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750 MOTOR CLUB

2018 YEARBOOK



2018 YEARBOOK

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After a six-year hiatus, we are delighted to reintroduce a printed yearbook to the list of 750 Motor Club competitor benefits, and hope that each season's edition in its comprehensive new-for-2018 format can act as a lasting memento of racing activities and exploits for all those on the grid.

As a season in numbers, 2018 proved to be one of the busiest of all time for the 750 Motor Club. Running a total of 19 formulae; 14 of those saw champions crowned at the end of a year comprising 32 race days at 17 different circuits, with nearly 100 new lap records set along the way.

Whilst not often a competitor favourite, the Club's final meeting at Rockingham was a low point of the season, and a sad blow to UK motorsport. Its unique layout and spacious facilities will be sorely missed for club-level meetings, as well as leaving a void in future calendars.

This year the Club made a return to Pembrey in South Wales after a four-year absence; where nine formulae contested double or triple-headers on the new 'Clubmans' circuit layout at the end of June. The following weekend saw the ever-expanding Cartek Club Enduro Championship head to Spa Francorchamps in Belgium; sharing a grid with similar cars from the Belgian Gentleman Drivers Club.

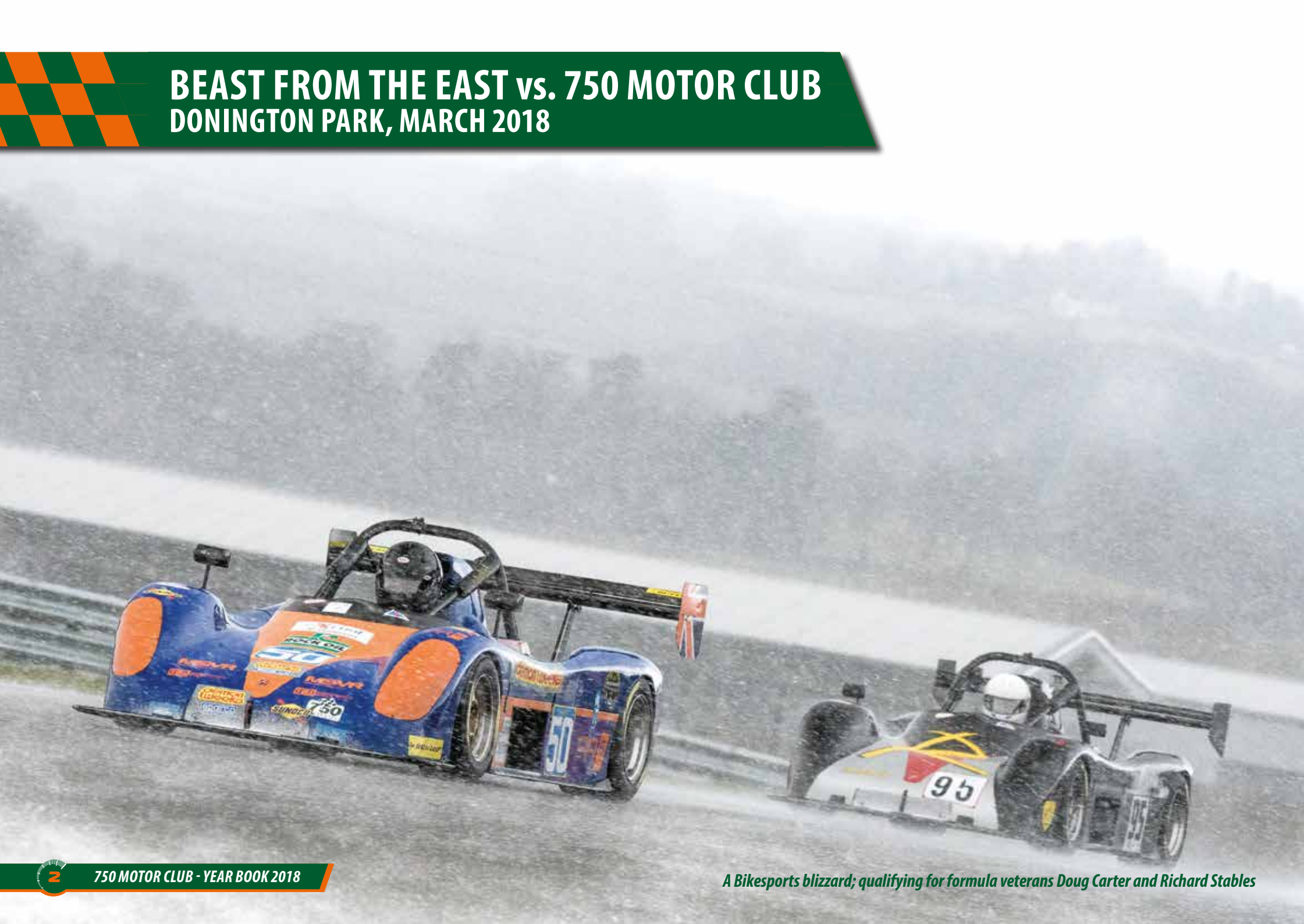
The season finished as per tradition with the Birkett Six-Hour Relay, held on Silverstone's GP Circuit. The grid was almost full to its 70-team capacity, with each outfit fielding between three and six cars and drivers. Whilst the handicap race was as closely fought as ever, this year produced one of the most thrilling conclusions to the 'scratch' race in recent history – read more about it on page 112.

Finally, the following season memories would not have been possible without 750MC photographer Jon Elsey, whose tireless work from Snetterton to Spa can be found on the following pages, with support from Josh Barrett, Neil Lambert and Sammy Nudd. If you like what you see then don't forget that Jon's photos are available in a variety of formats directly from jonelseyphotography.photoshelter.com

Enjoy the review

James Winstanley

BEAST FROM THE EAST vs. 750 MOTOR CLUB
DONINGTON PARK, MARCH 2018



A Bikesports blizzard; qualifying for formula veterans Doug Carter and Richard Stables



Ian Wilson's camouflage colours worked a treat

BOB SIMPSON - HALF A CENTURY IN 750 FORMULA

...and still breaking his own longstanding record

In 2018 the 750 Motor Club managed 19 formulae in all shapes and sizes; from tin-tops to single-seaters. In the early years however, it was the 750 Formula Championship which led the way, in an effort to give the 'impecunious Austin Seven owner' somewhere to compete.

The Raceparts 750 Formula continues to this day - now with its third generation of engine - and it holds the title of the oldest race formula in the world; older than F1. Since 1968, one driver has competed in every single season, year-in, year-out: Bob Simpson. 2018 marked Bob's incredible 50th year of successive competition in 750 Formula without a single season out, in fact having only missed a handful of races over the course of half a century. Along the way he's taken four championship titles, 11 second place championship awards and 14 third place, spanning four different cars, racing against three generations of the same family and still picking up podiums to this day. It's not only a motorsport record, but a record that's almost impossible to ever be beaten.

RACE HISTORY

Bob first discovered the formula and 750 Motor Club at Brands Hatch, spectating with his father Bill. The first car that graced the Simpson duo was of course an Austin Seven, which they shared until 1971, at which point the decision was made to build their own Special for competition. Fast forward to 1977 and it was time for build number two - the SS1 - remembered most notably for going on to win the championship in 1978 - its first season of competition.

Bob took the title once again in 1980, then again in 1989 in the SS Reliant, before the fourth car made its appearance - the blue and white SS/F that can be seen here. Bob took the 2003 championship title in the

SS/F, which was the last car to win the championship with a Reliant engine before the switch to Fiat power.

Bob refers back to the 1980s as perhaps being his favourite era for the Formula, with 1989 being extra special as the last year with his Dad alongside, who sadly passed away just before the start of the following season. His dedication to the 750 Formula Championship and Club have been second to none, with memories including a brief hiatus on the family holiday to nip from South Wales to Brands Hatch to race, whilst highlights have also included beating Damon Hill to the Driver of the Day at one meeting, and being presented a trophy by Jack Brabham.

4 Championship titles
1978, 1980, 1989, 2003

11 Second place in
championship

14 Third place in
championship



RACEPARTS 750 FORMULA CHAMPIONSHIP



2018 Champion: Mark Glover

SEASON REVIEW

words by MARCUS PYE

Contested annually since 1950, Britain's longest-running club racing championship's latest chapter was a convoluted affair drawing grids of up to 20 cars from which 49-year-old Rolls-Royce aerospace engineer Mark Glover emerged with the crown – at the last gasp at Snetterton.

Glover's 2003-'11 Locost exploits netted wins at Cadwell Park in '08 and Silverstone in '10, from which the equally momentum-dependent 750 Formula was a logical step. Having bought Racekits Falcon 004 from Martin Kemp, Mark's training was immediately evident in a fastidious build, debuted in 2013.

"Making the car [with transverse Fiat engine and Punto gearbox] reliable was the first battle. Dad [Bob] and I subsequently reduced its weight using carbonfibre. Better results and greater consistency year-to-year saw us improve to second overall in 2017."

This season Mark finally won a race – his 75th 750F start – at Cadwell, beating defending champion Bill Cowley (ragging his eponymous family heirloom) to the chequered flag by a second. Glover bagged gold again next time out at Donington, edging Peter Bove (Darvi Mk4/5) by 0.36s.

With Cowley ruled out of Snetterton following a shunt which torpedoed former Locost jostler Ed Pither's title shot at Cadwell, Glover needed a sixth place to snatch the coveted crown. His steed's ignition switch disintegrated in the assembly area for race one. "The non-start made things tense, but fortunately fifth in the finale was enough."

Two wins, three seconds, four thirds and two fourths gave Mark a six-point advantage over triple race winner Cowley with 11 scores from 13 counting. Mallory Park's second leg fell victim to delays following earlier incidents, incidentally.

In a category noted for multiple champions in its Reliant-engined days, Glover became the ninth Fiat-era driver to lift the title in as many years, the first piloting a Racekits Falcon. More are due out in 2019, including the Kemps' Mk2 evolution.

Jaguar Land Rover engineer Pither, 39, and the PRS ('Pither Rothery Special') 1b in which David Bartholomew scampered to the 2015 title, were the season's quickest combination as eight victories attested. "The car has a low drag coefficient and makes good downforce from its large floor, so we run very little wing."



Glover's eyes on the prize



Dan Welsh took eighth in the 2018 championship



Local driver Harris takes on Rutter at Druids

SPONSOR

 **RACEPARTS**

Having been there before, following “a quite big accident in 2014,” Ed and his pals returned to base and stripped the Cadwell wreck. Rather than throw in the towel for the year a massive repair job – 350 man hours’ of toil over seven weeks – saw them replace two-thirds of the chassis, bespoke suspension uprights and wishbones and two of the three body panels.

It returned immaculate and undaunted at Snetterton where Pither dominated both races, taking the tally for his 2010 design – with longitudinal engine, Reliant gearbox and live axle – to 26. Ed also set the term’s lap records, at Pembrey and Rockingham. Apart from Cadwell, his only non-finish was due to a fuel blockage in Brands Hatch’s opener.

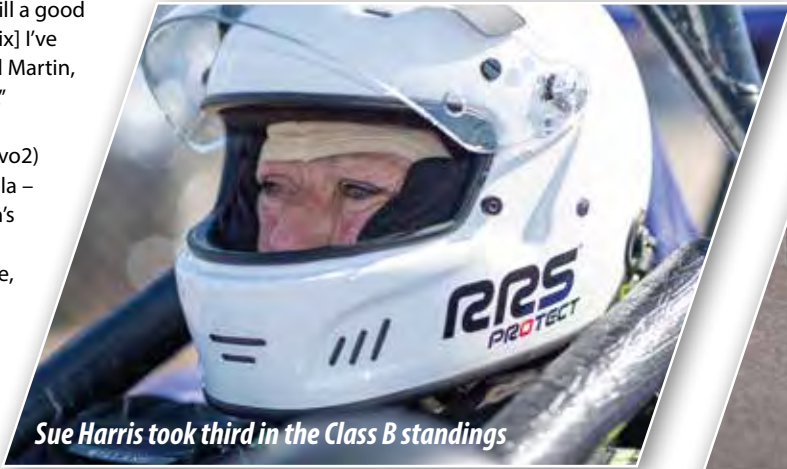
Rather than being disappointed at missing the title, he remained philosophical. “It was still a good season, the most successful run of wins [six] I’ve ever had – and I was pleased for Mark and Martin, whose cars have propped the formula up.”

Behind the top three, Chris Gough (CGR Evo2) and – in his 50th season of the 750 Formula – Bob Simpson (SS/F) tied on points, Gough’s two thirds tipping the balance. Despite finishing second in the last four races Bove, like Simpson a four-time champion, was sixth after a patchy season.

With three wins apiece Thomas Driscoll (Darvi Mk5/14B) pipped Paul Morris (Diet 17) to Class B honours on countback, although third-placed Sue Harris (Darvi 5/97) won six times, outpointed them in more than half of the races. Sue finished eight points adrift having “been a wuss” and non-started at Cadwell. “I hate the rain!” James Jeffery (ex-Bove ADR) showed promise in their wake.



Paul Morris leans on the Diet 17



Sue Harris took third in the Class B standings



Pither unstoppable at Mallory Park



Driscoll fends off Jeffrey for Class B honours



Kemp and Lake bid farewell to Rockingham banking



Brazier went well in the BFS



Hill and Rutter vying for red and yellow car honours



A trio of 750F champions; Cowley, Glover and Bove

2018 CHAMPIONSHIP STANDINGS

POS.	NAME(S)	CAR
1	Mark Glover	Racekits Falcon
2	Bill Cowley	Cowley MkIV
3	Ed Pither	PRS 1b
4	Chris Gough	CGR Evo2
5	Bob Simpson	SS/F
6	Peter Bove	Darvi Mk4/5
7	Martin Kemp	Racekits Merlin
8	Daniel Welsh	Racekits Falcon
9	Paul Morris	Diet 17
10	Thomas Driscoll	Darvi Mk5/14B
11	Sue Harris	Darvi 597
12	Bill Rutter	Batten 3
13	Rod Hill	Mystic T4
14	Conway Daw	Centaur
15	James Jeffrey	ADR 750F
16	Andrew Kemp	Racekits Falcon
17	Huw Davies	Phoenix Fire Mk2
18	Tony Brazier	BFS
19	Oliver Collett	Racekits Falcon
20	Michael Jacobs	Ingham Mk3
21	Andrew Lake	Darvi 91D
22	Ulric Hillam	ADR T5
23	Tonin Matia	Racekits Falcon
24	Graham Rice	GRM/750

POS.	NAME(S)	CAR
1	Thomas Driscoll	Darvi Mk5/14B
2	Paul Morris	Diet 17
3	Sue Harris	Darvi 597
4	James Jeffrey	ADR 750F
5	Tony Brazier	BFS
6	Michael Jacobs	Ingham Mk3
7	Ulric Hillam	ADR T5
8	Tonin Matia	Racekits Falcon
9	Graham Rice	GRM/750

NEW 2018 LAP RECORDS

PEMBREY CLUBMANS
1:08.42 ED PITHER

ROCKINGHAM ISSL
1:36.41 ED PITHER

ROBIN READ TROPHY
HIGHEST PLACED DRIVER IN THEIR FIRST YEAR
James Jeffrey

ARMED FORCES RACE CHALLENGE



SEASON REVIEW

words by KEITH ATTWOOD

AFRC is somewhat unique to the 750MC competition calendar; it is a championship organised by the military predominantly for Service personnel but welcoming Veterans of HM Forces to compete alongside. There are select civilian guests who compete but don't score points. These points are awarded based on consistency throughout the race, which neutralises budgets and allows anyone on the grid to be in with a chance of taking the honours.

The opening round at Oulton Park in April showed that any 2017 preconceptions would have to be forgotten and it would be a truly open battle for the season. Whilst the defending top runners were putting in a good fight, opening glory went to Army driver Mark White, with the Veteran's driver Ian Fletcher second and RNRM driver pairing of James Cantwell and Richard Scott third.

Within the class awards, the enduring battle for the year was quickly apparent between Class B's Mark Inman (Vauxhall VX220) and Will Ashmore (Honda Civic EG); trading places frequently and dominating the field upfront alongside more powerful Class A machinery. Mark would come out on top in Class B, with a Class A win for Mike Nash (Seat Supercopa) and Ed McKean (BMW E36 325i) triumphing in Class C. Silverstone National in May proved to be another fine performance by the Army with Will Ashmore taking the AFRC win, but hot on his heels were a crop of RAF drivers. Simon Frowen, Darren Howe and Chris Slator all had strong results ensuring there wasn't a run-away leader. The attrition rate was however

unusually high - mechanical gremlins affected all of the three Service Teams, with seven cars not making it through the second race of the day.

Rounds five and six took place at Rockingham on the ISSL circuit, where the RAF dominated AFRC points-scoring positions, with Ed McKean taking the honours. A second place finish saw Chris Slator at the top of the leader board at the end of the weekend, knocking off Army driver Mark White.

Going into the final event at Donington Park it was all to play for in the 2018 standings, with the top four drivers of Chris Slator, Mark White, Darren Howe and Will Ashmore separated by a mere four points. Although others in the top seven could still influence the outcome, the smart money was on White or Slator. Overheating issues in a shortened qualifying



Armed Forces Race Challenge

SPONSORS



Waterhouse and Slator tussle for 306 victory



Esprit vs. 206 battle closer than you might expect



K Series vs. A Series at Donington



Huge grids for Silverstone in May



Mark White launches his Civic at Coppice

2018 Champion: Ed McKean

session saw Slator start from the back of the grid for both races, and that shortened qualifying was as a result of engine issues and resulting oil loss for fellow protagonist Ashmore; duly ruling him out.

The final race panned out in unbelievable fashion, with all of the top four succumbing to mechanical issues, resulting in retirements. RNRM driver Keith Attwood took the AFRC win, but it was Ed McKean who jumped from sixth to first place; taking overall honours and being crowned the 2018 AFRC Champion. The Novice Cup was awarded to RNRM driver James Cantwell.

With the AFRC over, attentions switched to the Inter Services Championship, held during the Birkett Relay at Silverstone. For the first time all three Services were able to field full teams of up to six cars to compete in the six-hour relay. With extremes of all weather conditions, the race hinged on mechanical reliability and consistency of pace.

The Army were already on the back foot as the lights went green with a number of mechanical issues blighting them even before qualifying. With that the RAF and RNRM teams took advantage. Bad luck was however around the corner for team RNRM, with one car retiring via clutch failure and a heavy accident forcing a second retirement. The RAF duly capitalised and drove to a superb victory, taking the crown for the second year in succession.

Palmer gets his first AFRC experience at Oulton



V-Twin Fletcher Hornet went as well as it sounded

Berris' Westfield SEight never disappointed



Somerton/Astley Elan was oldest on the 2018 grid



Engine troubles stunted Taylor's 2018 campaign



Ashmore's Civic proved a giant killer



DRIVERS

POS.	NAME(S)	CAR
1	Ed McKean	BMW 325i
2	Chris Slator	Peugeot 306 Rallye
3	Darren Howe	VW Golf Mk2
4	Simon Frowen	Ford Fiesta XR2i
5	Mark White	Honda Civic Type R
6	Keith Attwood	Mini Cooper R53
7	William Ashmore	Honda Civic
8	Mark Inman	Vauxhall VX220
9	Ian Fletcher	Hornet Mk4
10=	Paul Waterhouse	Peugeot 306 GTI
10=	Daniel Smith	Ford Fiesta

TEAM

POS.	NAME(S)
1	Veterans
2	RAF
3	Army
4	RN/RM (missed Rockingham)

NOVICE

POS.	NAME(S)	CAR
1	James Cantwell	Peugeot 206
2	John Mitchell	Renault Clio 182
3=	Tom Sykes	BMW 330ci
3=	Si Skerton	Mini Cooper R53
3=	Chris Dancer	Escort Mk2



Attwood took R53 MINI Donington honours...

...whilst Stacey was quickest Cooper S at Oulton

NEW 2018
LAP RECORDS

DONINGTON NATIONAL
CLASS A – 1:21.03 NEVILLE ANDERSON

CLASS B – 1:20.25 MARK INMAN

CLASS C – 1:23.51 PAUL RODDISON

OULTON PARK INTERNATIONAL
CLASS A – 1:56.68 MIKE NASH

CLASS B – 1:57.19 MARK INMAN

CLASS C – 2:01.87 ED MCKEAN

ROCKINGHAM ISSI
CLASS A – 1:40.18 - ROBERT TAYLOR

CLASS B – 1:39.23 - MARK INMAN

SILVERSTONE NATIONAL
CLASS A – 1:04.97 - IAN FLETCHER

CLASS B – 1:06.27 - MARK INMAN

CLASS C – 1:08.80 - ED MCKEAN

BERNIE'S V8S / SR> CHALLENGE



SEASON REVIEW

words by JOSH BARRETT

The Bernie's V8s and SR & GT Challenge season showcased eight races and four different winners on grids that always featured a fantastic variety of iconic shapes and incredible sounds of cars. With the expected opening meeting at Donington Park snowed off, it meant the first races occurred at Silverstone with a 25-car field. Despite the long straights on the National Circuit, it was the nimble Crosslé 9S models that came out on top on the road, with Formula Vee racer Steve Ough taking honours both times ahead of Mark Hobbs.

Series stalwart Cheng Lim was however able to take his rumbling RAM Cobra to an overall podium in the opener – beating Rick De Blaby and John Taylor in a three-way battle to the line. Another three-way fight that went right to the wire featured three totally different V8 beasts – MGB GTV8, TVR Tuscan and Ford ASCAR. It was MG driver Lee Barnard that came out on top of that battle, finishing ninth whilst leading home Matt Holben (TVR) and Christopher Richardson (ASCAR).

Brands Hatch's American Speedfest headlined the season again; with a mouth-watering 30-car field on the 1.2-mile Indy circuit. TVRs headed the order with Darren Dowling's Sagaris claiming all three victories. Tim Davis came closest to beating him with his Tuscan in the reverse-grid race three,

finishing less than a second behind after leading early on.

MGBs were the best of the rest with Simon Cripps and Ian Prior at the helm of their respective machines. Faber Gerard starred, winning the Modified class twice and impressively taking his Chevrolet Camaro to fifth in the opener. Michael Saunders was also as spectacular as ever with his Escort Mexico, ever improving as the week progressed and finished fifth in the closing race.

The series returned to Brands Hatch in August with a capacity grid of 45 cars, but this time on the phenomenal Grand Prix circuit layout for a 45-minute mini-enduro, which differed from the sprints elsewhere throughout the year.



MGs bolstered numbers throughout the season



Two ASCARS joined the grid at Snetterton



Easy Tiger



Logano Mustang now campaigned by Martin Reynolds



Carter's freshly re-imported MGB

Steve Ough converted his pole position into a victory – and became the only competitor to win at more than one venue, after his double at Silverstone. He took a convincing victory of over a minute, beating the similar Crosslé of Gavin Buckley. Russell McCarthy, who went on to win the BCV8 Championship, took third overall and won the separate race for their championship.

M3 Cup racer Paul Cook was the best of the invitation runners, coming fourth overall. Sam Smith, another invitation runner, was impressive in his very much underpowered Mazda MX5 – finishing fourteenth and just a second behind Peter Samuels' MGB.

A smaller grid headed to Snetterton for the final rounds, which took place in wet conditions. The opening race started dry but the conditions didn't last long, which made it very difficult for Gwyn Pollard. He just held on to win in his Crosslé – with the flying Simeon Chodosh chasing him down. The fantastic 1950s Corvette of Chodosh finished just three seconds behind at the flag.

The finale took place in sodden conditions, with cars wheel spinning in top gear down the long straights. Robert Frost had a scary spin down the Bentley Straight, which allowed Martin Glennie's TVR Chimera to challenge for victory, but it wasn't enough to overcome Mark Bowd and his glorious Ford GT40 replica. Therefore, the long-time competitor took his first victory in the category.



Hobbs took a podium finish at Silverstone



Lim's thunderous RAM Cobra triumphed



Pollard led the field at Snetterton



Chodosh family C1 Corvette remains unique in UK



Livesey Grantura GEM returned to the Birkett 50 years later



Even a grid of V8s failed to thaw the Donington tarmac

AIM TECHNOLOGIES BIKESPORTS CHAMPIONSHIP



2018 Champion: Joe Stables

SEASON REVIEW

words by MARCUS PYE

The 750 Motor Club's fastest racing championship, the Aim Technologies-supported Bikesports, was hard fought between Radical drivers in 2018. Narrowly beaten by local grasstrack king Phil Cooper (PR6) in a production-engined Class B at Oulton Park's opener, 19-year-old Joe Stables (SR3 RS) strung together an imperious run of nine successive overall wins thereafter to seize the title from Class A (tuned engines) standout Lee Torrie (SR3 RSX) in his maiden season.

Stables Jr and Torrie claimed two lap records apiece. On Oulton's International circuit Lee's 1m37.27s (98.62mph) trumped Joe's by 0.02s, whilst on Rockingham's ISSL layout Stables' stellar 1:24.85 (86.98mph) is indelibly etched into the Northamptonshire speedway's history now it is gone. Torrie's 1:25.51 will also stand in perpetuity. While Lewis Plato's Donington National target survived, Stables' 1:06.42 in September equated to a stunning 105.69mph.

The Yorkshire motorsport engineering student Stables (who made his Bikesports debut at 16 with four starts in 2015) drove exceptionally well this term. Third behind Cooper and Torrie in Oulton's belated season-opener – Donington's triple-banger in March having been snowed-off after qualifying, topped by ex-Formula BMW pilot Dominik Jackson – he coolly profited from their errors to win its sequel. Thereafter he looked invincible.

With the overall crown secured, Stables leapt into dad's Class A PR6 for the wet Snetterton 300 finale, hurtling from the back to second, behind Joe Lock (PR6), within a lap. "I hate the wet, so decided not to start, but Joe was keen. I told him not to bother coming back if he crashed it," said hotelier Richard, who finished third overall and would upgrade his lad to an SR3 RSX were funds available.

Torrie, 40, son of 1970s' Ford Escort Special Saloon ace-turned veteran Formula 1 engineer Bob, and a long-time Benetton F1 technician himself, impressed too. The ex-karter scored six class wins in his PureMotion Motorsport team's car. But Stables Sr's brace of victories at Silverstone seemed to take the wind from his sails. Lee reversed their order in the last of three races there, but, working in the far east, did not contest Donington or Snetterton.

"Joe is very quick, tough but fair. He's also half my age," said Lee. "I was surprised to start my first race at Oulton from pole, but that was the only time I beat Joe. We had a few scrapes,



Torrie secured Class A championship

SPONSOR



Charles took a pair of fourth place finishes at Oulton



Peters debuted in the Breakell Racing SR3 RSX



Henderson helped boost PR6 entries into double figures



Palmer's invisible steering wheel always entertained

but the collision at Silverstone was disappointing. If I'd pulled the pass off I would have looked awesome, but the damp caught me out. Second overall after three events was a good season."

Bikesports veteran Doug Carter (PR6) finished third in 'A' and fourth overall through a consistent run of thirds and fourths rather than sheer pace. The same could be said for Joe Lock (SR3 and PR6), who won a depleted split in Snetterton's finale.

Robert Rees and early Class B convert Ash Hicklin (SR3s) finished fifth and sixth in the greater power-to-weight division, outpointing French-domiciled 2015 champion Adrian Reynard who was quicker in his aero-developed version, but entered only three meetings. European FF2000 champion back in 1989 in a self-designed car, Reynard, 67, bagged three class thirds but was sidelined for the weekend after part one of Silverstone's trifecta.

Of the other eight 'A' starters, only David Palmer appeared regularly but was unable to make inroads into Radical territory with his Spire GT3, and only contested four meetings.

Cooper missed Snetterton, but kept Class B's runner-up spot, his points tally just beyond Chris Preen (SR3 RS) who bagged three thirds. Marks Grason (SR3) and Boot (PR6) were fourth and fifth on consistency, ahead of late starter Tony Barwell (SR3 RSX). In the absence of the top two, Andy Chittenden (SR3) and Birkett Relay fanatic Aaron Bailey (SR3 RS) each scored a max at the finale. Chris Bell (PR6) and Brian Caudwell (SR3) showed well too when they appeared.

Palmer joins Grason for a tricky qualifying



Reynard leads the pack through Craners



Hardie picked up a Class A podium finish at Snetterton



Radical, Silverstone, Carter: Best Of British



Ivey took two overall podiums at Donington



Caldwell at the last ever Rockingham Bikesports race



Josh Smith and Aaron Bailey joined the grid for Snetterton



NEW 2018 LAP RECORDS

CLASS A

OULTON PARK INTERNATIONAL

1:38.27 LEE TORRIE

ROCKINGHAM ISSL

1:25.51 LEE TORRIE

SNETTERTON 300

1:54.87 JOE JOCK

CLASS B

DONINGTON PARK NATIONAL

1:06.42 JOE STABLES

OULTON PARK INTERNATIONAL

1:38.29 JOE STABLES

ROCKINGHAM ISSL

1:24.85 JOE STABLES

SILVERSTONE INTERNATIONAL

1:04.79 JOE STABLES

Williams' SR3 RSX on the banking at Rockingham



CLASS A

POS.	NAME(S)	CAR
1	Lee Torrie	Radical SR3 RSX
2	Richard Stables	Radical PR6
3	Doug Carter	Radical PR6
4	Joe Lock	Radical SR3 / PR6
5	Robert Rees	Radical SR3
6	Ashley Hicklin	Radical SR3
7	Adrian Reynard	Radical SR3 / Reynard
8	Ian Charles	Radical SR6
9	David Palmer	Spire GT3
10	Richard Hardie	Radical SR3
11	Bill Henderson	Radical PR6
12	Richard Gillman	Radical PR6
13	Joe Stables	Radical SR4
14	John Gillman	Radical PR6
15	Andrew Kimpton	Radical SR4

OVERALL

POS.	NAME(S)	CAR
1	Joe Stables	Radical SR3 RS
2	Lee Torrie	Radical SR3 RSX
3	Richard Stables	Radical PR6

CLASS B

POS.	NAME(S)	CAR
1	Joe Stables	Radical SR3 RS
2	Phil Cooper	Radical PR6
3	Chris Preen	Radical SR3 RS
4	Mark Grason	Radical SR3
5	Mark Boot	Radical PR6
6	Tony Barwell	Radical SR3 RSX
7	Andy Chittenden	Radical SR3
8	Sean Peters	Radical SR3 RSX
9	Chris Bell	Radical PR6
10	Julian Caldwell	Radical SR3 RS
11	Brian Caudwell	Radical SR3
12	Adrian Williams	Radical SR3 RSX
13	Aaron Bailey	Radical SR3 RS
14	Charles Adrian	Radical SR3
15	Duncan Keith	Radical PR6
16	Anthony Ayres	Radical SR3
17	James Barwell	Radical SR3 RSX
18	Bruce Crawley	Radical SR3 RSX
19	Paul Pearce	Radical SR3 RSX
20	Ashley Hicklin	Radical SR3
21	Neil Harris	Radical PR6



Class A runner-up Richard Stables



Lock on his way to a first victory at Snetterton



Cooper took the first win of the season



Formula stalwart Carter rarely fazed by paparazzi



Hicklin fends off Rees at Oulton Park

BMW CAR CLUB RACING SERIES



SEASON REVIEW

words by NEIL McDONALD

The inaugural BMW Car Club Racing season started at Castle Combe on Easter weekend, and with heavy rain overhead it was a case of regularly checking in the hope that the black clouds might pass. As a result of the conditions, qualifying took place behind the safety car and by the time drivers were called for the first race conditions were still wet, but at least safe to race. Richard Marsh (E36 M3) took not only the first ever overall BMW CCR honours but his first race win, however all the drivers put on a great show for the Combe crowds in extremely tricky conditions. The circuit dried for the second outing, where a tight battle soon made itself clear in the M1 Class; with Michael Vitulli (E46 M3 CSL) edging out Dave Kempton (E36 M3) and Paul Travers (E46 M3). Former Stock Hatch and Civic ace Lee Deegan didn't waste any time taking to RWD and his 2.8 E36 Compact; taking both Class 6 wins in suitably sideways fashion.

The next race at Silverstone brought a reverse of conditions with bright sunshine, where no fewer than 34 cars took to the grid. Gary Hufford (E46 M3) won his first race in the opener, followed by 1 Series V8 driver Rick Kerry and Travers, whilst in race two the order was Vitulli, Hufford, and Travers. Mark Culmer remained the driver to beat in M2 and Class 6 wins were shared between Deegan and E46 330ci driver Matt Maxted, whilst E30 man Richard Harrison won the battle of the 16V 'is' cars in Class 4, fending off

a trio of E36 variants. James White came to Silverstone as a novice in the BMWcup, and went on to win both races. A big smile all day long was the result, whilst his efforts also earned him the BMW CCR Driver Of The Day trophy.

The series ventured North East to Croft next, a rewarding circuit that the BMW Car Club (GB) has supported with trackdays for many years. The two races produced two more new winners with former NSCC Champions Mike Cutt and Kirk Armitage taking a race each in their respective E36 M3s,



Culmer took seven M2 Class victories



Watson a double Donington BMWcup winner



Spot the sideways imposter



Dark battled McKee for 328i glory



Hufford a winner at Silverstone and Brands

pushed closely by Marsh and Luke Sedzikowski (E92). Off track, Rahim Baloo was the centre of attention; having damaged his car in the first outing all competitors soon clubbed together, successfully getting his stricken Dakar Yellow E36 back out for the second race. It was also pleasing to see experienced racers like Jason Holyhead (328i) having a fair tussle with new 325ti BMWcup drivers Matt Page and Joe Geach.

Hufford was the man to beat in M1 at Brands Hatch in June, this time closely followed by Armitage and a first podium finish for Hugh Gurney (E46 M3), whilst Wayne McGuire took both BMWcup victories. A large grid assembled at Donington Park, with some invitation drivers coming to sample the BMW CCR hospitality. Mike Cutt took the overall and M1 honours, followed by Kirk and Heasman in Race 1 then Kerry and Heasman in Race 2. Guest driver Kevin Denwood pushed Lee Deegan to some fantastic times in his Class 6 compact, whilst Clive Watson did the double in BMWcup.

The season finale at Snetterton was always going to be close, and result was that Heasman took the win from Kempton by 0.2 seconds, with local hero Kerry in a close third. The last race of the timetable as day turned to dusk didn't disappoint, with the top four finishers separated by less than four seconds and top three by less than one; Heasman edging out Cutt and Kempton for the win, with Deegan, Culmer and Geach all topping off their seasons with respective class victories.

Sedzikowski secured podium finish



BMWcup cars mix with Smith's Z3



Nobody in this formula will argue with that...



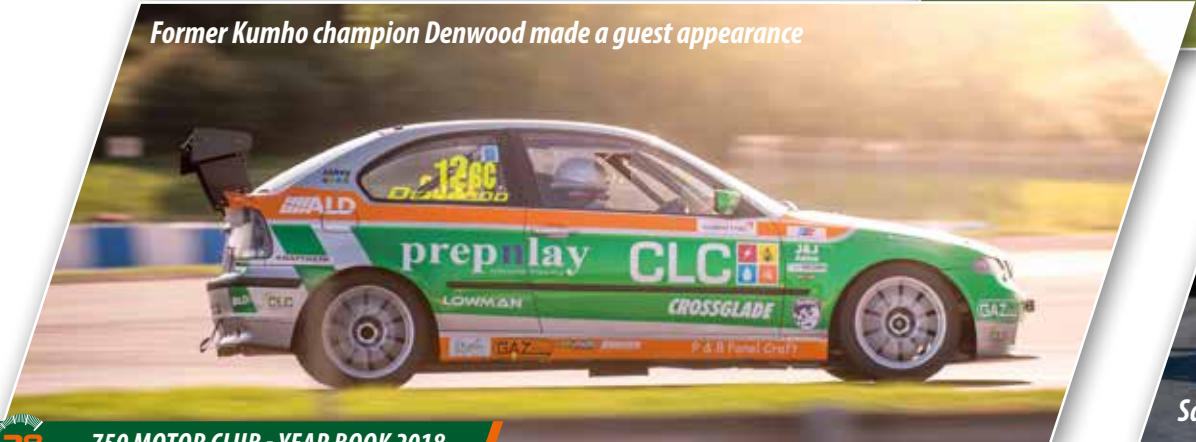
Sun sets on a popular first season for BMWCCR



Deegan dominated Class 6 in the MRF Compact



Former Kumho champion Denwood made a guest appearance



Sapra fends off Hufford and Vitulli



Pywell picked up two podiums at Snetterton



Travers and Armitage always upfront



Kerry tamed wild V8 1 Series



Davidson narrowly missed Croft podium



Local driver Cutt took closely fought win at Croft and Donington



DEMON WEEKS | YOKOHAMA CLASSIC STOCK HATCH CHAMPIONSHIP



2018 Champion: Lee Scott

SEASON REVIEW

words by IAN SOWMAN

In a racing landscape where uniformity is increasingly the norm, the Demon Tweeks | Yokohama Classic Stock Hatch Championship is a welcome tonic, with its pleasing variety of '80s and early '90s hatchbacks – classic motorsport in every sense of the word.

The 2018 champion is familiar – Lee Scott, with his Ford Fiesta XR2i, has claimed the title four times since 2013. The driver that won in the intervening two years – Matt Rozier – was one of his major rivals, the other being Marcus Ward.

With the planned first round at Donington frozen off, the April trip to Brands Hatch became the season-opener. Rozier, who won the title in 2015 and 2016, got his year off to a perfect start in Kent with two victories. Those races epitomised the season in many ways, because Scott was right on the hatchback of Rozier's Peugeot 205 GTi at the end of both races – the combined margin was less than four-tenths of a second. While Martin Cayzer and Pete Morgan, in Fiesta XR2i and XR2 respectively, joined them on the podium, it was a less auspicious start to the year for Marcus Ward, with a DNF followed by a climb through from the back to seventh.

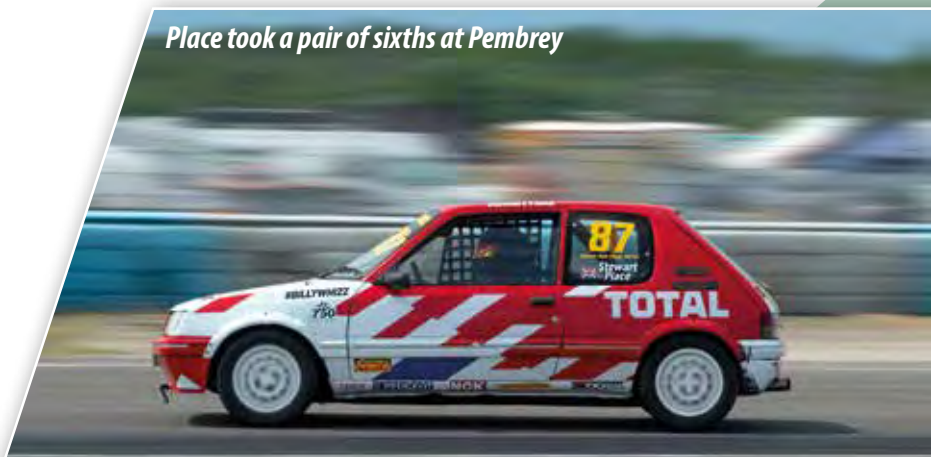
Mallory Park was a happier hunting ground for Marcus, who hit his stride with a double victory – the start of a streak of four wins in a row. Although fastest in qualifying, former champion Pip Hammond was a non-starter, and Ward still had to work his way through from row two in his XR2i, to beat the similar cars of Cayzer and Scott by three seconds. In a second race shortened after a stoppage, Ward won again, this time from Scott and Rozier.

At this point, Scott hadn't won a race but was ahead in the championship – he had been second or third every time. This was a theme that developed as the season progressed; indeed the Basildon driver didn't actually take victory until the final meeting of the season.

Ward continued his success at Pembrey, with Ted Cooper (Nova) and Marcus' brother Scott Ward (XR2i) among the other podium stars. Morgan should have been among them, but he had an engine failure on Saturday and won



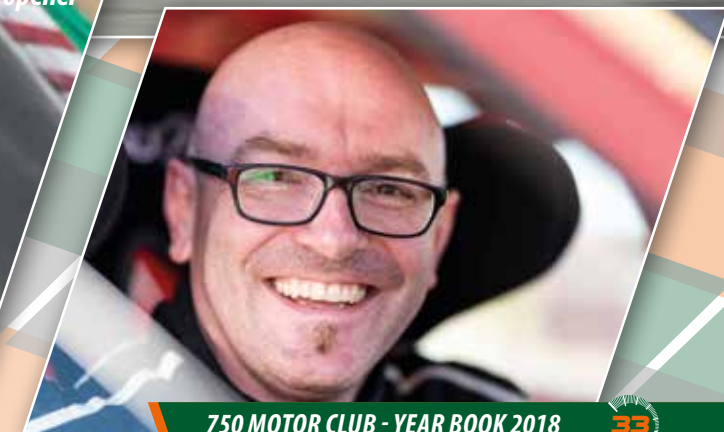
Local man Derek Rozier leads Groom at Brands



Place took a pair of sixths at Pembrey



Thorpe on his way to fifth at the season opener



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demon tweeks

YOKOHAMA

on the road on Sunday, only to be penalised for exceeding track limits. Morgan made amends at Cadwell, sharing the wins and second places with Hammond, who was as strong as ever at his home track. Scott had the strongest weekend of the three championship contenders, but that was turned around at Silverstone when – as at Brands – Rozier won both times from Scott.

The championship concluded with two brilliant races at Snetterton. With Ward caught up in a start-line shemuzzle, and Rozier paying the price for not having made the trip to Wales, Scott's victory over Rozier and Cayzer was enough to make certain of the championship – although it took a couple of hours with a pencil and paper to make sure he agreed with the commentary team.

Ward got a consolation victory but Rozier did enough in the second race to finish immediately behind Scott in the standings, although only nine points covered the first three. Cooper, who finished every race in sixth position or higher, was fourth in the championship, ahead of Cayzer and fellow XR2i pilot Andy Philpotts, who peaked with a podium at Silverstone.

Morgan claimed seventh in the standings ahead of 205 GTi man Stewart Place, with Andrew Thorpe (Citroën AX) just three points behind. Scott Ward finished just ahead of the ever-improving Jason Wood for the final place in the top ten, while Martin Rodgers (205 GTi) gained in confidence and was the leading rookie.



Cooper takes charge at Pembrey



Cayzer and Ward battle at Brands



Robertson keeping up Suzuki Swift appearances



Brock's XR2i another retro highlight



**NEW 2018
LAP RECORDS**

**PEMBREY CLUBMANS
1:16.85 – MARCUS WARD**

POS.	NAME(S)	CAR
1	Lee Scott	Ford Fiesta XR2i
2	Matt Rozier	Peugeot 205 GTi
3	Marcus Ward	Ford Fiesta XR2i
4	Edward Cooper	Vauxhall Nova GSi
5	Martin Cayzer	Ford Fiesta XR2i
6	Andy Philpotts	Ford Fiesta XR2i
7	Pete Morgan	Ford Fiesta XR2
8	Stewart Place	Peugeot 205 GTi
9	Andrew Thorpe	Citroen AX GTi
10	Scott Ward	Ford Fiesta XR2i
11	Jason Wood	Vauxhall Nova GSi
12	Daniel Fillingham	Peugeot 205 GTi
13	Paul Brock	Ford Fiesta XR2i
14	Martin Rodgers	Peugeot 205 GTi
15	Pip Hammond	Vauxhall Nova GTE
16	Steve Groom	Ford Fiesta XR2
17	Derek Rozier	Peugeot 205 GTi

POS.	NAME(S)	CAR
18	Ryan Clarke	Peugeot 205 GTi
19	Ben Ward	Ford Fiesta XR2
20	Paul Rozier	Peugeot 205 GTi
21	James Haslehurst	Peugeot 205 GTi
22	Richard Groom	Ford Fiesta XR2
23	Scott Woodhead	Peugeot 205 GTi
24	Matthew Stubington	Peugeot 205 GTi
25	Alan Duly	Ford Fiesta XR2i
26	Jason Watkinson	Ford Fiesta XR2i
27	Geoff Bluff	Ford Fiesta XR2i
28	Darren Brassingthwaite	Peugeot 205 GTi
29	Craig Robertson	Suzuki Swift GTi MK2
30	Mac Jessop	Peugeot 205 GTi
31	Richard Kelsall	Ford Fiesta XR2i
32	David Darlington	Ford Fiesta XR2
33	Dan Willars	Rover Metro Gti

2018 HIGHEST PLACED NOVICE
Martin Rodgers



Rick Groom leads Jason Wood's slightly bruised Nova

Morgan proving XR2s can still cut it upfront

K-TEC RACING CLIO 182 CHAMPIONSHIP



2018 Champion: Patrick Fletcher

SEASON REVIEW

words by IAN SOWMAN

Make no mistake, the K-Tec Racing Clio 182 Championship is one of the most competitive of the one-make formulae on the club racing scene. That makes it even more remarkable that one driver has won the title for the last three years, having lost out on a tie-break in the year before that. If the 750 Motor Club had a hall of fame, Patrick Fletcher would certainly be in it.

In 2015 and 2016 James Bark was the arch-rival to 'Patch'. "He had very few weaknesses," was Fletcher's assessment. But this year, as in 2017, there was a rotating cast of challengers, although one eventually stood clear of them this season, in the form of Jack Kingsbury.

At the opening meeting at Oulton Park, Fletcher and Kingsbury took a win apiece. It was a maiden victory for the latter, and a sign that some wayward edges had been worn away to make him a serious title contender. Fletcher, from Reading, had another win on Silverstone National and Ryan Polley the other, but Hoddesdon driver Kingsbury scored two podiums. With Polley also having finished well at Oulton, it looked like a three-way fight for honours, but the 2016 Stock Hatch champion had a litany of engine issues at the next event at Rockingham and picked up only 40 points out of a possible 108 from the last

ever Clio 182 races at the Corby venue. Fletcher won twice, Kingsbury failed to finish once, and all of a sudden the reigning champion was on top again.

That changed in the second triple-header at Pembrey. The first race was won by Mark Balmer – his second of the season, after one at Rockingham – who also harboured title hopes, while the second went to Andrew Tibbs. But in the final closely contested race, there was an incident at Brooklands as Fletcher and Kingsbury battled for the lead. Fletcher was excluded – meaning that had to count a zero score – while Kingsbury later retired with gearbox issues as Tibbs took a second win. "If I had my time again, I wouldn't have made that move as I didn't like the outcome", admitted Fletcher about what could have been a decisive moment.

It was less significant than it might have been, with Fletcher on the podium for each of the next five races and

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Patch shared two of his four new lap records



Lawrence ran wheel-to-wheel with Gayton at Snetterton

Boorman took best finishes of fourth and fifth



Strong start for novice Miller at Oulton



ahead of Kingsbury in all but one of them, when, at Donington, Jack scored his first victory since the opening meeting. That race effectively ended the championship for both Balmer and Polley, who still had hopes going into the penultimate Donington event. The mathematics was against them before they arrived at Snetterton, where it was a two-way shoot-out on the 200 circuit. Fletcher sealed it by selling Kingsbury a dummy at Sear to claim victory, before he sat out the finale – won by Kingsbury.

Just three points split Polley in third and Balmer in fourth (the same number as Balmer had deducted for an infringement), with Don de Graaff fifth. It had been a trying start to the year for the ex-FRenault racer, but he “got his mojo back” at Pembrey with a podium in the slightly slippery third race, and he added another three in the last few rounds of the season. Tibbs – a Saxmax and Stock Hatch rival of Fletcher – claimed sixth thanks to his two Welsh wins.

James Sundler was seventh in the standings without claiming a podium, a record similar to Ross Boorman, who finished 11 points behind him but occasionally showed tremendous pace, and raised money for the Breast Cancer Now charity to boot. Matt Digby's green machine claimed ninth, with Scott Edgar and Simon Donoghue inseparable for 10th.

Oval racer turned circuit ace Kingsbury just seven points shy of Patch



Sundler seventh in championship

Bayton leads a pack at Donington

A strong first season for Jay Daniels



Harrison and Gahagan at Silverstone National



Pembrey shook up the mid-season points table



Mid-season mechanicals stunted Polley's campaign



POS.	NAME(S)	CAR
1	Patrick Fletcher	Renault Clio Sport 182
2	Jack Kingsbury	Renault Clio Sport 182
3	Ryan Polley	Renault Clio Sport 182
4	Mark Balmer	Renault Clio Sport 182
5	Don de Graaff	Renault Clio Sport 182
6	Andrew Tibbs	Renault Clio Sport 182
7	James Sundler	Renault Clio Sport 182
8	Ross Boorman	Renault Clio Sport 182
9	Matt Digby	Renault Clio Sport 182
10	Scott Edgar	Renault Clio Sport 182
11	Simon Donoghue	Renault Clio Sport 182
12	James Gahagan	Renault Clio Sport 182
13	Jay Daniels	Renault Clio Sport 182
14	Terry Roughton	Renault Clio Sport 182
15	Richard Preece	Renault Clio Sport 182
16	Kevin Condon	Renault Clio Sport 182
17	Gareth Tansey	Renault Clio Sport 182
18	Stephen Langton	Renault Clio Sport 182

POS.	NAME(S)	CAR
19	Edward Falkingham	Renault Clio Sport 182
20	Christian Lawrence	Renault Clio Sport 182
21	Gary Bayton	Renault Clio Sport 182
22	Mark Fish	Renault Clio Sport 182
23	Danny Rough	Renault Clio Sport 182
24	Brian Passmore	Renault Clio Sport 182
25	Simon Harrison	Renault Clio Sport 182
26	Rob Phillips	Renault Clio Sport 182
27	Nick Garner	Renault Clio Sport 182
28	Thomas Hall	Renault Clio Sport 182
29	Stephen Richardson	Renault Clio Sport 182
30	Michael Ward	Renault Clio Sport 182
31	David Hitchin	Renault Clio Sport 182
32	Peter Greaves	Renault Clio Sport 182
33	Jason Powell	Renault Clio Sport 182
34	Steve Kersey	Renault Clio Sport 182
35	Nathan Miller	Renault Clio Sport 182

NEW 2018 LAP RECORDS

OULTON PARK INTERNATIONAL
2:01.21 JACK KINGSBURY

PEMBREY CLUBMANS
1:14.77 PATRICK FLETCHER/JACK KINGSBURY

ROCKINGHAM SSL
1:45.04 PATRICK FLETCHER

SILVERSTONE NATIONAL
1:09.44 PATRICK FLETCHER/RYAN POLLEY

SNETTERTON 200
1:27.17 PATRICK FLETCHER

Preece faired well at Cadwell after troubled Rockingham

Fletcher's Rockingham lap record now becomes permanent

CARTEK CLUB ENDURO CHAMPIONSHIP



2018 Champions: Steve Hewson & Matt Nossiter

SEASON REVIEW

words by GILES GROOMBRIDGE

Graduating to MSA Championship status for the new season, Cartek Club Enduro came of age in 2018 as it established itself as one of the UK's best supported racing categories. After a nip and tuck battle throughout the year, it was the Class C pairing of Steve Hewson and Matt Nossiter in their BMW 328i that emerged victorious by a single point from Class B victor, Matt Faizey. Their crown was testimony to what can be achieved on a tight budget and underlined the values of the original concept as a pair of skilled amateurs in a modest self-prepared car, supported only by an enthusiastic pair of wives and occasional Roadsports racer Neal Martin beat a myriad of professional teams over the course of the year.

After the first round at Donington was forced to be abandoned due to snow, the championship eventually got underway at Oulton Park in April. Here the narrative for the season was established as both the Hewson/Nossiter pairing and Faizey took dominant victories, whilst Class A appeared to be a race that no one wanted to win.

The Autobahn BMW E46 M3 of series stalwarts Andy Marston and Brett Evans took pole position from Martin James aboard the impressive Area Motorsport EP3 Honda Civic Type-R; yet it was James who made the early running, establishing a decent lead before pitting prematurely with a loose steering wheel, duly dropping down the field as the team effected repairs. Marston and Evans' efforts were blighted by incidents which left the BMW E92 M3 of Luke Sedzikowski and Adam Shepherd in a comfortable lead, however when the fuel pump failed 30 minutes from the end, the Seat Leon TCR car of Guy Colclough came through

to take victory with Faizey an incredible second overall in his venerable Applied Autosport Porsche 968. Second in Class A after a steady run was the immaculate JabbaSport prepared BMW E46 M3 of Andy Baylie and Luke Schlewitz ahead of a recovering James.

Moving on to Rockingham, Martin James set a blistering lap to take pole position ahead of former BTCC driver Stewart Lines, who was sharing Colclough's Seat for the three-hour encounter. Once again it was a race of attrition in Class A with the unlucky James having bested Lines in the early stages before succumbing to transmission issues. With Lines having parked the Seat earlier due to a series of tyre failures, Marston and Evans held a comfortable lead, however when their M3 threw a belt in the closing stages it allowed Baylie and Schlewitz to emerge victorious. For the second race in succession Faizey took the runner up spot and Class B honours whilst Hewson/Nossiter once again denied the Scottish pairing of Josh Orr and Andrew Winchester (BMW E36 2.8 Compact) in Class C.

July saw 40 cars travel to the iconic Spa Francorchamps for a pair of 100-minute encounters sharing the track with similar cars from the Belgian Gentleman Drivers Club. With Orr and Winchester not present, Hewson and Nossiter were favourite for another pair of wins. However, in the first race the order was shuffled by a lengthy Safety Car intervention, which allowed the TWP Racing Mazda MX-5 of Graham McMurchie and Nick Dougill to take a popular and well-deserved Class C win for Jon Earp and his band of increasingly professional college students, ahead of regular Club Enduro frontrunner Liam Crilly in his solo-driven Mazda RX-8. Having stopped at an inopportune time, Hewson and Nossiter could only salvage fourth and were grateful to see that Faizey had also been beaten, placing second to the BMW E36 M3 from European Endurance racing specialists, Climax Motorsport ably driven

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Class A protagonist McBride meets David Downie at La Source



Winchester/Orr placed second in Class C

Cheetham drove solo to third in Class B



by team boss Jody Halse and Cemal Osman. In Class A Mike Price and Callum McLeod took a dominant victory, after closest rivals Andy Marston and Brett Evans were delayed by minor incidents, although their Autobahn stablemate Rob Meredith rescued team pride with a strong drive to second ahead of the ever-consistent Baylie and Schlewitz.

In the second race, fortunes were reversed for the championship protagonists with Faizey only managing fourth in Class B after spinning in an attempt to take the lead from the Climax BMW and later falling foul of track limits. Meanwhile Hewson and Nossiter were imperious, taking a comfortable win in Class C from the similarly equipped Storming Camel 328i pairing of Nik Grove and Carlo Turner. McLeod and Price were once again unopposed in Class A whilst the Autobahn team suffered a bruising with Marston and Evans' race terminating after a collision with a local Opel Astra, although team boss Meredith inadvertently evened the scores when he ended his own race and that of a Belgian Mustang. This allowed the ADT Motorsport BMW E46 M3 of Carl Readshaw and Daniel Taylor to take second in Class A ahead of the Geoff Steel Racing prepared example of Julian McBride.

The championship reconvened at a sunny Silverstone, where a returning Martin James stunned the ranks of more exotic machinery to place the Civic on pole by over a second. Meanwhile Hewson and Nossiter's championship was nearly undone when a power steering pipe failed en-route to the assembly area; swift work from Neal Martin saw them take the start, albeit at the back of the field. James led the early laps but misfortune struck once again when a damaged splitter forced him into a premature stop. An early safety car period saw a number of the solo driven cars dive into the pits and with no further intervention periods the BMW E92 M3s of Darren Ball and Luke Sedzikowski found themselves at the head of the field. Ball in his Routec Racing prepared example was unable to resist Sedzikowski who gave his Ti Motorsport team a well-earned victory after the disappointment of Oulton Park and an extensive overnight repair following a testing crash the day before.

James recovered to place third as Faizey won Class B in dominant style, whilst crucially the early Safety Car



Baylie/Schlewitz won the battle of the E46 M3s



Price/Clutton unstoppable at Spa



Readshaw & Taylor were Class A winners at Anglesey



Martin James had the Silverstone pace, but not the luck



Not even an Eau Rouge spin could Faiz the 968 driver



Brett Evans eyes up the Class A competition

assisted Hewson and Nossiter in their quest to overhaul the ailing BMW Compact of Winchester and Orr to take Class C victory, and maintain their advantage over Faizey as the championship moved on to Anglesey.

Torrential rain threatened to disrupt qualifying where Anthony Rodgers exploited the wet weather advantage of FWD, taking pole position in the MS Motorsport Seat Supercopa shared with Steve Cuniffe and Mark Jones ahead of the M3s of Tom/Martin Webb and Marston/Evans. Rogers led at the one-hour marker and looked set for victory when Marston and Evans experienced early issues with an engine misfire. At the halfway mark however the Seat retired following an electrical fire and instead of one of the other M3s taking advantage it was Faizey in his Class B Porsche that hit the front, remaining there to take an astonishing overall victory after a perfectly judged team performance. Faizey's day was improved further when a late race penalty for Hewson and Nossiter handed Orr and Winchester a long overdue Class C victory. ADT Motorsport beat the now repaired car of Meredith to take Class A honours and ensure they had a shot at the class title going into the final round at Snetterton.

By virtue of having one extra fastest lap than Faizey, Hewson and Nossiter headed to Snetterton with a single point advantage once dropped scores had been taken into account. As a result, the Porsche man needed to bank a perfect score to be able to have a chance at taking the crown. Despite taking a comfortable win from the ever-improving BMW M3 of Ben Salmon and Matt Maxted, Faizey was denied fastest lap by Callum Macleod thus ensuring the title went to rivals Hewson and Nossiter who enjoyed another perfect weekend, taking victory from the Mazda MX-5 of Paul Sheard and Steve Dolman.

The Class A title was settled in favour of the ever-consistent duo of Andy Baylie and Luke Schlewitz as closest rivals Daniel Taylor and Carl Readshaw could not live with the pace of returning Spa victor Mike Price, sharing this time with Marcus Clutton and the BMW E36 M3 of Del Shelton and Phil Keen. With Shelton and Price running nose to tail for most of the first half of the race, it was Keen - fresh from securing a Lamborghini factory contract - who was able to make the difference, steadily building a lead over to Clutton to take and eventual victory by 16 seconds at the flag.



2018 Champions (L-R): Faizey, Hewson, Nossiter, Schlewitz, Baylie

CLASS A

POS.	NAME(S)	CAR
1	Andy Baylie / Luke Schlewitz	BMW E46 M3
2	Carl Readshaw / Daniel Taylor	BMW E46 M3
3	Julian McBride / Geoff Steel	BMW E46 M3
4	Mike Price / Callum McLeod / Marcus Clutton	Porsche 997
5	Rob Meredith	BMW E46 M3
6	Darren Ball	BMW E92 M3
7	Andy Marston / Brett Evans	BMW E46 M3
8	Martin James	Honda Civic
9	Kevin Dengate / Chris Lovett	BMW E46 M3
10	Bill Forbes	BMW E36 M3
11	Luke Sedzikowski / Adam Shepherd	BMW E92 M3
12	Guy Colclough / Stewart Lines	Seat Leon TCR
13	Russell Clarke	BMW E46 M3
14	Phil Keen / Del Shelton	BMW E36 M3
15	Nathan Harrison / Mika Brown / Chris Brown	BMW M4
16	Lance Gauld / Alistair Gauld	Porsche Cayman
17	Martin Webb / Tom Webb / Carl Woodwiss	BMW E36 M3
18	Stephen Cunliffe / Mark Jones / Tony Rodgers	Seat Supercopa
19	Phil Dryburgh / John Brown	BMW E46 M3
20	Rory Hinde / Owen Fitzgerald	BMW E36 M3
21	Matt Cherrington / Louis Wall	BMW Z3
22	Martin Buckland / Nathan Harrison	Aston Martin GT4
23	Mark Harris / Rob Howard	Honda Civic Type-R
24	Shen Ping Yuan / Chia An Yang	BMW E46 M3
25	Fareed Ali	Porsche Cayman GT4
26	Matthew Wallis / Simon Wallis	BMW E46 M3
27	Jonny MacGregor / Josh Tomlinson	Mazda RX8 FD

OVERALL

POS.	NAME(S)	CAR
1	Steve Hewson/Matt Nossiter	BMW E36 328i
2	Matt Faizey	Porsche 968
3	Andrew Winchester/Josh Orr	BMW E36 Compact

CLASS B

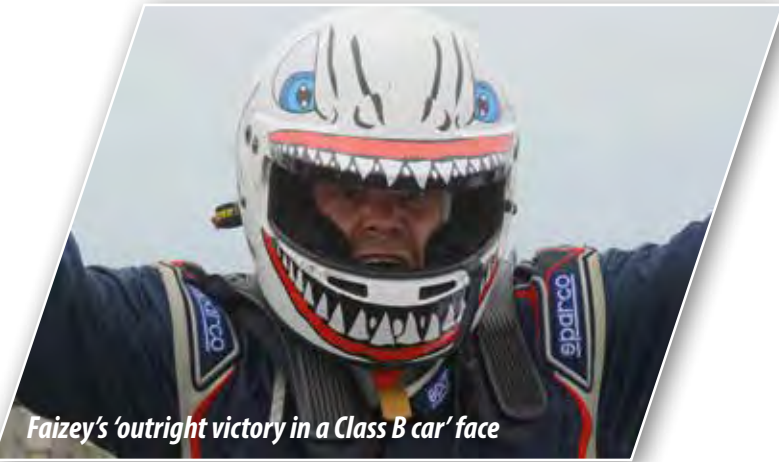
POS.	NAME(S)	CAR
1	Matt Faizey	Porsche 968
2	Ben Salmon / Nick Starkey / Matt Maxted	BMW E36 M3
3	Steve Cheetham	Porsche Boxster
4	Colin Gillespie	BMW 130i
5	Paul Ivens / Chris Hoey	VW Scirocco
6	Tony Hobson / Jonny Sharp	VW Golf
7	Jody Halse / Cemal Osman	BMW E36 M3
8	Charles Campbell / Graham Legget / Rob Smith	Peugeot RCZ
9	Leon Bidgway / Andy Chapman	Toyota MR2 / Lotus Exige
10	Stuart Daburn / David Trigg	Honda S2000
11	David Roberts / James Roberts	Rover Tomcat
12	Andy Mollison / David Drinkwater	Porsche Boxster
13	Rob Harrison / Jordan Fox	Honda Civic Type-R
14	Michael Parsons / Lewis Ryder / Richard Ryder	VW Golf
15	Edward Christie / Anthony Gay	BMW E36 M3
16	Scott Ferguson / Steven Andrew	Mazda MX5
17	Simon Clark	Posche Cayman
18	Richard Higgins / Callum MacLeod	Porsche 996 C2
19	Nicolas Maduz / Daniel Jude / Alan Henderson	Lotus Exige
20	Stephen Cunliffe / Mark Jones	Seat Leon Supercopa
21	Mason Booth / Simon Glenn	BMW E36 M3
22	Martyn Hathaway / Samuel Hathaway	Mini Cooper S
23	Adriano Medieros / John La Master	Lotus Elise S2
24	Andy Marston	Mini Cooper S
25	Ethan Burnett/ Andrew Goord	Caterham Sigma
26	Mark Geraghty / Ian Bonthrone	Mini Cooper S

CLASS C

POS.	NAME(S)	CAR
1	Steve Hewson / Matt Nossiter	BMW E36 328i
2	Andrew Winchester / Josh Orr	BMW E36 Compact
3	Graeme McMurchie / Nick Dougill	Mazda MX5
4	John Munro / A. Duffy / P. Hammond / B. Andrews	Mazda MX5
5	Paul Sheard / Steve Dolman	Mazda MX5
6	Nik Grove / Carlo Turner	BMW E36 328i
7	Geoffrey Gouriet / Russel Tamplin	Mazda MX5
8	Liam Crilly	Mazda RX8
9	David Downie	BMW E46 325i
10	Alec Livesley / Justin Newnam	Mazda MX5
11	Mark Lloyd-Jones / Alistair Lindsay / George Haynes	Honda Civic Type-R
12	Michael Downie	BMW E36 Compact
13	Joe Cruttenden / Matthew Broadbent / Tylor Ballard	MG ZR
14	Stefan Nadajaran / Jamie Stanley	Ginetta G40
15	Ciaran Cooper / Robin Cooper / Sean Cooper	Mazda MX5
16	Ray Kearney / Chris Lovett / Arnold Duncan	Ford Fiesta ST
17	Robert Carter / Stuart Calverley / Spencer Goff	Renault Clio
18	Graham Kelly	BMW E46 325i
19	Stuart Brittle / Adam Read / Mark Willetts / Adam Bessell	Mazda MX5
20	Ivor Mairs	BMW E36 Compact
21	Chris Webster / Stuart Hall	Mazda MX5
22	Yusuf Osman / Ali Osman	BMW 320is
23	Kevin Dengate / Chris Lovett	Mazda MX5
24	Adam Read / Mark Morton	Honda Civic Type-R
25	Sam McKee / Adam Mealand	BMW E36 328i
26	Jonny MacGregor / Josh Tomlinson	Mazda RX8
27	Lee Sharples / Roger Bracewell	Porsche 924S
28	Michael Kirk / Dan Brown	Mazda MX5
29	Kristy Brooks / Robert Brooks	Mini Cooper S
30	Ian Anderson / Amanda Black	Ginetta G40
31	Vicky Brooks	Mini Cooper S



Storming Camel Motorsport finished sixth in Class C



Faizey's 'outright victory in a Class B car' face



Team TWP Racing took third and fourth in Class C



McKee's BMW drove to and from the Snetterton two-hour outing



James' pace at Rockingham too much for transmission



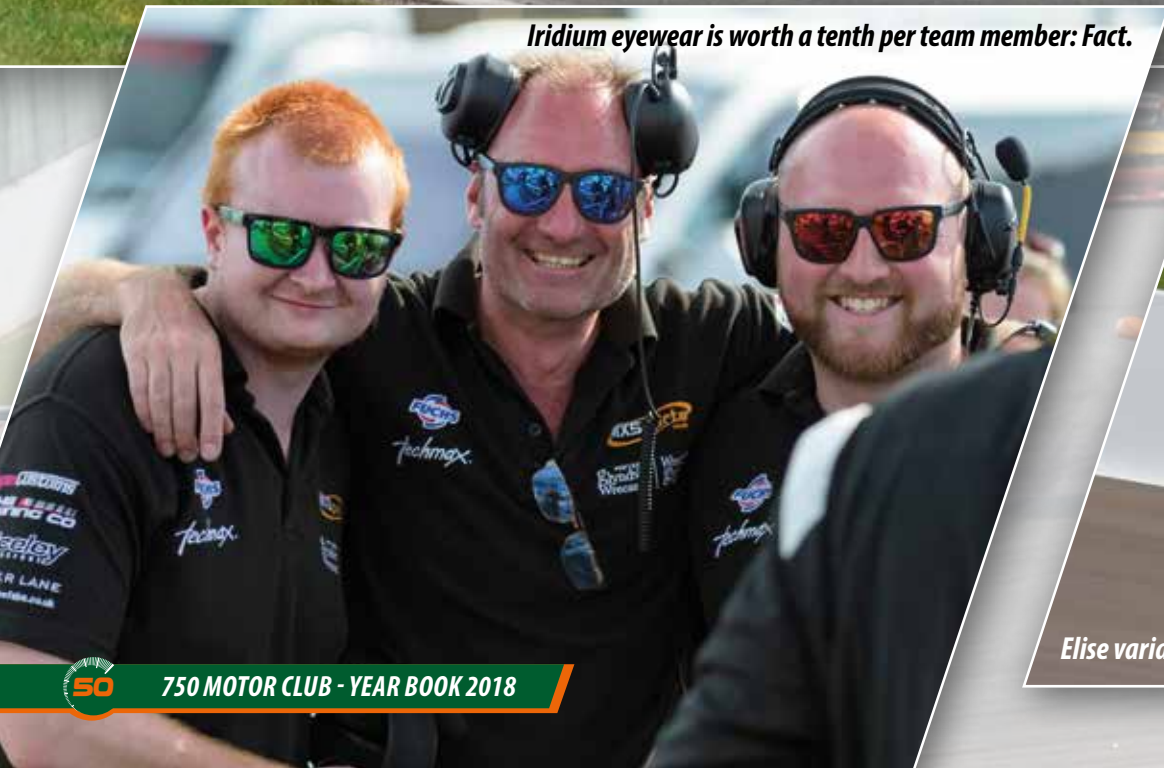
Crilly's solo driven and run RX-8 always impressed



Gillespie placed fourth in Class B



Spirit of the formula



Iridium eyewear is worth a tenth per team member: Fact.



Elise variants always performed well in Class B

NEW 2018 LAP RECORDS

CLASS A

OULTON PARK INTERNATIONAL
1:52.91 ANDY MARSTON

ROCKINGHAM ISSL
1:37.77 STEWART LINES

SILVERSTONE INTERNATIONAL
1:14.28 NATHAN HARRISON

SNETTERTON 300
2:03.48 PHIL KEEN

CLASS B

OULTON PARK INTERNATIONAL
1:55.48 ALAN HENDERSON

ROCKINGHAM ISSL
1:38.88 ALAN HENDERSON

SNETTERTON 300
2:08.54 CALLUM MACLEOD

CLASS C

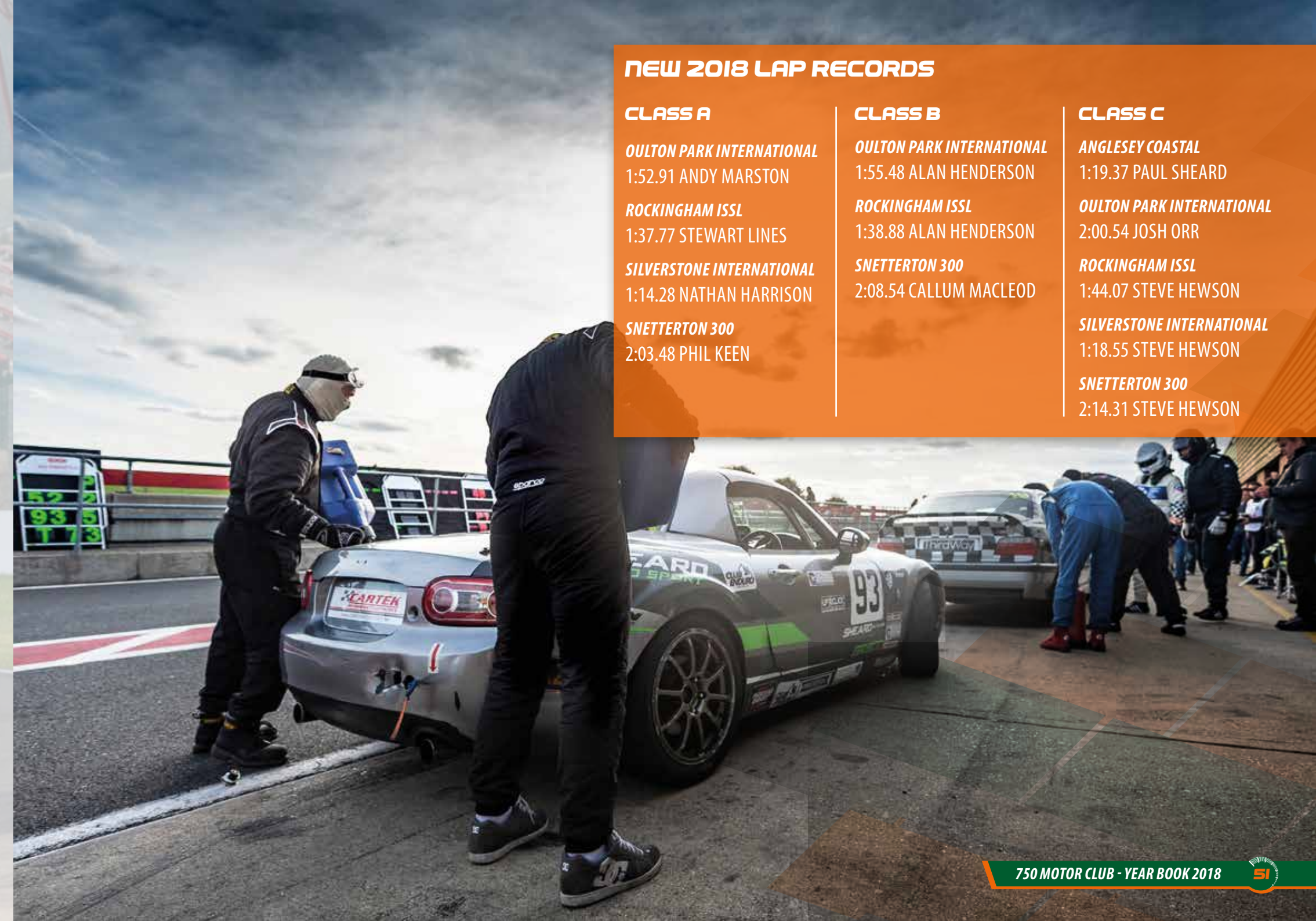
ANGLESEY COASTAL
1:19.37 PAUL SHEARD

OULTON PARK INTERNATIONAL
2:00.54 JOSH ORR

ROCKINGHAM ISSL
1:44.07 STEVE HEWSON

SILVERSTONE INTERNATIONAL
1:18.55 STEVE HEWSON

SNETTERTON 300
2:14.31 STEVE HEWSON



HERITAGE PARTS CENTRE FORMULA VEE CHAMPIONSHIP



2018 Champion: Craig Pollard

SEASON REVIEW

words by IAN SOWMAN

The 2018 Heritage Parts Centre Formula Vee Championship was won by Craig Pollard, six years after his debut in the formula. In the face of some very rapid opposition, the 25-year-old from Suffolk attributed his success to consistency as much as outright pace, having won only one race before the start of the season.

An incident in the Castle Combe opener – from which he recorded a seventh and third position – was something of an early turning point. “It caused us to strip the car and straighten the chassis which at the time seemed a nightmare, but looking back it meant we really went through the car with a fine toothcomb,” he said. That additional degree of preparation on his GAC may have proved crucial, because from then on Pollard was not out of the top four finishers again until the final round at Snetterton, by which time matters had been decided. He took four wins in all, doing the double at both Croft and Silverstone.

Pollard’s most obvious threat came from Danny Hands, returning full-time to the formula after taking the championship in 2008. Surprisingly, though, the Oxfordshire driver took just one win – that Donington Park victory being one of seven podium

finishes during the year. A non-finish at Combe meant that he was on the back foot from the beginning.

The driver with the most victories during the course of the season was Graham Gant, in his familiar yellow WEV. He triumphed on six occasions but missed Combe and Croft, which limited his potential to take the championship. “Had Gant of done the other rounds then definitely he would have been a threat,” said Pollard. “In Ireland [on the championship’s return to Mondello, supporting the local Vee Festival] he was out in front. I had no one catching me and the track was covered in oil, so I didn’t see the point of risking an off to catch him.”



Buxton took sixth in the 2018 standings

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Two shady characters



Mark Egan on his way to a 13th place finish at Croft



Gant vs. Hands a recurring 2018 theme

Pollard, Hands and Gant were the only drivers to top 200 points during the season. Ian Jordan would likely have joined them but for a non-finish in his Sheane Jordan in the final round, although he had five podiums during the year. That was in contrast to just one for Tim Probert, at Mondello, but an impressive record of finishing inside the top six meant that he placed fifth with the Storm.

Ian Buxton led the championship after the opening meeting, taking a third and a first from some wonderful racing in Wiltshire, but he missed much of the season before returning to shine again at Snetterton with his GAC Daghorn. There were two other outright winners, one being reigning champion Ben Miloudi, who opted not to defend his title but turned up to Brands Hatch with his Storm and won.

The other was James Harridge who, as in 2017, got off to a flying start to win the very first round in his Maverick, but then struggled to catch a break thereafter. He didn't have the consolation of the Class B championship either, as although he won six rounds, he missed too many to be a contender.

Instead, the honours went to returning driver Andrew Cooper, the Suffolk lawyer (quite a year for East Anglian professionals, what with accountant Pollard's overall title) skipping Mondello but not finishing outside the top two in class when his AHS Challenger reached the chequered flag. Bill Garner (Sheane) recorded an equal number of class wins but took second, while Spyder man Vaughn Jones claimed a podium at Donington Park on his way to third in the points. Among a very experienced field, Richard Lanyi (AHS Dominator) was the highest placed novice driver.

Gregory eyes up Aldridge at Coppice



Garner took a Class B win at Donington



Championship success came in Pollard's seventh Vee season



Ough started the season with a sixth and fourth



Sam Engineer had strong results at Silverstone and Mondello



Brands saw capacity grids for Vee



2017 champion Miloudi made an appearance and took one victory at Brands



Class B Champion Andrew Cooper takes some kerb at Snetterton



POS.	NAME(S)	CAR
1	Craig Pollard	Bears GAC
2	Daniel Hands	GAC
3	Graham Gant	WEV
4	Ian Jordan	Sheane Jordan
5	Tim Probert	Storm
6	Ian Buxton	GAC/Daghorn
7	James Harridge	Maverick
8	Peter Belsey	Spyder Mk2
9	Steve Ough	AHS Dominator
10	Andrew Cooper	AHS Challenger
11	Paul Taylor	Bears GAC
12	Bill Garner	Sheane TWR CW
13	Sam Engineer	Storm SE2
14	Christian Goller	AHS Challenger
15	Jimmy Furlong	Sheane
16	Colin Gregory	Sheane
17	Alexander Jones	Bears GAC
18	Jamie Harrison	Bears GAC
19	Ben Miloudi	Storm
20	Richard Lanyi	AHS Dominator
21	David Leniewski	AHS Dominator
22	James Cater	RTV Sheane
23	Maurice Gloster	GAC
24	Dave Wallis	AHS Challenger
25	Peter Studer	TCR Challenger

POS.	NAME(S)	CAR
26	Craig Bell	AHS Dominator
27	Mark Egan	Ray
28	Vaughn Jones	Spyder MK2
29	Neil Aldridge	AHS Dominator
30	Jason Chatten	GAC
31	Gavin Buckley	GAC
32	Richard Waddingham	AHS Challenger
33	John Hughes	Scarab
34	Ed Lowndes	GAC
35	John Hartin	AHS Challenger
36	Ian Rea	GAC
37	Chris Wilsher	Sheane W4B
38	Francis Twyman	Storm SF1
39	Phil Waterhouse	Filari Tasso
40	Martin Snarey	Sheane MK1
41	Rory Melia	Sheane
42	Michael Richards	Bears GAC
43	William Stenning	Spyder
44	Andrew Crighton	Scarab Mk2
45	Richard Rainbow	AHS Challenger
46	Peter Cann	Predator
47	Michael Oldknow	GAC
48	Matt Topham	Scarab Mk5
49	Jake Hockley	GAC
50	Peter Kennerley	AHS Dominator

POS.	NAME(S)	CAR
1	Andrew Cooper	AHS Challenger
2	Bill Garner	Sheane TWR CW
3	Vaughn Jones	Spyder MK2
4	Jamie Harrison	Bears GAC
5	James Harridge	Maverick
6	James Cater	RTV Sheane
7	Richard Waddingham	AHS Challenger
8	Chris Wilsher	Sheane W4B
9	Martin Snarey	Sheane MK1
10	Rory Melia	Sheane
11	Andrew Crighton	Scarab Mk2
12	Phil Waterhouse	Filari Tasso
13	William Stenning	Spyder

NEW 2018
LAP RECORD

MONDELLO PARK
1:02.64 GRAHAM GANT

2018 HIGHEST PLACED NOVICE
Richard Lanyi



Formula stalwart Ian Jordan took fourth in the championship



Richard Rainbow leads the pack at Donington



RACEPARTS HISTORIC 750 FORMULA SERIES



SEASON REVIEW

words by TREFOR SLATTER
& CHARLIE PLAIN-JONES

The 2018 season saw not only a significant increase in grid numbers from 2017's average of 16 to 20 in 2018, but also 30 registered drivers in total, with Mallory Park in May attracting a capacity grid of 24. The resurgent Class A Austin Sevens continued to increase grid numbers with 'new' cars appearing at almost every meeting, and it was particularly heartening to welcome Richard Verhayden in 'Bad Frog' all the way from the South of France.

Al Frayling-Cork was grappling with his newly acquired 'Black Sheep' A7 and despite all sorts of early issues, he came away with the best Class A results over the course of the season, chased hard by dominant 2017 performer Ian Grant in his Pigsty Special. Al's redoubtable Paxton A7 will be back with its new owner for the 2019 season.

Epic encounters during the season included Mike Harvey ('Mutley' A7 Ulster) and Charlie Plain-Jones in the Cowley Special at Mallory and rumours that the silver marks on Mutley's tail were Cowley radiator paint were subsequently dispelled by GoPro footage! The Cowley was also involved in a tussle with Grant's Pigsty at Cadwell and a last lap dive at the Mountain meant that honours were shared that day.

Another newcomer was William Kirk, racing his grandfather's Cowley Mk3. This is possibly the ultimate Austin-based 750 Formula Car but all the sophistication proved unreliable at first, so William acquired a single seater to hone his racing skills with the aim that the Mk3 will return when it is fully sorted - we can't wait to see two of the three surviving Cowley cars together on the Historic 750 Formula grid. A mid-season highlight saw the 750MC go head-to-head with the VSCC in the Austin Herbert Challenge. Featuring no fewer than 12 Austin Sevens from each club, the enthralling handicap race saw

team 750MC narrowly beat the home team in this all 'A7 Ashes' competition.

Elsewhere, H750F stalwart Tim Myall turned 80 years old whilst still racing his supercharged A7 single seater, and the Austin-powered H750F cars continue to generate great interest wherever they are exhibited; as a result several more restorations will be appearing on the grid in 2019.

When it came to the Class C competition for (mostly) Reliant powered machines, Ben Myall crossed the line at the Snetterton finale with four wins to Christian Pedersen's three of the season. 'Rookie of the Year' and former sprint racer Simon Boulter also secured an impressive three victories in his elegantly rebuilt Time 3B; Simon having joined the series at a soggy mid-season Pembrey.

Martin Depper took the televised season opener win at Brands Hatch, only to give the crowd and fellow competitors heart palpitations by backing into the barrier on the exit of Graham Hill bend in the second outing. Although injury free, the resulting red flag combined with Pedersen's failed supercharger belt allowed Lyndon Thruston and Trefor Slatter to provide the cameras with some cinematic place-swapping for second and third, albeit some distance behind Ben Myall.

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The Welsh's stunning Warren restoration debuted at Brands



Jonathan Sadler impressed on his inaugural Class C season



Highs and lows for the Deppers at Brands Hatch



Revelation of the year and Windley Trophy winner for 'Most Improved' went to Mike Whitby, whose performance in the Welsh deluge surprised even him with his best ever and hugely popular third place, before Mike went on to post a 100% finishing record in 2019.

Mike Harvey complicated the results sheets by starting the year in his Class A 'Mutley' Austin following dyno-based engine dramas with the Class C JB, but by Donington was back at the Class C end of the grid.

Another of this year's 'Rookies' and winner of the 'Drive of the Year' trophy was Jonny Sadler following his unnerving ability to overtake anyone he chose around the outside of Gerrards at Mallory Park, posting fastest lap for good measure. The most impressive engineering achievement of the year went to Ron and Kevin Welsh whose perfect restoration of the rear-engined, supercharged, side-valve Warren was a sight (and sound) to behold. Ron's Ford Consul-powered Lotus MkVI is a genuine classic but blotted its copybook (as well as the Snetterton tarmac) by losing a sump-full of oil at the last race of the season.

Other highlights include Nigel Howard's manful (and televised) handling of the sometimes wayward HCS and the real progress made by Paul Lawrence between his Brands race and a brace of fourth places at Mallory. Sadly, his season ended prematurely with an accident at Cadwell attempting to avoid a spinning Lyndon Thruston, from which we all wish him a full and speedy recovery.

Roger Rowe's year could best be described as challenging, the highlight being a second place and highest placed Class C at the Donington handicap round. Greg Swan limited his season to a single outing at Pembrey in Lyndon's DNC, with Bob Diggory (JOMO) and Juerg Schneider (JSG) both also competing once.

Lotus VI a strong performer until Snetterton engine woes



Ian Grant took the Donington handicap win



Gerrel vs. Centaur at Druids



A 'Demon' drive for Paul Lawrence saw him narrowly miss out on a podium



Slatter, Howard, Thruston and Sadler do colourful battle at Brands



Peck leads Raynor in reverse of race one Mallory fortunes



Hands up all drivers with vertical exhaust pipes



ROOKIE OF THE YEAR
Simon Boulter

NEW 2018 LAP RECORDS

CLASS A

PEMBREY CLUBMANS
1:39.04 IAN GRANT

SNETTERTON 200
1:53.75 IAN GRANT

CLASS C

PEMBREY CLUBMANS
1:19.96 CHRISTIAN PEDERSEN

DONINGTON NATIONAL
1:30.68 CHRISTIAN PEDERSEN

CLASS D

PEMBREY CLUBMANS
1:26.24 CHRIS WILSON

Mike Harvey took both regular and handicap podiums at Snetterton



Boulter impressed in his first circuit racing season

ROYAL PURPLE HOT HATCH CHAMPIONSHIP



2018 Champion: Michael Winkworth

SEASON REVIEW

words by JAMES WINSTANLEY

The Royal Purple Hot Hatch Championship might offer some of the widest variety of road-derived machinery seen in a regulated hatchback championship and drivers whose experience encompasses everything from historics to bangers, but the 2018 season firmly exhibited two facts of key interest. Firstly, that autograss racing continues to be one of the best training grounds, as proven by tarmac novice Michael Winkworth taking the overall championship title, but also with regulated power to weight classes, the humble Citroen Saxo can still cut it at the sharp end of competition.

The Suffolk-based newcomer didn't take long to settle into a feeling of comfort with the Hot Hatch podium, taking class pole in the season opener at Brands Hatch Indy, after the first rounds were waylaid following the arrival of snow at Donington Park. It was Mac McCarthy (Fiesta ST) who took 2018's first Class C win in style, but race two saw Winkworth making a claim to the top step; a place where he resided no fewer than eight times in the following six months to claim the Class C and overall title.

A string of consistent results and podiums saw McCarthy take second in Class C, yet as the year progressed it was new Macaw Motorsport recruit

and part-season driver Ian Williamson who showed the pace to match Winkworth in a similar Saxo (with two lap records each a piece); trading a podium and a win at each of the last three outings to claim his third in Class C. Rob Fagg, Paul Kaynes, Charlie Cole, William Hornsey, Tony Hobbs and Adam Read all claimed the remainder of podium awards; the latter BMW Compact driver being the sole protagonist not campaigning a Saxo or 106-derived chassis.

2018 Class A rivals Alistair Camp and Ben Rushworth were all set to re-start their championship battle at Brands Hatch for the season opener, but with Rushworth mostly sidelined due to mechanical woes on his Integra, it was left



Saxos still dominate in Class C



Brands opener saw capacity grids



Eighties vs. Noughties Honda battle at Croft

SPONSORS

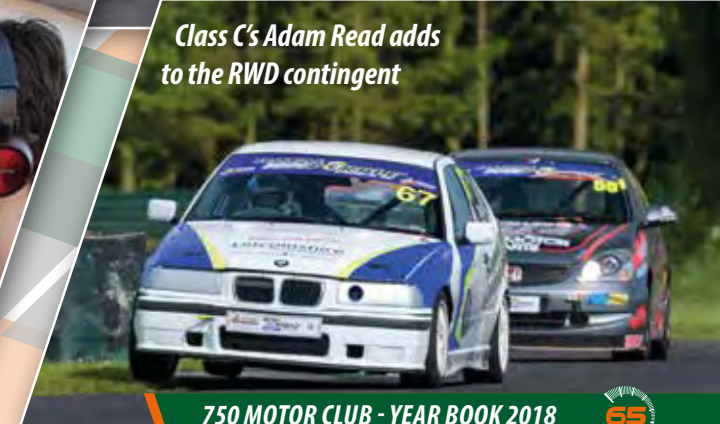
ROYAL PURPLE
SYNTHETIC OIL

demon tweeks

The first of many podium interviews, at Brands Hatch



Class C's Adam Read adds to the RWD contingent



to Camp (Fiesta ST) and EK Civic driver Stephen Sawley to entertain with a photo finish in race one, whilst Martin Ward stepped up from third to second in the next outing.

Ben Leach secured a handful of points and podium places as he developed his new Civic, yet by that point the Camp/Rushworth/Sawley trio had sufficient momentum to be clear favourites, with four wins on the trot sufficient to wrap up the season in favour of the Integra driver.

In a race that really cemented the EP3 generation Civic's dominance in the middle of the grid, Class B's Jon Peerless and Rodren Vella mixed it with the Class A leaders at the Brands opener to assume their stake in the championship. It was however Vella who dominated B from there on in; the former Civic Cup driver making the trip across from Malta for each round and taking five wins in the first six outings. Phil Wright took up the challenge as the season progressed; switching from a Clio 197 Cup car to a Class B EP3 early on, it wasn't until getting to the bottom of his car's lingering issue at Cadwell Park that he could really keep with the Maltese driver's pace. From then on Wright was able to take five of the remaining eight victories but it wasn't enough to challenge Vella for the title, and so Wright finished second ahead of a consistent Dawn Boyd (Civic) and Callum Houchen (Clio 172). Christian Lyne, Peerless and Camp (with a one-off car change) claimed the remainder of the Class B wins.

The commute from Malta didn't stop Vella clinching Class B title



Sawley and Camp went wheel-to-wheel through Paddock



Benn leads Measday at Croft



Sadowski a double podium finisher at Brands



EP3 Civic drivers Peerless and Ward do battle in the North East



Jonathon Swift tries a locals' shortcut at Clervaux



Rushworth's moody looking Integra tears up Snetterton



CLASS A

POS.	NAME(S)	CAR
1	Ben Rushworth	Honda Integra DC2
2	Stephen Sawley	Honda Civic
3	Alistair Camp	Ford Fiesta ST
4	Martin Ward	Honda Civic Type-R
5	Benjamin Leach	Honda Civic Type-R
6	Phillip Wright	Renault Clio Cup
7	Alex Tait	Renault Clio Cup
8	Jonathan Swift	Honda Civic
9	Jeff Cooper	Honda CRX
10	Neal Martin	Honda Civic Vti
11	Rich Hockley	Honda Civic



Thumbs up for the Honda K20

CLASS B

POS.	NAME(S)	CAR
1	Rodren Vella	Honda Civic Type-R
2	Philip Wright	Honda Civic Type-R
3	Dawn Boyd	Honda Civic Type-R
4	Callum Houchen	Renault Clio 172
5	Christian Lyne	Honda Civic Type-R
6	Leon Shepherd	Ford Fiesta ST
7	David Sadowski	Honda Civic Type-R
8	Oliver Barsby	Honda Civic Type-R
9	Ryan Polley	Renault Clio 182
10	Jon Peerless	Honda Civic Type-R
11	Shaun Green	Citroen Saxo VTS
12	Chris Coomer	Honda Civic Type-R
13	Neil Stringfellow	Peugeot 205 Gti
14	Paul Waterhouse	Honda Civic Type-R
15	Alistair Camp	Ford Fiesta ST
16	Jay Daniels	Renault Clio 182
17	Andrew Neal	Peugeot 106 Rallye
18	Jordan Holmes	Citroen Saxo VTS
19	Joe Geach	BMW 325Ti
20	James Canfer	Mini Cooper S
21	Chris Bicknell	Citroen Saxo VTR
22	Matthew Broadbent	MG ZR
23	Neil McDonald	BMW 325Ti
24	Matt Page	BMW 325Ti
25	Marcus Bicknell	Citroen Saxo VTS
26	Stuart Rolfe	BMW 325Ti

CLASS C

POS.	NAME(S)	CAR
1	Michael Winkworth	Citroen Saxo VTR
2	Mac Dr Evil McCarthy	Ford Fiesta ST
3	Ian Williamson	Citroen Saxo VTR
4	Robert Fagg	Citroen Saxo VTR
5	Charlie Collins	Mini Cooper
6	Chris Woods	Citroen Saxo VTR
7	Paul Kaynes	Citroen Saxo VTR
8	William Hornsey	Peugeot 106 Rallye
9	Joe Benn	Ford Fiesta Si
10	Tony Hobbs	Peugeot 106 Rallye
11	Christopher Farr	Peugeot 306 Gti-6
12	Jon Hobbs	Peugeot 106 Rallye
13	Charlie Cole	Citroen Saxo VTR
14	Joe Dickens	Citroen Saxo VTR
15	Adam Read	Mini / BMW Compact
16	Paul Cockerell	Citroen C2 VTS
17	David Measday	Vauxhall Corsa
18	Wayne Shackelford	Citroen Saxo VTR
19	William Clifford	BMW Compact
20	Ray Kearney	Ford Fiesta ST
21	Ivor Mairs	BMW Compact

OVERALL

POS.	NAME(S)	CAR
1	Michael Winkworth	Citroen Saxo VTR
2	Rodren Vella	Honda Civic Type-R
3	Philip Wright	Honda Civic Type-R

NEW 2018 LAP RECORDS

CLASS A

BRANDS HATCH INDY
0:52.84 BEN RUSHWORTH

CADWELL PARK
1:36.99 BEN RUSHWORTH

CROFT
1:32.46 BEN RUSHWORTH

DONINGTON NATIONAL
1:16.53 BEN RUSHWORTH

CLASS B

PEMBREY CLUBMANS
1:08.81 BEN RUSHWORTH

SILVERSTONE INTERNATIONAL
1:14.12 BEN RUSHWORTH

SNETTERTON 300
2:06.31 BEN RUSHWORTH

CLASS C

BRANDS HATCH INDY
0:54.72 JON PEERLESS

CADWELL PARK
1:40.91 PHIL WRIGHT

CROFT
1:35.67 RODREN VELLA

DONINGTON NATIONAL
1:20.42 PHIL WRIGHT

PEMBREY CLUBMANS
1:12.03 RODREN VELLA

SILVERSTONE INTERNATIONAL
1:17.74 PHIL WRIGHT

SNETTERTON 300
2:11.86 PHIL WRIGHT

CROFT
1:42.11 MICHAEL WINKWORTH

DONINGTON NATIONAL
1:25.48 IAN WILLIAMSON

PEMBREY CLUBMANS
1:15.75 MICHAEL WINKWORTH

SNETTERTON 300
2:19.93 IAN WILLIAMSON



2018 HIGHEST PLACED NOVICE
Michael Winkworth

Three wins in a part-season for Williamson secured third in Class C

A mid-season engine fix wasn't enough for Wright to catch Vella in the points

DEMON TWEETS/YOKOHAMA LOCOST CHAMPIONSHIP



2018 Champion: Mark Burton

SEASON REVIEW

words by JOSH BARRETT

The 2018 Demon Tweets | Yokohama Locost Championship featured more than 60 registered drivers across eighteen races and sixteen rounds where it was Mark Burton - in his first full season campaign - who came out on top. It was incredible season for the former sprint competitor where he won nine times, took a further four podiums and finished inside the top six in every race. An extraordinary feat in such a competitive, unpredictable championship for a man who only began his circuit racing career in September of the previous season.

The season really looked to be going Burton's way early on when he went unbeaten for four races - taking a victory at Brands Hatch then all three rounds at Croft; in particular showing immense race craft at the latter circuit for someone so inexperienced, winning each race in a different manner. In the opener he was not leading until the final lap - going from third to first at Tower Bend. Race two, he defended throughout, before a lights-to-flag scrap with Ian Allee to win the finale.

Despite Burton's dominance, there were seven different winners and the first of whom was Greg Smith in the season opener at Castle Combe, which boasted a mighty 41-car field. He beat Ben Powney

and Martin West, who would both go on to be Burton's biggest challengers.

It took until the final meeting at Snetterton for West, who would be the eventual runner-up in the championship, to finally take his first - well applauded - victory after ten previous podiums. He won the opener at Snetterton after a typical Locost slipstreamer with Burton, before finding out that victories are much like buses - as he went on to take a second later in the day.

Ben Powney - who finished third in the title race - won three races, which came at Brands Hatch and Pembrey. The first of those wins saw him beat team-



Former champion Danny Andrew made a return at Donington

SPONSORS

demon tweets

YOKOHAMA



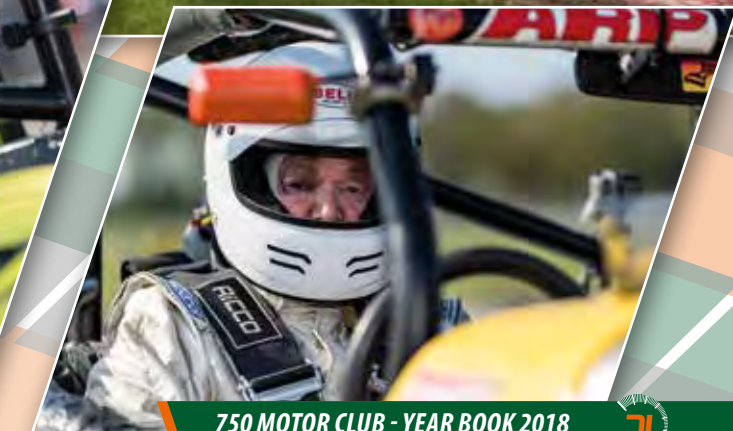
Baldwin gears up for Pembrey



Graux leads Coveney and Allee into Druids



Mason mulls his maneuvers at Brands



mate Jack Coveney despite not leading until the final lap. Early leader and reigning champion Allee spun off and would end the season winless.

Superkart-convert Louis Wall came fourth in the points after a single 2018 victory, which he took in the Pembrey opener after passing Burton on the final lap – with West and David Mason also featuring in a four-way battle upfront.

Tom Gadd and David Winter were next – both ending the season with just one podium, but both were regular top ten finishers. Paul Clark finished seventh and was delighted at Donington Park to claim his maiden podium, before repeating the feat a month later at Snetterton.

Jack Coveney took eighth despite missing a handful of meetings and was a winner at Cadwell Park; a race in which he led the second half, narrowly holding off Powney to take a tiny winning margin of just 0.03 seconds. Dominik Jackson was the other different winner in 2018 which also came at Cadwell, but this time in sodden conditions. The former Tottenham Superleague racer made a championship one-off but was effective with a nine-second victory after Tim Neat was gutted to go grass-tracking, looking for his first victory.

Tim Penstone-Smith concluded the season in a personal best of ninth, but it looked to be much better before a poor end to the year, having started in magnificent fashion taking third at Castle Combe from 19th on the grid. David Mason concluded the top ten and took a podium finish – as did Chris Pyke, Neat and Allee. Top rookie status went to Craig Land, who took three top ten finishes and a season best of sixth at Donington Park.



Gadd secured fifth in 2018 standings



Defending champion Allee contested a half season



West won when Locosts travelled East



POS.	NAME(S)	CAR
1	Mark Burton	Locost
2	Martin West	Locost
3	Ben Powney	Locost
4	Louis Wall	Locost
5	Thomas Gadd	Locost
6	David Winter	Locost
7	Paul Clark	Locost
8	Jack Coveney	Locost
9	Timothy Penstone-Smith	Locost
10	David Mason	Locost
11	Chris Pyke	Locost
12	Tim Neat	Locost
13	Geoff Peek	Locost
14	Ian Allee	Locost
15	Murray Shepherd	Locost
16	Shaun Brame	Locost
17	Dave Berry	Locost
18	Richard Jenkins	Locost
19	Peter Hatfield	Locost
20	Matt Graux	Locost
21	Craig Land	Locost
22	Karl Ruijsenaars	Locost
23	Oliver Batten	Locost
24	Kevin Straw	Locost
25	Garry Brandon	Locost
26	James Millman	Locost
27	Jack Johns	Locost
28	Dominik Jackson	Locost
29	Gregory Smith	Locost
30	Barry Stuart	Locost
31	Glenn Boyer	Locost

2018 HIGHEST PLACED NOVICE
Craig Land

POS.	NAME(S)	CAR
32	Peter Wood	Locost
33	Samir Abid	Locost
34	Colin Marshall	Locost
35	Trevor Faunch	Locost
36	David Johns	Locost
37	Rob Apsey	Locost
38	Andrew Tait	Locost
39	Victoria Baldwin	Locost
40	Kevin Leech	Locost
41	Michael Lax	Locost
42	Mark Robert	Locost
43	Jay McNally	Locost
44	James Chapman	Locost
45	James Lewis-Barned	Locost
46	Lee Emm	Locost
47	Clive Mackenzie	Locost
48	Tom Robinson	Locost
49	Keith Malpus	Locost
50	David Jones	Locost
51	Lee McNamara	Locost
52	Danny Andrew	Locost
53	Jacob Leighton	Locost
54	Stephen Wright	Locost
55	Ernie Gushlow	Locost
56	Janette Malpus	Locost
57	Steve Paddock	Locost
58	Lee O'Hara	Locost
59	Jonathan Higgins	Locost
60	Keith Fryer	Locost
61	Lee Dolby	Locost
62	Paul Kaynes	Locost



Locost racecraft came quickly to former sprint racer Burton



Jack Johns fends off Dave Berry



Boyer, Jones & Andrew at Croft



Pyke was on good form at Donington

**NEW 2018
LAP RECORDS**

CASTLE COMBE
1:23.58 LOUIS WALL

CROFT
1:43.21 DANNY ANDREW

PEMBREY CLUBMANS
1:16.61 KARL RUIJSENAARS

TEGIWA M3 CUP



2018 Champion: Tom Coller

SEASON REVIEW

words by JAMES WINSTANLEY

One thing the 2018 Tegiwa M3 Cup Championship could never be accused of was being uneventful; yet after 14 rounds that saw no fewer than seven different race winners, it was former Locost frontrunner Tom Coller whose consistent pace and results allowed him to claim the championship title, despite his first win of the season only coming at October's Snetterton finale.

Historic racer and former Compact Cup frontrunner Sam Carrington-Yates was the first driver to claim the top points haul; the Cheshire driver taking both victories on offer at his local Oulton Park's April opener. Dave Whitmore and Nick Williamson would both go on to be 2018 title protagonists, and the duo alternated their inaugural wins with second place finishes on a tricky weekend at Silverstone's National circuit in May.

By the time the M3 Cup reached Croft Circuit later that month, 2017 frontrunner Paul Cook was really warmed up and running, and the Oxfordshire driver duly proceeded to take six wins on the trot (two at each of Croft, Brands Hatch's DeutscheFest and Silverstone International) alongside his 2018 MR2 Championship campaign.

The brakes were however placed on Cook's title assault at Donington Park, where an eligibility issue saw him leave the East Midlands with zero points, before the last two races of the season at Snetterton.

Consistent 2018 frontrunner Graham Crowhurst was first past the flag in the Norfolk opener to take a well-deserved first victory, before Coller dominated a sodden finale to take victory by a not inconsiderable 12-second margin, sealing the championship title along the way. Williamson placed second in the standings, ahead of Whitmore, Cook and Crowhurst.



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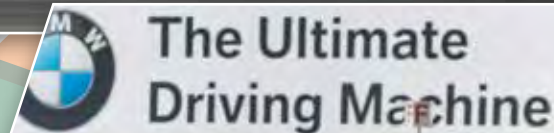


Cook took race wins, but Coller had the consistency



Walker-Hansell ran part season

John Brown contested the opening rounds



POS.	NAME(S)	CAR
1	Tom Collier	BMW E46 M3
2	Nick Williamson	BMW E46 M3
3	David Whitmore	BMW E46 M3
4	Paul Cook	BMW E46 M3
5	Graham Crowhurst	BMW E46 M3
6	Nigel Ralphson	BMW E46 M3
7	Wayne Lewis	BMW E46 M3
8	Simon Walker-Hansell	BMW E46 M3
9	Samuel Carrington-Yates	BMW E46 M3
10	Daniel Pestana	BMW E46 M3
11	Sam Taylor	BMW E46 M3
12	Alex Knight	BMW E46 M3
13	Kevin Dengate	BMW E46 M3
14	John Brown	BMW E46 M3
15	Steve Crawford	BMW E46 M4
16	Sheng Ping Yuan	BMW E46 M3
17	Chris Nylan	BMW E46 M3
18	Julian McBride	BMW E46 M3
19	Luke Sedzikowski	BMW E46 M3



Alex Knight's luck went from bad to worse at DeutscheFest



Local driver Sam Yates took both Oulton wins



Lewis ran well at Silverstone



Former MR2 racer Ralphson took two fourth places at Croft

NEW 2018
LAP RECORDS

SILVERSTONE NATIONAL
1:04.34 DAVID WHITMORE

CROFT
1:34.15 PAUL COOK

BRANDS HATCH INDY
0:52.58 PAUL COOK

MTEC BRAKES 330 CHALLENGE



SEASON REVIEW

words by JAMES WINSTANLEY

The MTEC Brakes-backed 330 Challenge might not have exhibited the largest grids in the 750MC's 2018 formulae line-up, but when it came to the quality of clean racing, the BMW action punched well above its weight of entries.

With multiple 2017 winner Lewis Carter only contesting a part season, it was left to fellow protagonists David Drinkwater and Matt Maxted to share the bulk of the wins this year (taking four and eight respectively), but not one was anything other than a single corner slip-up away from producing a different podium result.

Oulton Park's opening weekend saw Drinkwater do the double; both times ahead of Maxted with Carter and Darren Ball sharing the third tier, yet at Silverstone National it was Maxted who was the man to beat; this time with Ball and Drinkwater behind and a well deserved first podium in race one for 330 newcomer Chris Grahame.

Croft might have been a long time coming for Ball, but his first win with the Routec team was in fine style,

having been made to work for it throughout by Drinkwater and Carter. High on his success, he repeated the feat with the same duo behind in race two, whilst novice and series newcomer Dinas Dobrauskas got to grips with his first ever races at the North East circuit.

A trip to Brands Hatch's first ever 'DeutscheFest' went in favour of local driver Maxted for both outings, and although Ball came home second the applause this time was for Bill Reddrop; the Buckinghamshire driver following up his first podium finish with another third place in race two.

Drinkwater was back on top at Silverstone International and Reddrop continued his podium run, however it was Maxted who took four in a row to round out the year, ahead of improving new podium spots for Andrew Lightstead.

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Carter was rarely off the podium

Newcomer Dobrauskas discovered the unfortunate jump at Silverstone



Former Classic Stock Hatch racer Lightstead seemed to enjoy RWD



Grahame battled Tunmore at Donington

Reddrop joined the lead pack for second half of season



Darren Ball and David Drinkwater took multiple wins...



...only beaten in numbers by Matt Maxted



NEW 2018 LAP RECORDS

CROFT

1:38.11 DAVID DRINKWATER

OULTON PARK INTERNATIONAL

1:58.78 MATT MAXTED

SILVERSTONE NATIONAL

1:07.60 MATT MAXTED

BRANDS HATCH INDY

0:55.68 MATT MAXTED

SILVERSTONE INTERNATIONAL

1:18.13 DARREN BALL/
DAVID DRINKWATER



5CLUB RACING MX5 CUP



2018 Champion: Paul Maguire

SEASON REVIEW

words by ED GAY

The 2018 season saw a shake-up to the establishment in the Davanti Tyres MX-5 Cup, further compounded by defending champion Ben Short sitting out the majority of the year with other commitments. After making a one-off appearance in 2017 – and duly taking the victory – ex-Clio racer Paul Maguire was the favourite for the 2019 title coming in to this season, but it was clear from the outset that Ben Hancy and Ian Tomlinson were set to be two drivers standing in his way.

Racing was due to start at Donington Park but thanks to the 'Beast from the East' having other ideas and covering the circuit in snow, the first rounds were cancelled. The season therefore started in earnest at Brands Hatch where Maguire asserted his dominance from the word go, winning the opening two races in style from Hancy and Tomlinson. However, MX-5 stalwart Chris Lovett had other ideas in the third race, defending from a flying Maguire – who started from eighth – to take a well-deserved victory.

The 5Club drivers headed to Croft next where Ben Short made an impromptu cameo, and duly set pole position before taking all three victories on the table. Having experienced a difficult qualifying session, Hancy battled hard back to the front and in the third and final race of the day looked to have the measure of Short, but had to settle for second by the flag. Maguire never looked to have outright pace at the North East venue, but consistent results secured valuable points.

Pembrey hosted the next round and this saw Maguire back to the fore, taking two of the three victories, with Hancy winning one. Behind, Tomlinson was keeping his powder dry, racking up strong results and keeping the pressure firmly on the top two in the overall championship standings.

The drivers' favourite of Cadwell Park was up next and once again Maguire and Hancy duked it out for victories, with the pair fighting tooth and nail in the first race of the day. Hancy just pipping Maguire by a mere 0.21 seconds across the line. That gap, however, was massive compared to race three where yet again the two battled it out, with Hancy again taking victory by just 0.12 seconds.

Donington Park hosted the penultimate round and unfortunately Hancy was missing – competing in a 24-hour race. So Maguire had it easy, right? Wrong. Donington saw a few familiar faces make an appearance – Paul Bateman and Marcus Bailey – and they were in no

Reece leads Robinson in the battle of the Stephens



Maguire checks championship heart rate



"Everything else is just practice"

SPONSOR



mood to respect the ongoing championship battle. Qualifying saw Maguire take pole position from Tomlinson, but right behind them were Bailey and Bateman, ready to take advantage of any opportunities – something they most certainly did.

The lights went out and the crowd were set to witness one of the greatest Mazda MX-5 races in recent seasons. The lead pack, consisting of Maguire, Tomlinson, Bailey and Bateman broke away and set about demonstrating that four cars can fit side-by-side around most of the circuit. The lead changed every lap, if not at every other corner, with the commentators on the edge of their seats. It looked like Maguire had done enough to keep the salivating pack behind but Bateman duped Maguire and took victory by just 0.15 seconds, followed by Tomlinson and Bailey; the top four covered by just 0.86 seconds.

Bateman and Tomlinson took the spoils in the remaining races but with Hancy away and Maguire scoring well, the championship looked all but his – providing no issues dogged him at the final round.

Ben Short returned for the final event of the year at Snetterton and although he proved to be the man to beat, it wasn't enough to deny Paul Maguire a well deserved 2018 Championship.



Hands up all those who love the Mk1 MX-5

Paul Bateman took two out of three wins in his only appearance of 2018

STANDINGS

POS.	NAME(S)	CAR
1	Paul Maguire	MX-5
2	Ben Hancy	MX-5
3	Ian Tomlinson	MX-5
4	Rafal Drzaszcz	MX-5
5	Matthew Short	MX-5
6	Danny Grist	MX-5
7	Adrian Johnson	MX-5
8	Graeme Chatten	MX-5
9	Howard Lancashire	MX-5
10	Jeremy Rivers-Fletcher	MX-5
11	Stephen Robinson	MX-5
12	Sam Moody	MX-5

POS.	NAME(S)	CAR
13	Stephen Horner	MX-5
14	Bobby Andrews	MX-5
15	Stephen Reece	MX-5
16	Ben Short	MX-5
17	Paul Bateman	MX-5
18	George Taylor	MX-5
19	Zarene Dallas	MX-5
20	Stephen Reed	MX-5
21	Paul Monteith	MX-5
22	Daniel Pitchford	MX-5
23	Bill Pitchford	MX-5
24	Scott Leach	MX-5

2018 HIGHEST PLACED NOVICE
Danny Grist

NEW 2018
LAP RECORDS

PEMBREY CLUBMANS
1:17.98 BEN HANCY

SNETTERTON 300
2:21.19 BEN SHORT

Stewart Mutch made a guest appearance at Pembrey



GALA PERFORMANCE TOYOTA MR2 CHAMPIONSHIP



2018 Champion: Shaun Traynor

SEASON REVIEW

words by GARY WALTON

The 2018 Gala Performance Toyota MR2 Championship celebrated its 10th anniversary season in terrific style with large grids, close racing and a championship battle that went down to the wire.

Defending champion Shaun Traynor emerged victorious once again – his third title in four seasons – after year-long challenger Ben Rowe was beaten at the final round. Rowe – also marking his 10th season in the MR2 championship – led in the points stakes early on after a brace of victories at Brands Hatch in April, whilst a win and a second at Mallory Park reinforced his lead ahead of Traynor – who'd not scored at all at Brands after car maladies – scored a fifth and a second in his races; oversubscription of entries leading to races being run as groups.

A final-ever visit to Rockingham saw Traynor get his challenge back on track with a fine pair of wins followed by another double at Cadwell Park in July. Rowe won one of his group races too but, as per his Rockingham meeting, was down in the lower regions of the top ten in the other. Traynor made it six in a row at Silverstone for the 10th Anniversary meeting in tricky conditions as Rowe battled for podium places. It wasn't until the MR2 drivers took to the track at Donington Park that neither Traynor or Rowe emerged victorious and Castle Combe saw an equal split; Rowe took the first victory and Traynor the second after controversially making contact with Rowe in the battle for the lead in the closing stages. The momentum was with Traynor come the final races at Snetterton, and a win and second place was sufficient to seal the title for the Anglo-Irishman.

Third place in the championship went the way of Chris Thomas after a close battle with Paul Cook. Thomas claimed a maiden win at Brands and scored consistently throughout the year to beat Cook – who was often faster and won four times, but didn't have the year-long form; losing out through various incidents. The other driver to win was Tim Heron, the championship veteran scored a popular first victory at his 'speciality' circuit Mallory Park. Class C for the newest Mk3 Roadster models was won by Graham Malings, the Northampton driver swapping his Mk2 for a Mk3 with great effect. Seven class wins – including a fine pair of overall podium places at Rockingham – enabled him to clinch the title with a race to spare. Jonathan Grimes came in as runner-up after an impressive season – another driver celebrating the full decade in the championship – which included a pair of class wins at Castle Combe. Usual class



Class A champion Adam Lockwood at Mallory Park

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frontrunner, Mick Nicholls, started his 2018 campaign well with a pair of victories at his favourite circuit of Brands Hatch, but was usurped in the championship race by Mallory and Cadwell winner Peter Higon, whose own challenge took a dent in the big first lap shunt at Castle Combe. A Rogue Motorsport hire car enabled him to garner the points required to annex third in the class.

Others to win in Class C included Matt Rowe at Brands plus Thomas Malings – Graham's son – who raced well at Donington to score a first win and then followed it up in the year's final race at Snetterton. Finally, Silverstone saw a brace of wins for a former champion Stuart Nicholls, returning for a victorious one-off appearance.

The numbers in Class A for the oldest Mk1 1600cc cars swelled in 2018 and put on some entertaining, and occasional giant-killing, performances. Adam Lockwood triumphed with a consistent season that saw him off the podium just once. Dave Hemingway challenged season-long but just came up short against Lockwood's pace. Daniel Bryant was third in his pale green machine, despite missing the final rounds. And Arron Pullan scored a pair of victories at Donington Park too, surely a first for a beige racing car!



Traynor had the legs on championship rival Cook



Ben Rowe placed second in Class B and overall



MR2 Championship 10th Anniversary celebrated in 2018



Aldworth leads Grimes and Stracey at Mallory



POS.	NAME(S)	CAR
1	Shaun Traynor	Toyota MR2 MkII
2	Ben Rowe	Toyota MR2 MkII
3	Chris Thomas	Toyota MR2 MkII
4	Paul Cook	Toyota MR2 MkII
5	Darren Aldworth	Toyota MR2 MkII
6	Shane Mansbridge	Toyota MR2 MkII
7	Graham Malings	Toyota MR2 Roadster
8	Timothy Heron	Toyota MR2 MkII
9	Matthew Smith	Toyota MR2 MkII
10	Jonathan Grimes	Toyota MR2 Roadster
11	Mick Nicholls	Toyota MR2 Roadster
12	Peter Higton	Toyota MR2 Roadster
13	Josh Brooks	Toyota MR2 MkII
14	Sam Harper	Toyota MR2 MkII
15	Matthew Allen	Toyota MR2 MkII
16	Pete Seely	Toyota MR2 MkII
17	Matthew Rowe	Toyota MR2 Roadster
18	Adam Lockwood	Toyota MR2 Mkl
19	Wayne Lewis	Toyota MR2 MkII
20	Daniel Bryant	Toyota MR2 Mkl
21	William Powell	Toyota MR2 MkII
22	David Hemingway	Toyota MR2 Mkl
23	Gavin Aldworth	Toyota MR2 MkII
24	Thomas Malings	Toyota MR2 Roadster
25	Arron Bowman-Smith	Toyota MR2 MkII
26	Maxine Nicholls	Toyota MR2 Roadster
27	Gareth Baxter	Toyota MR2 Mkl
28	Neil Stratton	Toyota MR2 Mkl
29	Matthew Welford	Toyota MR2 MkII
30	Stuart Nicholls	Toyota MR2 Roadster
31	David Rowe	Toyota MR2 MkII
32	David Shead	Toyota MR2 MkII

POS.	NAME(S)	CAR
33	David Mustarde	Toyota MR2 Roadster
34	Michael Nash	Toyota MR2 MkII
35	Jim Davies	Toyota MR2 MkII
36	Stuart Brierley	Toyota MR2 MkII
37	William Gallacher	Toyota MR2 MkII
38	Andrew Ruthven	Toyota MR2 MkII
39	Phillip O'Halloran	Toyota MR2 Mkl
40	Tim Stracey	Toyota MR2 MkII
41	Dominic Earley	Toyota MR2 Mkl
42	Patrick Stoner	Toyota MR2 Mkl
43	Gary Paterson	Toyota MR2 MkII
44	Danial Farmer	Toyota MR2 Mkl
45	Scott Hughes	Toyota MR2 Roadster
46	Paul Lawrie	Toyota MR2 Mkl
47	Neale Hurren	Toyota MR2 Mkl
48	Wags Firmin	Toyota MR2 MkII
49	Simon Quinn	Toyota MR2 MkII
50	Michael Japp	Toyota MR2 MkII
51	Paul Hutson	Toyota MR2 Roadster
52	Paul Callaway	Toyota MR2 Roadster
53	Robert Wells	Toyota MR2 MkII
54	Andrew Strange	Toyota MR2 Roadster
55	Arron Pullan	Toyota MR2 Mkl
56	Jonathan Gomm	Toyota MR2 MkII
57	Dawn Tumbridge	Toyota MR2 MkII
58	Chris Valentine	Toyota MR2 MkII
59	Dan Bowden	Toyota MR2 MkII
60	Adrian Barnes	Toyota MR2 Mkl
61	Barry Johnson	Toyota MR2 MkII
62	Michael Wells	Toyota MR2 Roadster
63	James Bishop	Toyota MR2 Roadster
64	Oliver Thoday	Toyota MR2 MkII

POS.	NAME(S)	CAR
1	Adam Lockwood	Toyota MR2 Mkl
2	David Hemingway	Toyota MR2 Mkl
3	Daniel Bryant	Toyota MR2 Mkl

POS.	NAME(S)	CAR
1	Shaun Traynor	Toyota MR2 MkII
2	Ben Rowe	Toyota MR2 MkII
3	Chris Thomas	Toyota MR2 MkII

POS.	NAME(S)	CAR
1	Graham Malings	Toyota MR2 Roadster
2	Johnathan Grimes	Toyota MR2 Roadster
3	Peter Higton	Toyota MR2 Roadster

NEW 2018 LAP RECORDS

CLASS A

BRANDS HATCH

0:58.81 DAVE HEMINGWAY

CASTLE COMBE

1:22.63 ADAM LOCKWOOD

DONINGTON NATIONAL

1:26.34 ARRON PULLAN

MALLORY PARK

0:56.74 DANIEL BRYANT

ROCKINGHAM ISSL

1:49.75 NEIL STRATTON

SILVERSTONE INTERNATIONAL

1:24.05 ADAM LOCKWOOD

SNETTERTON 300

2:23.55 NEIL STRATTON

CLASS B

CASTLE COMBE

1:20.13 MATTHEW ALLEN

MALLORY PARK

0:54.96 TIM HERON

ROCKINGHAM ISSL

1:45.48 PAUL COOK

SNETTERTON 300

2:17.78 SHAUN TRAYNOR

CLASS C

ROCKINGHAM ISSL

1:45.94 GRAHAM MALINGS



David Mustarde gets to grips with his Roadster



Mansbridge finished fifth overall with consistent pace

2018 HIGHEST PLACED NOVICE

Sam Harper

ENDURANCE FINANCIAL RGB SPORTS 1000 CHAMPIONSHIP



2018 Champion: Billy Albane

SEASON REVIEW

words by JOSH BARRETT

2018 saw a rebrand, new sponsor and slight change to the regulations for the Endurance Financial RGB Sports 1000 Championship but at the front, things kicked off as before with a battle between constructors Spire Sportscars and Mittell Cars.

In previous seasons, it had tended to be just the one Mittell against several Spires at the sharp end of the grid but 2018 saw a change in the guard with reigning champion Billy Albane tending to be the lone Spire against a trio of MC-53s upfront.

Albane, who would upgrade to a revised model during the season, took the first four victories despite not always being the quickest on circuit. His experience saw him come out on top against car novice Chippy Wesemael and multiple former Formula Vee champion Paul Smith, who headed the Mittell attack early season. Dan Larner starred at Brands Hatch as he manhandled the previous generation of Mittell – the MC52 to a second place in the opener – proving that the latest generation of car isn't always necessary.

Croft would see a first front row start for Stephen Dean but unfortunately results did not follow as the championship contenders stormed to the front. However, championship stalwart Colin Chapman

took a long-awaited podium with his newly-purchased previous model Spire. Smith asserted his championship challenge at Pembrey – winning both rounds five and six – making up for brake failure whilst leading at Brands Hatch.

Le Mans, BTCC and historic racing star Anthony Reid made his RGBS1000 debut at Cadwell Park and managed a best result of fourth – but entertained jumping over the Mountain. It was however Albane who took away the points haul, extending his margin with yet another double victory.

Silverstone would be Albane's first real falter with a double retirement due an engine misfire. Mittell made the most of this with their first 1-2-3 in the championship, Smith ahead of Wesemael and Larner. Race two, in drying conditions, saw Wesemael piece together the potential he had shown all season. He chose the right setup and went on to win by 35 seconds in a



Hewitt mixed it with the mid-engined machinery at Brands

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McGill vs. Hoverd at Croft's Clervaux

Andrew leads Wesemael in the Mittell MC-53s



A one-off appearance for Gardiner in the BDN



faultless performance. Coming through from the back of the grid, Dave Watson made his return to the championship – this time in a Spire – and took second. Albane fought back with a double win at Anglesey but the championship certainly would go down to the final meeting at Snetterton, with his main rival being Smith.

Controversial scenes greeted the final weekend with an electrical drama bringing Albane into the pits aboard a spare car, and a broken exhaust making Smith's car illegal. A mid-race protest from Albane brought Smith into the pits and the result was the retirement of both drivers. Unable to start race two, Albane could have put his championship at risk but Smith also pulled off, which meant even with a double DNF Albane would become a double champion.

Amongst all the championship retirements, Wesemael brought his winning tally to three and surpassed team-mate Smith in the standings – a fantastic rookie season for the karting ace. Therefore, the season ended with Albane champion on ten wins – Wesemael second on three and Smith in third, also with three. The other podium finishers were Lerner (5), Danny Andrew (3), Watson (2), John Cutmore (2) and Colin Chapman (1).

New for 2018 was the Sporting Cup, for drivers who didn't finish on the podium during the season. Mark Betts came out on top but also finished an impressive fourth in the overall championship thanks to 13 top ten finishes. James Walker and Colin Spicer were next – both finishing in the top ten 11 times. Walker also claimed the Masters trophy. Another notable performance came from novice Ryan Yarrow, who only joined half way through the season but worked his way to an impressive fifth at Snetterton's season end.

Walker placed fifth and took Masters title



Cutmore and Smith dived for podium places at Croft



Cook battles Kempton at Druids



Formula newcomer Yarrow looks for a way past Betts



Team Mittell locked out the top three at Silverstone



Whatley book-ended the season in his Spire GT3

NEW 2018 LAP RECORDS

ANGLESEY COASTAL

1:09.68 BILLY ALBANE

CROFT

1:25.28 CHRISTOPHER WESEMAEL

PEMBREY CLUBMANS

1:03.74 PAUL SMITH



POS.	NAME(S)	CAR
1	Billy Albone	Spire GT3S
2	Christopher Wesemael	Mittell MC-53
3	Paul Smith	Mittell MC-53
4	Mark Betts	Spire GT3S
5	James Walker	Spire GT3
6	Colin Spicer	Spire GT3
7	Colin Chapman	Spire GT3
8	Daniel Larner	Mittel MC-52b
9	Tim Hoverd	AB Sabre T2A
10	Jonathan McGill	Spire GT3S
11	John Cutmore	Spire GT3S
12	David Watson	Spire GT3S
13	Stephen Dean	Spire GT3
14	Phil Hutchins	Spire GT3
15	Danny Andrew	Mittell MC-53
16	Ryan Yarrow	Spire GT3
17	Ian Kempson	MK Contour
18	Sam Cook	TGM Pulsar
19	Drew Faulkner	Contour
20	John Whatley	Spire GT3
21	James Fowley	Spire GT3
22	Oliver Hewitt	Procomp Phoenix
23	Anthony Reid	Spire GT3S
24	Vincent Dubois	Spire GT3
25	Andrew Timpson	Spire GTR
26	Neal Gardiner	BDN S3
27	Charlie Thomas	Wildmoor DM1 RS

POS.	NAME(S)	CAR
1	Mark Betts	Spire GT3S
2	James Walker	Spire GT3
3	Colin Spicer	Spire GT3
4	Tim Hoverd	AB Sabre T2A
5	Jonathan McGill	Spire GT3S
6	Phil Hutchins	Spire GT3
7	Ryan Yarrow	Spire GT3
8	Stephen Dean	Spire GT3
9	Ian Kempson	MK Contour
10	Sam Cook	TGM Pulsar
11	Drew Faulkner	Contour
12	John Whatley	Spire GT3
13	James Fowley	Spire GT3
14	Oliver Hewitt	Procomp Phoenix
15	Anthony Reid	Spire GT3S
16	Vincent Dubois	Spire GT3
17	Andrew Timpson	Spire GTR
18	Neal Gardiner	BDN S3
19	Charlie Thomas	Wildmoor DM1 RS

2018 HIGHEST PLACED NOVICE
Christopher Wesemael



Anthony Reid made up for his lack of podium at Cadwell with airtime

CARTEK ROADSPORTS SERIES

SEASON REVIEW

words by JAMES WINSTANLEY

As the Beast from the East curtailed what was due to be the 2018 Cartek Roadsports season opener at Donington Park, it wasn't until Brands Hatch at the end of April until the 45-minute mini-enduro season got underway. In what proved to be a race of attrition in all classes, it was Seat Eurocup driver Jamie Sturges who came out on top both overall and in Class A, but the Hampshire driver was followed home by a pair of Class B machines in a theme that was to continue throughout the year - in this instance the mid-engined Vauxhall VX220 of Wayne Rothwell and Toyota MR2 Turbo of Leon Bidgway.

Caterham duo Andy Ebdon and Paul Wells filled the second podium step in Class A, with Josh Johnson rounding out B in his tidy Mk5 Golf GTi. Having developed a Mk1 Mazda MX-5 over recent seasons to Roadsports regulations, record-setting laps allowed Dan Rogers to remain unchallenged from lights to flag before taking Class C victory, ahead of the MR2s of Paul Cook and Peter Highton, whilst Ben Abbitt and Jack Mitchell drove their more standard specification MX-5 Mk1 to a Class D win.

Ebdon and Wells clinched a well-deserved overall victory at Croft a month later, and once again not only did a Class B car take second on the road - this time an E36 BMW 328i piloted by former Classic Stock Hatch ace Imran Khan - but local racing stalwart Allan Gibson took an Elise-variant chassis to third, and second in Class A. Corsa pairing James Birch and Chris

Morton were second in B ahead of BMW 330ci driver Darren Ball, whilst this time former 5Club frontrunner Sam Smith was the Mk1 MX-5 driver to beat in Class C, just edging out the faster lapping Rogers.

In a Club Enduro campaign fraught with bad luck, Rockingham's Roadsports outing was a season highlight for the Halesowen-based two-car Autobahn team of E46 BMW M3s, at this meeting comprising Andy Marston/Brett Evans and Rob Meredith. The two cars claimed the respective top two spots on the road and in Class A, whilst fellow E46 man Bal Sidhu behind fended off the approaches of habitual Class B Roadsports frontrunner Neal Martin in his quick K20-swapped EG Civic. Birch/Morton and Johnson completed Class B, whilst this time it was former PBMW champion and solo Mazda RX-8 driver Liam Crilly who took an undisputed Class C win, ahead of

Says 172, is in fact 197



Dan Rogers took Class C victory at Brands



Imran Khan took second overall in his Class B 328i at Croft



Campbell/Legget Peugeot RCZ at Snetterton

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Three wheel action for Harrison/Fox at Cadwell

Local driver Allan Gibson leads the Birch/Morton Corsa at Croft

Scottish E36 Compact pairing Andrew Winchester/Josh Orr, and Clio 182 duo Dan Gibson and Peter O'Connor.

It took until a trip to Cadwell Park before Wayne Rothwell was able to finally take the overall win that had appeared was in reach; Cadwell's tight and technical nature suiting the agile VX220. Neal Martin held the lead from a pole-sitting Rothwell until he made his move on lap 15, with Martin retiring as the race drew to a close, allowing Khan and Darren Ball to once again complete the top three in their Class B machines.

Ebdon and Wells won Class A and Rogers Class C - fending off the approaches of the Stacey/Cameron R53 MINI - whilst McKee/Mealand's roadgoing BMW 328i claimed a first Class C podium finish after a winter upgrade from Class D; the latter class won in convincing style by Pete Seely.

Snetterton's season finale brought with it a near-capacity grid, and whilst no one could live with Michael Price's Class A Porsche 997 being co-driven by British GT driver Marcus Clutton over the full race duration, the Rodgers/Cunniffe Seat held the lead for the first half, with Leon Bidgway hanging on behind in his plucky S1 Exige. Price/Clutton duly took the overall and Class A win, but next on the road were monumental efforts from Class B's Johnson, followed by Class C's Crilly.

Andy Marston took second in B in the Autobahn MINI, with Marshall Groves taking his Vectra to second in A ahead of the Readshaw/Taylor ADT Motorsport M3. John La Master rounded out the B podium in his S2 Elise, with Darren Aldworth and Peugeot 309 GTi driver Jim McDougall completing C. Pete Seely once again was the Class D winner.



Meredith clinched Class A podium at Croft



Rothwell retired at Rockingham but made up for it at Cadwell



Marshall Groves' Vectra was on the pace



Nineties hot hatches were out in force in 2018

Ginetta G27 a rare sight



Higton and Dan Abbutt at Brands Hatch



Storming Camel Motorsport fend off Sam McKee for 328i glory



NEW 2018 LAP RECORDS

CLASS A

BRANDS HATCH INDY
0:53.75 LAKHVINDER KHERA

CROFT
1:36.88 ROB MEREDITH

CLASS B

BRANDS HATCH INDY
0:54.81 LEON BIDGWAY

CROFT
1:37.61 IMRAN KHAN

ROCKINGHAM ISSL
1:40.30 WAYNE ROTHWELL

CLASS C

BRANDS HATCH INDY
0:56.90 DAN ROGERS

CROFT
1:42.95 DAN ROGERS

ROCKINGHAM ISSL
1:45.14 LIAM CRILLY

CLASS D

BRANDS HATCH INDY
0:59.23 BEN ABBITT/JACK MITCHELL

ROCKINGHAM ISSL
1:50.34 BEN ABBITT/JACK MITCHELL

PROTECH SHOCKS SPORT SPECIALS CHAMPIONSHIP



2018 Champion: Lee Emm

SEASON REVIEW

words by JOSH BARRETT

The 2018 Protech Shocks Sport Specials Championship saw seven different drivers take overall victories, all in a different type of car but it was Class B runner Lee Emm who took the overall title.

Emm made a last-minute step up from the Locost Championship, transplanting a Mk2.5 VVT Mazda MX-5 engine into his TSR-run machine before going on to win seven times in class and even taking an overall podium to boot, which came at a wet Cadwell Park where he won his class by more than 30 seconds. It was those conditions that the soon-to-be christened 'Ma7da Locost' could really perform to its best – and it was much like when Emm clinched the title at Snetterton, again with a dominant victory.

Leighton Norris, with his Rogue Xenon, and Olly Samways' Sylva Clubman were his biggest challengers. Norris took a solo class win at Pembrey and whilst Samways never won, the championship newcomer was on the podium eight times and came incredibly close at Donington Park in an epic battle with former MR2 ace Alex Knight. Knight's Xenon eventually came out on top by 0.04 seconds, in a final lap where the pair ran side-by-side almost throughout. Knight only raced at Donington but secured both victories.

Marcus Roskill came fourth in Class B and was a class winner with his Sylva Clubman twice, which both came at Rockingham – he narrowly beat championship rivals Emm and Norris in each race. Roskill beat Martin Buckland (STM Phoenix) in the championship battle, who was a class winner in the opener at Brands Hatch. The other Class B winning success came from Stuart Thompson's Caterham in the championship finale at Snetterton.

Overall honours always went to the more-powerful Class A cars and as per 2016, there was a close championship battle between Rob Johnston and Matthew Booth. Johnston won twice with his self-developed Cyana Mk2 at Mallory Park and Pembrey, narrowly beating Booth in the latter. Johnston didn't need to do much in the final race at



Collingwood looks for a way past Thompson



Berris made the switch from AFRC in his V8 Westfield



Novice Samways finished an impressive third in Class B



Formula stalwart Brown dices through the Class C MEVs

SPONSORS



Snetterton to claim the title, especially when Booth was unable to win, but a fight-back was required after the car cut out mid-race and he managed sixth, which was enough to secure the title by five points. Booth was unable to compete in all the races but took his MK Indy to five victories. The former champion won at Brands Hatch, Pembrey, Snetterton and twice at Rockingham.

Formula veteran John Moore took third in Class A but never won in a season where he dovetailed his FRS Arrow with a Formula Ford 2000 campaign. He did claim five podiums however, of which four were second places. His best run came at a wet Snetterton, where he fought to second after starting ninth on the grid and took the fastest lap on the way to chasing race winner, Booth.

Darren Berris graduated to Sport Specials from the Armed Forces Challenge mid-way through 2018 and two victories with his mighty Westfield V8 helped him to fourth in the Class A standings. Both victories came at Cadwell Park, where he led every lap of the weekend and won by an staggering 20 seconds in a wet opening race. Championship stalwart Nigel Brown took fifth in class with a single podium which came at Pembrey.

Andy Hiley returned to the category with his Chronos to win twice at Donington Park, and whilst all the Eclipse SM1 racers had a difficult season, Clive Hudson secured a victory at Brands Hatch and Martin Gambling took the top step of the podium at Mallory Park.

Sylvia Mutch won Class C, for the MEV MX150R, with three class victories. Stewart Mutch, Micky Scott and Alex Claridge also picked up class wins throughout the year.



Booth and Johnston shared the Class A spoils at Pembrey



Bridgette Smart fends off Marcus Roskill



Gambling went well at Brands, but was eclipsed by Hudson

CLASS A

POS.	NAME(S)	CAR
1	Rob Johnston	Cyana MK2
2	Matthew Booth	MK Indy RR
3	John Moore	FRS Arrow 2
4	Darren Berris	Westfield V8
5	Nigel Brown	Sylva Phaser
6	Adrian Cooper	Procomp LA Gold
7	Anton Landon	Cyana MK2
8	Andy Hiley	Chronos Mk2
9	Ben Coles	FRS Arrow 2
10	Colin Benham	CB Fulcrum
11	Martin Gambling	Eclipse SM1
12	Mick Grant	Tiger RS6
13	Martyn Hayward	Sylva Phoenix
14	Mark Hextall	Westfield 7 SE
15	Stephen Ward	AB Typhon
16	Tom Griffiths	Tiger R10
17	Clive Hudson	Eclipse SM1
18	Colin Childs	Cyana MX500
19	Andy Toone	Caterham 7
20	Steve Wells	SEWC SubZero
21	Ed Fuller	Caterham 7
22	Brian Dean	Westfield 7
23	Gary Davison	Tiger R10
24	Simon Cassey	Caterham 310R
25	Paul Collingwood	Eclipse SM1
26	Peter Robinson	Sylva Stryker
27	Paul Boyd	Eclipse SM1

CLASS B

POS.	NAME(S)	CAR
1	Lee Emm	Locost 7
2	Leighton Norris	Rogue Xenon
3	Olly Samways	Sylva Clubman
4	Marcus Roskill	Sylva Phoenix
5	Martin Buckland	STM Phoenix
6	Alan Robinson	Sylva Phoenix
7	Bridgette Smart	Sylva Phoenix
8	Rhys Walters	STM Phoenix
9	Alex Knight	Rogue Xenon
10	Stuart Thompson	Caterham SigmaX
11	Brendon Dudley	Procomp LA Gold
12	Ian Ingram	Ginetta G20
13	Colin Childs	Tiger Avon
14	Oliver Batten	Locost MX7
15	Anthony Knight	Rogue Xenon
16	Simon Goodwin	Caterham Roadsport
17	Andrew Knight	Rogue Xenon

OVERALL

POS.	NAME(S)	CAR
1	Lee Emm	Locost 7
2	Leighton Norris	Rogue Xenon
3	Rob Johnston	Cyana MK2

CLASS C

POS.	NAME(S)	CAR
1	Sylvia Mutch	MEV MX150R
2	Stewart Mutch	MEV MX150R
3	Mickey Scott	MEV MX150R
4	Alex Claridge	MEV MX150R
5	Kevin Dengate	MEV MX150R
6	Russell Clarke	MEV MX150R



Class A Champion: Rob Johnston



Alex Knight took both Class B wins at Donington

NEW 2018 LAP RECORDS

CLASS A

BRANDS HATCH INDY
0:52.03 CLIVE HUDSON

DONINGTON PARK NATIONAL
1:15.15 ANDY HILEY

MALLORY PARK
0:49.65 MARTIN GAMBLING

PEMBREY CLUBMANS
1:07.96 ROB JOHNSTON

CLASS B

MALLORY PARK
0:52.20 LEE EMM

PEMBREY CLUBMANS
1:11.43 LEIGHTON NORRIS

CLASS C

BRANDS HATCH INDY
0:53.97 STEWART MUTCH

DONINGTON PARK NATIONAL
1:21.57 SYLVIA MUTCH

MALLORY PARK
0:53.06 MICKY SCOTT

PEMBREY CLUBMANS
1:14.14 SYLVIA MUTCH

ROCKINGHAM ISSL
1:44.79 ALEX CLARIDGE

SNETTERTON 300
2:10.13 STEWART MUTCH

68TH BIRKETT RELAY

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MOTORSPORT INSURANCE

RESULTS

words by JAMES WINSTANLEY

After a frenetic six hour outing that saw gradually worsening conditions, it was the E46 BMW M3-based squad 'Red Rascals' who took the coveted handicap title in 2018, with drivers Chris Lovett, Russell Clarke, Kenny Coleman, Kevin Dengate, Jamie Ingram and Reece Jones also picking up the Highest Placed BMW Team Award.

Alongside, the battle for scratch victory was one of the most closely contested of the recent Birkett era. Team Cupra Racing (Shayne Deegan, Lee Deegan, Carl Swift, Stewart Lines) fended off the sports-racing cars to storm to a mighty victory on the road - a first outright Birkett win for a front-wheel-drive team - with a margin of little more than two car lengths in their TCR Seats, from Radical squad Breakell Racing Heroes.

'Mostly Rusty Two Seaters' (Gareth Baxter, Neil Stratton, Adam Lockwood, Dave Hemingway, Neil Icceton) finished second on overall handicap, whilst Area Motorsport's Honda Civic lineup (Mark Grice, Rob Baker, Martin Dalzell, Daniel Hobson) took the Class A Handicap victory, ahead of rival EP3 Civic squad 'Mostly Northern' (Lewis Rose, Daniel Reason, Jason Ballantyne, David Vincent).

RouteC Racing maintained their run of Birkett awards to take the Class B victory on handicap with '330 Flyers' Martin Roche, Bill Reddrop and Darren Ball, whilst team 'Norfolk Enchants' (Dan Taylor, Steve Cuniffe, Dave Roberts, James Roberts, Carl Readshaw, Tony Rodgers) placed second in B.

Team Brit clinched the Class C handicap win with Warren McKinley, James Hill, Ellis Hadley, Jon-Allan Butterworth, James Russell and Martin Gibson, ahead of rival FunCup team 'JPR FunCup Boys' (Chris Weatherill, Paul Turner, Andy Bicknell).

Podium Preparation won Class D with Andrew Stacey, Chris Bialan and Andrew John Peck, with Ginetta team 'Want2Race Motorsport GT' taking second in D with Ben Hyland, Mike Jarvis and Adrian Campbell-Smith.



Spectacular JPR Sakers are permanent scratch race contenders



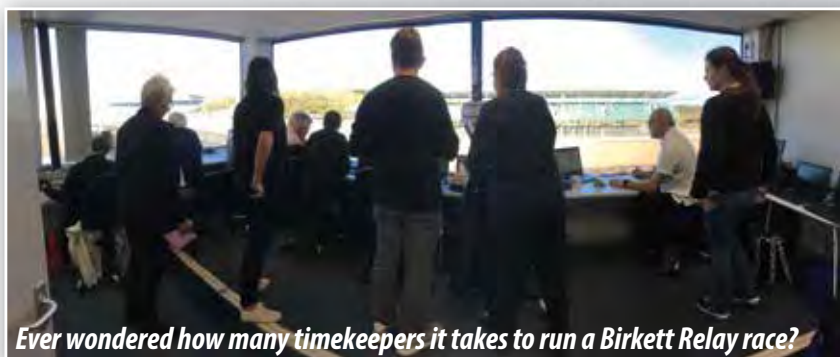
TCR car takes on an Austin A30 - welcome to the Birkett Relay



Chris and John Livesey's ex-Tommy Entwistle Grantura GEM competed in 2018 - 50 years since its last Birkett in 1968

THANK YOU

Thanks to all officials, scrutineers, timekeepers and of course the huge orange army of dedicated marshals, without whom no motorsport season would ever be possible!



Ever wondered how many timekeepers it takes to run a Birkett Relay race?



**2018 Marshal's Trophy Award
Winner Julia Harding**

2018 END OF SEASON AWARD WINNERS



ANNE CLAYTON AWARD
Highest Placed Lady Driver
Dawn Boyd (Royal Purple Hot Hatch)



DAVE BRADLEY MEMORIAL AWARD
Individual Who Has Best Promoted
The Ideals Of The Club
Sam McKee (Roadsports & Club Enduro)



CHAPMAN TROPHY
Greatest Engineering Achievement
Mark Hammersley (Club Enduro)



LEN TERRY MEMORIAL AWARD
Most Wins In A Season
**Paul Cook (M3 Cup, Roadsports,
MR2 Championship)**