover

Geoff Friswell in his March 73B, with a Brian Hart engine, heads for victory in a Formula Atlantic race at Snetterton in August 1973,

Colin Vandervell, David Purley, John Nicholson and Stan Matthews give chase through the Esses.

Painted for the late 'Fris the Whizz' by Andrew Kitson in 2008.



The Quick Quiz Answers

1. a) Juan Fangio

   b) February 1958 Havana Cuba

   c) Castro revolutionaries – they released him later that day after the Cuban Grand Prix

2. Michael Andretti.
3. Mario Andretti
4. Vanwall with driver Jacques Villeneuve
5. Frederic Vasseur
6. Holden – as in Australian Supercars
7. Daytona 500 (NASCAR)
8. V4
9. They all took up racing on four wheels
10. The Bristol Aeroplane Company built four streamlined sports cars – three were dismantled after the 1955 Le Mans race

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Footnotes



February's guest speaker Gilbert Sills (right) interviewed by William Murrell



February's guest speaker Gilbert Sills being presented with the usual FORC prize by club Chairman Steve Wyatt





Mario Andretti introduced the February guest speaker Gilbert Sills by video. [You can watch the video on he club website.]



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