



The Oulton Park Gazette

July 2025: Vol 1 Issue 4

SHEDDEN IS BACK!



First win of the season for 3-time champ'

**Interview:
Jake Hill**



**Gold Cup Feature:
Working for Chevron**



3 Weeknds of Racing

Broadbent's Book Corner

WELCOME

Welcome to the July edition of The Oulton Park Gazette.

Do you know what? I love all cars!

For me, this month's Oulton Park highlights were...

- Citroen C1s getting thrashed through Cascades – their bodies leaning at crazy angles with tyres screaming in protest
- A tactical masterclass delivered by BTCC winner Ash Sutton
- The simple but purposeful interior of a retina-burning green McLaren 570S

So... from a pack of C1s to a 570S. I really do enjoy anything with wheels and an engine!

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I really wanted to get in a drive this! Photo: Faizan Ahmed

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RACE REPORTS

BRSCC MEETING – 14th June

DOWN TO THE WIRE



The 3 hour Silverlake C1 Endurance race wasn't decided until the last lap

The BRSCC's meeting on 14th June ran on the Island configuration and featured a 3 hour Enduro for Citroen C1s, the VW and Metro Cups plus a couple of guest series – Darlington & District Motor Club's Northern Saloon & Sports Car Championship and the SEAT SuperCup which usually races in Ireland.

Who would win the Silverlake C1 Endurance race was anyone's guess heading into the final hour as various pit stop strategies unfolded. Red Sky Racing were leading for a long time but they were the last to make the first of their compulsory visits to the pits.

Once all the front-runners had made their stops less than 30 minutes remained and Alpha Trojan were leading Trojan Motorsport – both teams were supported by BPC Motorsport. The second placed car had the most pace and reduced the gap to nothing but with a quarter of an hour remaining, they had to hold their fire as the Safety Car took to the track due to a competitor being stranded in the gravel at Druids.

When the race went back to green, 5 minutes remained and within 2 corners Trojan Motorsport had taken the lead at Cascades. But 3 circuits later, on the last lap, Alpha Trojan repeated the same

move at the same corner... and then it started raining – heavily! It was a thrilling climax to the race as the Alpha Trojan car remained on the black stuff to take the win.



Tim Evans had two contrasting races

The Hickford Construction MG Metro Cup and Ricci Concept Classic VW Cup shared track time. Tim Evans was fastest in qualifying but his Audi TT refused to start when he was due to go and take his place on the grid. This left the way clear for Paul Hoggins to take the win in his similar car ahead of the SEAT Leon of Tony Hunter and Dawn Butcher in her Mk5 Golf.

The problem with Evans' Audi was diagnosed by Warren "Wazza" Yates, the head of Garage 23 who fielded the car. It was a crank sensor which was preventing the engine from coming to life. Once that

had been fixed, Evans was ready to take part in the second encounter. However, the starting order was determined by the earlier results which meant he would set off from fourteenth on the grid. Nonetheless, he zoomed through to take a comfortable victory from Hoggins and Hunter.

Jack Ashton took the honours in the MG Metro Cup on both outings.



Paul Collingwood's Eclipse chases the VW Beetle of Matty Cobb

At the front of the Northern Saloon & Sports Car field ran Matty Cobb's VW Beetle and the Eclipse SL1 of Paul Collingwood. Cobb came out on top in race 1 as Collingwood remained in his slipstream throughout. The Caterham of Bill Addison was third.

Next time out, Collingwood was leading Cobb. This was his seasonal debut and the first time he had raced since fitting a Honda K24 engine to the Eclipse. Even so, Cobb's Beetle (which is built on the chassis of a Radical sportscar) had 100 bhp more hence Collingwood had to take a defensive line through many of the corners. It was a great spectacle to watch but then a nut was shaken loose

on the Eclipse's throttle linkage and the fun ended as Collingwood coasted to a halt.

Addison was another retirement when the Caterham's gear linkage snapped leaving him stuck in second gear. Therefore, Cobb won from Scott Hubel's Peugeot and the Westfield of Damien McKay.



Niall Murray was racing a SEAT for the first time in 9 years

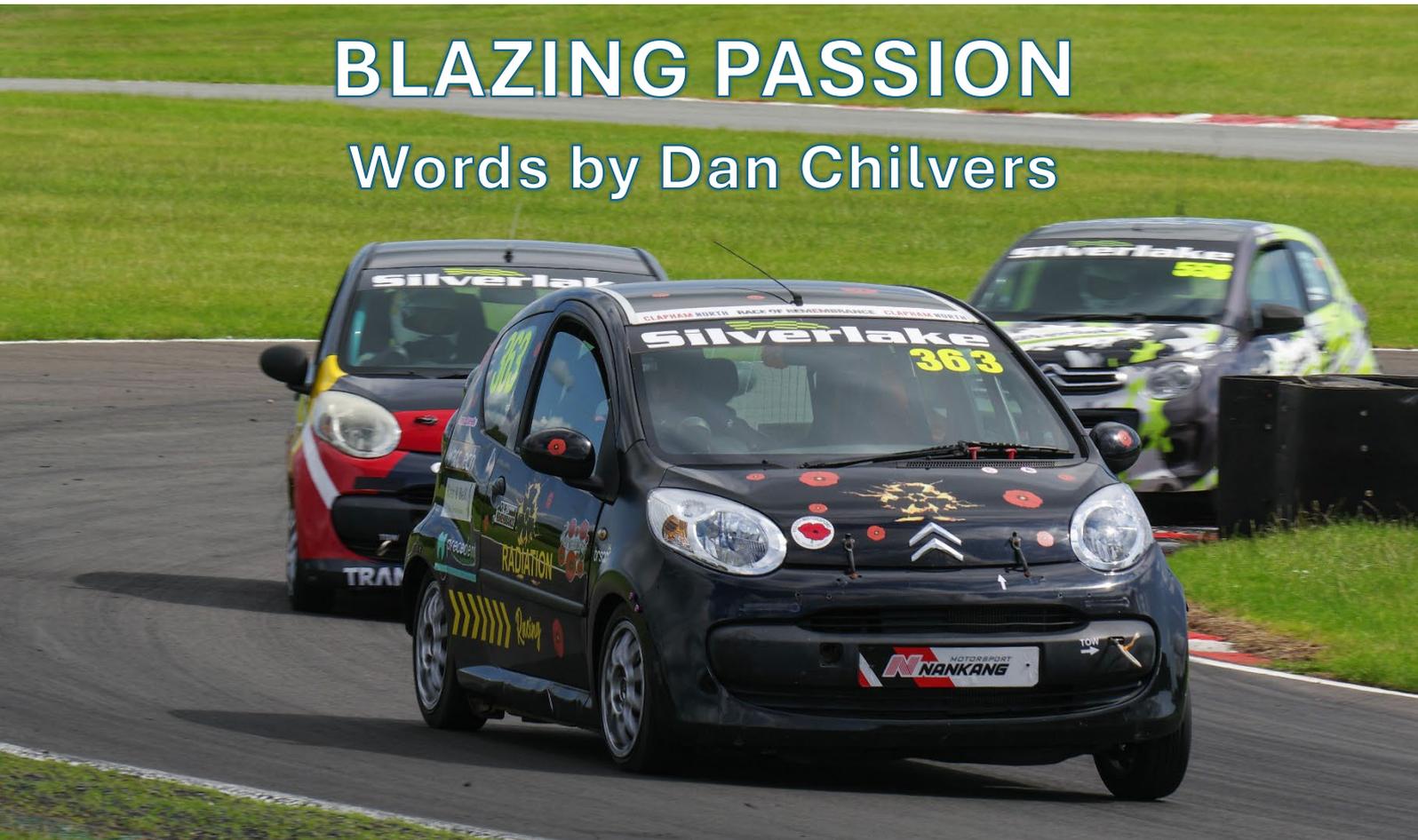
In the SEATs, 2016 Formula Ford Festival winner, Niall Murray, was making a guest appearance. Despite not having driven one of these saloons for 9 years, he qualified on pole and won the opener from David Maguire Jnr and Max Turley. This race had to be restarted when the drivers who had started on row 2, David Maguire Snr and Rod McGovern, collided at the first corner.

Their second encounter featured a reverse grid. Adrian McNally enjoyed 5 laps in the lead – for 3 of those he had Murray large in his mirrors. When McNally asked too much of his rear tyres and nearly spun at Hislops, Murray was able to carry more speed through Knickerbrook and take the lead up Clay Hill. Behind McNally, Paul Parr was classified third.



BLAZING PASSION

Words by Dan Chilvers



Motorsport can become an all-consuming passion. It often starts with a wide-eyed child sat on the living room floor, toy cars in hand, watching F1 or BTCC on a Sunday afternoon. Naturally trips to local race circuits and hours spent pouring over magazines follow (like this wonderful publication) before the inevitable question, “How can I do that?”. Some people pick up a spanner or camera, others become engineers, but some (like me) join the Orange Army of Marshals. And for a few this still isn’t enough, the call of the track is too strong, and this is exactly what fire marshal turned Silverlake C1 Endurance Series driver Adrian “Aidy” Williams did.

Young Aidy followed this path after witnessing a “Hill climb whilst on a family holiday in Jersey” and was amazed by the “variety of cars taking part and the speeds in which they cornered and accelerated up the hill”. 80s and 90s F1 followed before attending Oulton Park for BTCC in 1994 with Alain Menu, Rickard Rydell and John Cleland piquing Aidy’s interest. Many visits to Oulton Park followed until in 2006 Aidy “accidentally” became a marshal. One early morning in Wales, Aidy decided to walk into the forest to watch some rallying only to become completely lost, not deterred by his lack of map or phone signal he soldiered on into the wilderness where he spotted a big orange sign with

RALLY written on it. He stumbled onto “the start line of the rally stage that led into Sweet Lamb Rally complex.” He swiftly signed some paperwork to become a marshal on the spot and was whisked off to help on the stage. The experience was a good one as “Having met some great people that day and got into conversations...I got home and looked up how to marshal before signing up to the BMMC and taking on my first taster day at Oulton Park.”

Now a veteran of 17 years, Aidy progressed from Trainee to Incident officer and then Post chief with 2 years spent on the fire truck. Aidy has naturally dealt with many incidents including a Scirocco on its roof, a flaming Fiesta and a Formula Renault hitting his post box at Snetterton, Aidy remarked “holy crap... that was too close for comfort”.

He said of his time as a marshal “Then there’s the people. I’ve got some of the best memories from doing what I love with the best people who come from all different backgrounds and all walks of life to enjoy motorsport. It’s these people, whether you’re putting on a set of Orange Proban, a fire kit, a rescue kit or a race suit who make the memories for you and with you. They’re the ones that share the laughs, the jokes, the highs and the lows. The ones you reflect with and look back on the stories you each have.”

At the end of 2022 while attending a birthday party for his daughter, Aidy and a friend got chatting while watching the Race of Remembrance on YouTube (a 12-hour mixed class endurance race held over Remembrance weekend at Anglesey Circuit) and joked about buying a Citroen C1. Well, the joke became reality when the duo purchased one and formed the team Radiation Racing with Aidy, Bill Bell and Will Ward as its drivers. It has not been a full switch from fire truck to race car though, as he marshals when time permits. Achieving his club race license in April 2023 he entered his first race at Donington Park “with 1 aim only... finish the race”.

As is true for many, Aidy’s most memorable race is his first Race of Remembrance in 2023 (his 2nd race ever). Racing experience was low, so low in fact that “none of us had done more than an hour in the car and we’ve never raced at night”. The team completed practise and daytime qualifying but as they struggled to improve during nighttime qualifying, they came up with a cunning plan. Complete the mandatory minimum number of laps to qualify and then they parked up in the pits where they “could hear the commentators talking about us having a problem with the car because we were still in the pits, little did they know, we were just having a beer saving tyres”. The strategy decided on was to be consistent and safe letting other competitors crash or break down over the 12 hours and it proved successful, finishing 33rd (11 places higher than qualifying). However, the main memory of the “intensely emotional weekend” for Aidy was “the Remembrance Day Service in the pitlane became a real forefront to the team as it dawned on us that we’d just completed a 12-hour race as only our second race”.

On the 14th of June Aidy returned to Oulton Park. He revealed that “Home circuit... Lots of support from family, friends and fellow marshals... No pressure, right? Wrong! I can say I have never felt more nervous than I did on Saturday”. It didn’t help it was the car’s first outing since Race of Remembrance 2024 and it had just undergone a major repair job by Richard Barnard at RABSport Racing. Practice was difficult due to time constraints, so each driver only got 4 laps to relearn the track. After qualifying the team lined up 25th out of 29 (not helped by typical Oulton Park wet conditions) “but more importantly 2 places ahead of our garage rivals and fellow marshal, Ashlee Aspin at Uggga Dugga Racing”.

The race started well with Ward setting fast consistent lap times until a pit lane speed infringement but thankfully this only resulted in a warning as no speed gun was being used. An hour later another Safety Car appeared just before Bell climbed into the car and he showed blistering pace with laps 4 seconds faster than qualifying to reach 16th. Unfortunately, after the last stop Aidy went out “in 19th position and start(ed) setting some good consistent laps before spotting the penalty board with our number. Into the pits for a 3-minute stop / go penalty for a fuelling infringement”. Another late race Safety Car brought Radiation Racing closer but with varying weather “there was just one thought in my head... don’t mess it up now!”. And 4 laps later Aidy brought the car home in a valiant 22nd. On the race he said “More than anything, it showed that as a team we had the pace to be competitive. The work done by RABSport Racing was awesome in setting the car up and it ran faultlessly. We’ve learned the hard way about getting a penalty and how to avoid it in the future, but we’ve built confidence in ourselves and the car.

Thanks to all the marshals, rescue crews, clerks, officials and circuit staff and BRSCC for such a great opportunity for us to race. Without you all it’s just not possible.

We have 2 more races planned this year with our next outing at Donington Park in September with the Silverlake C1 Endurance Series followed by Race of Remembrance in November”. Thank you to Adrian “Aidy” Williams and Radiation Racing for speaking with us.



Adrian chuckles as our photographer, Phil Rainford, tells him the price of a Costa Coffee

RACE REPORTS

BTCC – 21st & 22nd June

MASTER TACTICIAN



Ash Sutton's tactical decision to finish off the podium in BTCC Race 1 reaped dividends in Race 2

After Saturday's qualifying session for the British Touring Car Championship (BTCC), Tom Ingram said his Hyundai i30N was "hooked up like never before" as he took pole for race 1 by half a second. A delighted Chris Smiley would start from the outside of the front row in his similar car.

The relatively short wheelbase of the South Korean manufacturer's saloon gave it an advantage around the twists and turns of Oulton Park's Island Layout.

There was qualifying heartbreak for Smiley's team mate at Restart Racing, Dan Lloyd. His Hyundai also had great pace and could have been challenging for pole but a broken bracket caused his exhaust to drop below the ride-height limit. Therefore, it failed the scrutineering checks.

As usual at Oulton Park, there was no on-track activity on Sunday morning. Had there been, chaos could have resulted as the tarmac was saturated by a heavy deluge of rain. By the time the first BTCC contest was due to get underway, the circuit was largely dry but there were a few damp patches off the racing line.

Ingram was starting from pole for the first time this season and had to lead the field round on an additional warm up lap after debutant, Finn Leslie,

had a drivetrain problem on his Toyota Corolla as the grid formed and had to be pushed into the pits. Quick work by his mechanics enabled him to rejoin after a couple of laps had been completed by the rest of the field.

Despite pole being on the damp side of the start/finish straight, Ingram was the first to reach Old Hall. It was a nightmare beginning to the race for Smiley as, by the time the field had reached the Island Hairpin he had already been demoted to fourth by a couple of Ford Focus drivers – Dan Cammish and Ash Sutton.

On lap 2, as the midfield exited the Hairpin, Sam Osbourne was wheel to wheel with his NAPA Racing team-mate, Dan Rowbottom. When Stephen Jelly tried to get alongside the pair of Fords in his Honda Civic, his left front made contact with Osbourne's right rear sending the pair into the barriers. Fortunately, the impact was light enough to allow them to continue although the Safety Car was sent out for a couple of laps to enable the marshals to put the Recticel back into place.

After the restart, the first 4 held positions as frantic battling took place behind them. Ingram pulled away to win by 5-and-a-half seconds as Cammish fended off Sutton.

The first 3 are obliged to run the slower hard tyre in race 2. To avoid having to do this, Sutton handed the final place on the podium to Smiley on the last lap. He was gambling on the last contest of the day being wet so that he wouldn't have to use the hard tyre at all. However, his decision handed a 1 point championship lead over Ingram.



Tom Ingram was top of the pile in qualifying and then took the spoils in Race 1

Sutton's plan for winning race 2 worked to perfection. By the time the field reached Cascades, he was already up to second. Although Ingram managed to keep him at bay for a lap, Sutton took the lead at the Island Hairpin with Adam Morgan demoting Ingram to third at Hislops.

On the next circuit, Ingram was pushed out of the podium positions by his teammate, Tom Chilton, at Cascades. There was then a pause in the contest as Dan Lloyd's weekend went from bad to worse as he lost control at the top of Clay Hill and crashed heavily.

The Safety Car was out for 6 laps while Lloyd's car was cleared and the barriers repaired.

When the contest went back to green, the trio in front – Sutton, Morgan and Chilton – held positions as some expert defensive driving by Ingram enabled him to keep fourth place despite the best efforts of BMW 330i M mounted Jake Hill.

This put Sutton back in the lead of the championship.

As it was the last time that Steve Rider was hosting ITV4's BTCC coverage, he made the draw for the

reverse grid for the final race. He picked ball number 9 and, as Gordon Shedden's Toyota Corolla was classified ninth in race 2, he would start from pole next time out.

As everyone had been predicting, it rained heavily before the third contest but not evenly across the circuit. Some parts were soaked but under the trees at Druids it was almost completely dry. Nonetheless, everyone at the front of the grid chose to fit wets.

Shedden made a superb start to take the lead. Josh Cook initially ran second in his Honda Civic but a trip down the escape road at Hislops handed the position to Hill.

On the next lap, Cook managed to get alongside Hill at Old Hall but Hill kept the position at Cascades. At the end of the lap, Cook appeared to have trouble with his brakes and went straight on through the gravel trap at Lodge. He managed to get back on the tarmac. He eventually retired after a pit stop failed to cure the problem.

The man on the move was race 2 winner, Sutton. By lap 6 he was up to fourth from ninth on the grid behind the 3 leaders – Shedden, Hill and Rowbottom. Sutton was setting fastest laps and would have caught those ahead before too long but this happened immediately as the Safety Car appeared to enable Max Hall's Cupra Leon to be moved out of the firing line at Lodge.

After the green flag waved, Rowbottom attempted to pass Hill at Old Hall. There was light contact which unsettled both cars and enabled Sutton to pass the pair of them although Hill had the inside line into Cascades and got second place back.

Lap 11 saw Chilton hit the back of Mikey Doble's Vauxhall Astra in the braking area for Hislops sending him veering across the track into the tyre wall on the outside of the second element of the chicane. The Safety Car was briefly sent out again.

When the race resumed, the racing line was dry and all those on wet tyres were struggling for grip. Hill's BMW oversteered at Cascades causing him to run wide and lose positions. He finished seventh.

So, Shedden took the first win of the season for himself and Toyota Gazoo Racing. Second placed Sutton left Cheshire 11 points ahead of Ingram who came very close to taking third from Rowbottom.

KING OF THE HILL

By Dan Chilvers



Every race day at Oulton Park has its “headline” race or championship. The ones with the best entry list, the most fans and the biggest stakes. However, only one championship can claim to be the UK’s headline series and as both temperature and tension rise, that can only mean it was time for the British Touring Car Championship to roll into town. We sat down to speak to defending BTCC champion and historic racing extraordinaire Jake Hill.

Jake’s Dad, Simon, was a racer when Jake was younger competing in Formula Renault and Renault Spiders so “naturally I was around it... from a young age.” From 2007 Jake started working as a runner, wheel washer and car cleaner for Porsche Carrera Cup team Redline Racing while Simon commentated on ITV. Then in 2008 the gentlemen racers at the team “knew how much I wanted to do Ginetta Juniors, which had just come on to the Touring Car package and they all sort of agreed to give me a 10 grand pot to do the winter series, in 2008”.

Using his experience from Mini Max Rotax Karting he was able to continue racing: Ginetta Juniors, G50s and then G55s followed. All through the junior series, one driver stayed with Jake, 2022 BTCC Champion Tom Ingram. The two fought for titles in every junior tier and continue to do so in BTCC,

when asked if they were friends, rivals or competitors Hill explained: “We’re not best friends. We get on... We have a chat...but ultimately, we’re fighting for the toughest championship in the UK... There’s gonna be that rivalry” but he also emphasises “we don’t hate each other at all”.

With no aspirations to do single seaters, young Jake’s attention turned to GTs and BTCC. Simon was “good friends with JP (Jason Plato)” so Jake “sort of looked up to them (BTCC drivers) a little bit”. Jake moved around different touring car seats from his debut in 2013 till 2019 when he “got a good offer from a good friend, Shaun Hollamby at AMD Tuning... to drive their S3 Audi... little did I know at that point I was gonna be teammates with Mark Blundell (ex-F1 driver and 1992 Le Mans winner)” and despite Blundell’s disappointing year he saw the potential in Jake so he signed him to the new MB Motorsport team.

In 2020 he drove a Motorbase Honda and in 2021 changed to the Ford Focus before joining West Surrey Racing in 2022. Jake says “there’s no one else personally I would want to drive for in touring cars other than West Surrey... I think this will be my home for as long as I’m in Touring cars” he jokingly adds “Unless I get kicked out, of course”.

For the demanding BTCC season, Jake and MB Motorsport have developed a fitness plan. “You go to the gym a couple days a week while you're on the bike” before travelling to MIRA test centre near Nuneaton on the Thursday to shake the car down and bed in brakes. Then the critical “constant dialogue with the team or your engineer to come up with plans or any changes that we want to try with the car for the next up and coming event”.

However, the BTCC season only runs over 10 race weekends which helpfully frees Jake up to venture out into other areas of racing. His first major success was in 2018 when Jake won the Silverstone Classic Pre-66 GT race in a Lotus Elan (the first and only winner in an under 3 litre car). Then “luckily a couple of my prior mechanics (both called Mark) that I had worked with in my Ginetta days, they worked for him (Ric Wood – Stockport based engine tuner and historic racer) full time. So, I had a bit of an in there with Ric” and after seeing his replica Group A Nissan Skyline R32 GT-R at the 2019 Silverstone Classic the pair “immediately sort of clicked” and Jake drove the Skyline at the 2019 Gold Cup and Ric Wood’s Capri in 2021 (a car in which the pair have won 4 out of 6 entries at Goodwood Members meetings). Despite all this silverware the highlight for Jake is driving the Skyline up the Goodwood Festival of Speed Hillclimb for the shootout.

This experience in historic racing helped when Jake ventured to Cheshire once again for the final Fun Cup race of the 2024 season at Oulton Park last October. Paired with Charlie Hart in a car run by Charlie’s Dad - Chris - the pair came second, narrowly missing out on the £10,000 “Rookies’ Prize”! They received £3,500 instead “which wasn't too bad”.

He was pleased to make it on the Fun Cup podium though as “it doesn't matter what you're racing, the top three or four people will always be incredibly difficult to beat because they've been in a long time. They know this car really well. They know the championship really well” which was exactly what happened to Hill and Hart.

When asked where else his racing aspirations lay Jake was swift to answer “I would love to do sports cars, whether that be IMSA, ELMS or WEC that would be my dream sort of championship series I would love to go into” but is equally quick to say “I don't know when or if that's a possibility. I'm not

saying I'm going anywhere soon”. Quoting the Cadillac V-Series.R or Porsche 963 as dream drives in the category, Jake can only hope the chance will arise for now.

Jake finally achieved his dream in 2024 with the BTCC title saying “the pressure has gone slightly, which is nice because I think there was always that expectation of a lot of people probably knew I could win a championship and that just hadn't come yet... And it was nice to prove a lot of people wrong that we could do it and it was nice to prove to myself that I could do it as well”. However, he also says “This year, yes, it's harder. It's not harder for any reason other than the fact that we're champions and we're coming back to defend.... It's harder because you know we've had a big rule change over the winter and unfortunately, we've come out on the negative side of it”.

With Ash Sutton and Tom Ingram looking to be the dominant force this season Jake says his hopes of a title defence are not optimistic, “unless we can find a magic answer, being open, It's going to be hard to defend my title this year... I'm not saying never but if it continues like this, we're gonna find it tough”.

The BMW appears to lack straight line speed which is an issue Jake, his engineer Craig and the whole team are working extremely hard to overcome. “We're just trying everything we can”. After a poor qualifying and only a moderate haul of points at Oulton Park, Jake will hope he and the team can find the missing pace over the summer break before BTCC resumes on 2-3rd August at Croft.

Thank you for Jake Hill for taking the time to speak to us.



RACE REPORTS

BTCC Supports – 21st & 22nd June

THE FIRST OF MANY?



Oulton Park witnessed the debut victory of Thomas Bearman, younger brother of F1 driver Oliver

The Oulton Park rounds of the BTCC were supported by 3 categories covering single-seaters, sportscars and saloons (well Minis to be exact).

The red flags came out as soon as the first of a trio of Wera Tools F4 British Championship races got underway due to an incident in which 5 cars were eliminated. This was triggered when both drivers on the second row of the grid stalled their engines.

From the restart, Fionn McLaughlin took the lead from the outside of the front row. From then until the chequered flag came out, McLaughlin withstood intense pressure from Martin Molnar to take the win.



F4 race winner, Fionn McLaughlin, is back by Red Bull

For the second encounter, the fastest 12 in qualifying were reversed on the grid. Rowan Campbell-Pilling set off very early, jumping the start by a considerable margin. He rounded Old Hall with a healthy lead – on the road at least. This lasted until he reached the Island Hairpin where he locked up and went down the escape road. The Island layout must have one of the longest escape roads in motorsport as it goes all the way to the banked corner at Shell so he was well out of contention when he rejoined the section of track that he was supposed to be using.

After Campbell-Pilling had taken his “detour”, Jimmy Piszcyk led until the finish.

The track was damp the final time the F4 cars took to the tarmac although everyone started on slicks. With the grid reverting to lap times set in qualifying, McLaughlin led the way from Molnar. It was looking like no one would get near them but then, on lap 5, a very localised shower of rain fell on Lodge corner causing many drivers to run wide through the gravel trap – including the first 3 cars. This put Thomas Bearman – younger brother of F1 driver Oliver – in the lead.

As McLaughlin was making his way back to the black stuff, the front of his car was clipped by an

out of control Ary Bansal. The impact knocked off McLaughlin's front wing and broke Bansal's rear suspension sending him into the pit wall.

This triggered a Safety Car period at the end of which it started to rain. The red flags were displayed and most of the runners pitted to change to wets. Everyone went back out to prepare for a restart behind the Safety Car but the rain got even heavier so the drivers got directed into parc ferme as conditions were deemed too dangerous.

This meant Bearman took his first win in car racing. No doubt it will be the first of many.

Race 1 of the Porsche Sprint Challenge GB saw Tom Bradshaw appear to take a comfortable win. Rain during the second half of the contest did little to affect him however he was thwarted by the stewards because he had lined up on the grid fractionally ahead of where he should have been. The resulting 10 second penalty dropped him to fifth in the final classification.



An out of position start prevented Tom Bradshaw taking a hat-trick of victories

So, with Bradshaw incurring the wrath of the stewards, Sam Harvey could have taken a maiden victory as he was running second to Bradshaw until the very last lap when slick tyres on an increasingly wet track caught him out. He finished tenth.

Joe Marshall was one driver who enjoyed the rain. He had been running seventh but when the precipitation started he steadily climbed up the order and was in position to take the win when Bradshaw's penalty was applied and Marshall hit trouble.

Bradshaw and Harvey had no issues in the second and third encounters as they claimed the top two steps of the podium in both.

Having been a leading contender in the Honda Civic Cup, Max Edmundson took a maiden victory the first time the Vertu Mini Challenge contenders took

to the tarmac. He finished just over 2 secs ahead of Tom Ovenden but his success didn't come easily as varying intensity of rain meant grip levels were constantly changing.



In tricky conditions, Max Edmundson won for the first time in the Mini Challenge

There were just the 2 Mini races on the programme and rain had fallen when the second one got underway. It looked like Charlie Hand had made a superb tactical decision when he decided to pit for wet tyres at the end of the green flag lap especially when a car went off at the first corner and brought out the Safety Car allowing him to catch everyone up. He was as high as ninth when the Safety Car reappeared due to an incident at Druids. But by then the rain had stopped and the slicks that everyone was using became the tyres to have. Hand was twelfth in the final classification.

Upfront, after the final Safety Car period NAPA Racing teammates Lewis Selby and Jamie Osbourne battled it out for the win with the former coming out on top.



Minis always provide exciting racing

RACE REPORTS

Supercar Pageant – 28th June

MAX WATTAGE!



Max Watt was the man to beat in Boxsters

It was a busy day at Oulton Park when the annual Supercar Pageant was staged on 28th June. The infield was full of fabulous machinery, drift cars were doing their thing on the Rally Stage and 10 races were taking place out on the circuit. We returned to the International Layout this weekend.

After qualifying for the brace of Porsche Club Motorsport Boxster Cup contests, 6 cars were selected for detailed scrutineering checks and half of them were found to be using illegal air filters. One of these belonged to Bertie Bream who had set times quick enough to start from pole in both races. Instead, he and the other drivers who were in breach of the technical regulations would have to start both encounters from the back of the grid 10 seconds after everyone else.

They would be joined back there by championship leader, Mike Thompson, who had been caught speeding in the pit lane.

This meant Max Watt was promoted to pole position each time the field gridded up. Watt had problems of his own during qualifying as a leak in his drivetrain was spraying oil onto his rear wheels. The issue was fixed in time for him to compete in both races and he took 2 victories as Bream couldn't quite make up the ground to catch him. It was great fun watching Bream and Thompson battle up the order, trading places between

themselves at the same time. Thompson took away 2 fourth place finishes a whisker behind Barrington Darcy who was driving his daughter's car having crashed his own last time out at Brands Hatch.

The 420R section of the 7 Racing Championship ran separately from the 310R and 270R cars. Anthony Barnes broke away from the pack in the early stages of their first outing but was reeled in by Jamie Ellwood and, later, Mark Stanfield. With less the 7 minutes remaining, Ellwood moved ahead of Barnes at Druids then, as Barnes tried to take the position back round the outside at Old Hall, Stanfield nipped down his inside to push him back to third.



Mark Stanfield heads the lead battle into Old Hall

Stanfield then took the lead at Island Bend but Ellwood grabbed it back again at Hislops. At the end

of the next lap, Stanfield out-dragged Ellwood coming out of the final corner and was 0.011 seconds ahead as they flashed past the TSL timing beam. This proved to be the decisive move as the contest was halted a few minutes early because there was a car beached in the gravel at Cascades.

The first 10 home were reversed on the grid for the second outing. Gary Smith had finished fourth earlier in the day which meant he started from seventh. By the end of the second circuit, he was up to third behind JJ Magalhaes and Marco Aghem as Ellwood closed in on this trio.

On lap 5, Smith squeezed past Aghem at Old Hall and then took the lead from Magalhaes at Druids with a daring overtake on the outside. Each time Smith moved up the order, Ellwood followed him through until he was up to second. They then had an amazing battle with Magalhaes snapping at their heels. Smith caught a huge slide on the exit of Old Hall before Ellwood did the same at Island.

Meanwhile, championship leader, Barnes, retired having been caught up in an incident at Cascades. He wasn't the only one to hit trouble and, with crashed cars dotted around the track, proceedings were stopped early with Smith leading Ellwood. Magalhaes finished third on the road but dropped to fifth when a 5 second track limits penalty was applied.



Russ Olivant leads the way

The first 310R/270R race was a cracker. Ben Winrow and Russ Olivant battled it out at the front of the field in the 310Rs which meant the rest of the pack caught them up. At one point there were 11 in the lead group. Phil Ingram managed to get into second at the expense of Olivant but dropped down the order in the closing stages. It was then Paul Goldstein who was the closest challenger to Winrow. He was fractionally ahead when they crossed the line at the end of the penultimate lap but Winrow moved back into the lead at Old Hall and held on to take the spoils by 0.024 seconds.

The 270R Class was also a closely fought affair. It was won by Amanda Anderson who had James Hall

right behind her although a 5 second track limits penalty dropped him to third.

From eighth on the partially reversed grid, Olivant was in the lead the second time the field tackled Island. Somehow, until the last couple of minutes, he kept ahead despite the best efforts of the ten cars that right on his tail. Then Goldstein overtook him at Old Hall but Olivant repassed him at the same corner on the final circuit.

James Hall made amends for his earlier track limits infringement by taking the 270R category.

The Club Class of the Porsche Club Motorsport Championship with Pirelli contained the 997, 996 and Cayman models while the Boxster S ran in the AM Class. The categories ran together and both had drama in their opening race.

Simon Clark led the Club Class from start to finish in his 997. The similar car of Mark McAleer was his closest challenger until it expired in a cloud of smoke at Hislops. After a slow opening lap, Mark's son – Jake – upheld family honour to move back up the order to finish as runner-up. The action was halted a few minutes early when an issue with his brake master cylinder caused the AM Class leader, Richard Forber, to spin off into the gravel at Druids handing victory in the category to Andrew Porter.

Jake McAleer had another slow start when the second contest got under way but this time he at least managed to hold on to second place behind Clark. He kept up the pressure until he took the lead at Old Hall on lap 6 and was never headed

Darren Labbett took the AM Class as Porter became embroiled in a battle with those behind.

The ST250 Class in the opening thrash for the Focus Cup was decided at Cascades on lap 1 when the championship leader, Lewis Clark, had a large amount of oversteer. By the time he had got his car back under control Leo Panayiotou was through and on his way to victory.

Clark returned to his winning ways in race 2 as Panayiotou ran wide at Island on the first circuit and had a close encounter with the barriers. Due to the reversed grid, Jonathan Baker was out in front for most of the 15 minutes and only had to yield to Clark at Island Bend on the last lap.

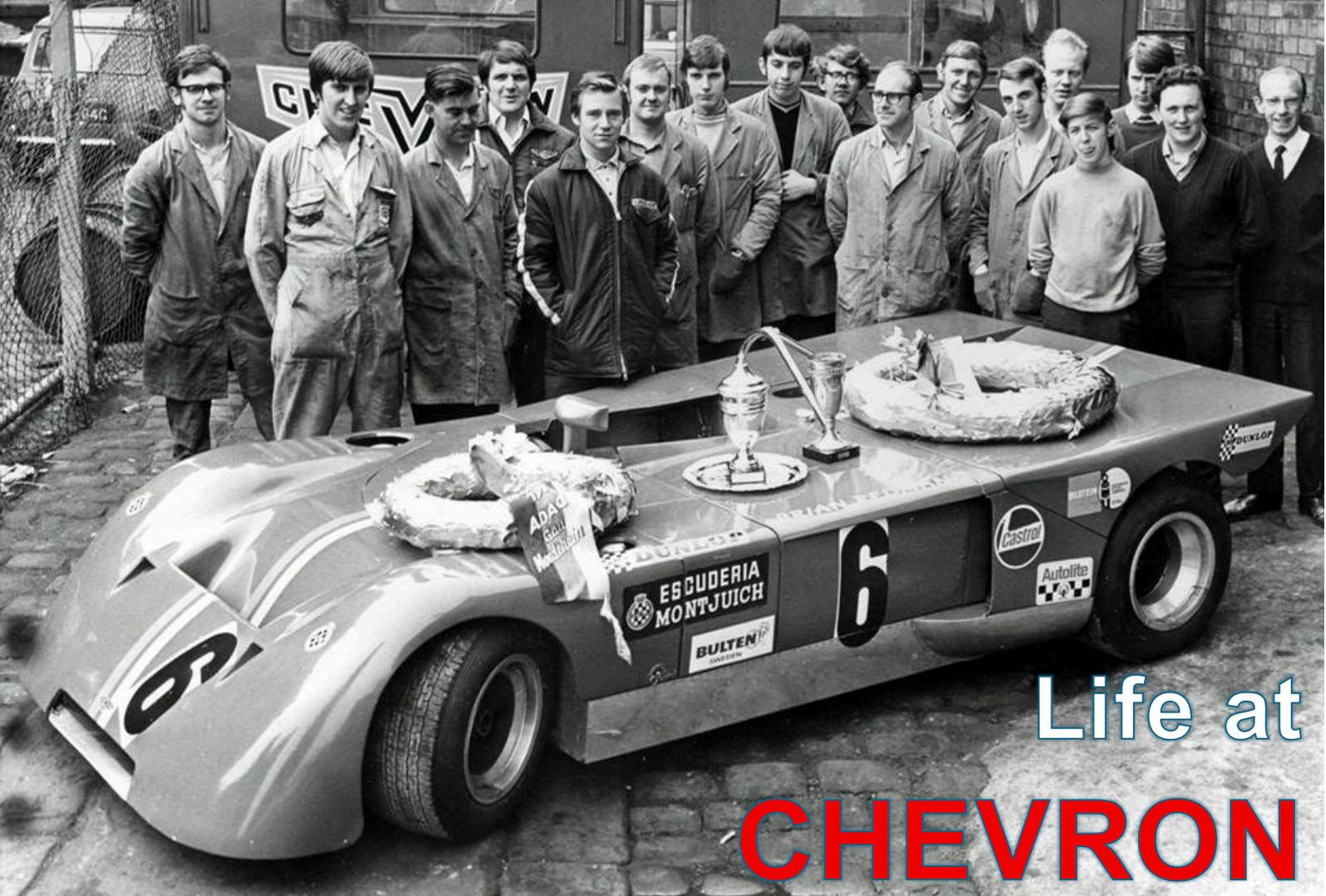
Ali Topley was uncatchable in the diesel-powered Zetec category, twice taking the laurels.



Jake McAleer leads Simon Clark



Leo Panayiotou had a day of highs and lows



Life at CHEVRON

Photo: Dave Fairclough

The Oulton Park Gold Cup this year celebrates 60 years of Chevron. Here are the memories of Dave Fairclough who worked for founder, Derek Bennett, at his factory in Bolton.

This article originally appeared in "Spotlight" in 2022.

To many in the Oulton Park paddock, Dave Fairclough is best known as the Championship Co-ordinator for the Vinyl Detail ST150 Challenge however, ever since the 1960s, he has spent the majority of his time building racing cars. The number he has sent out onto the race-tracks over the decades is well into 3 figures!

A love of preparing cars to be driven at high speed is something he inherited from his father who used to build F1 Stock Cars that he would race at the Belle Vue stadium in Manchester. Indeed, Dave's first experience of a live motorsport event was watching his Dad competing in a meeting at the famous oval in 1960.

Five years later and Fairclough was taken to Oulton Park for the first time by his father where he

discovered circuit racing – the branch of the sport which would be a huge part of the rest of his life.

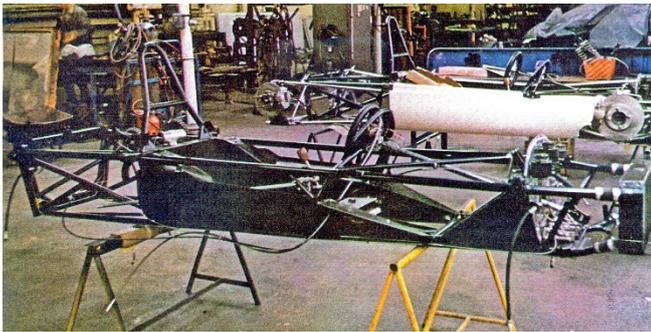
The bug bit deeply right away as he used to cycle to events at the Cheshire circuit – a 3 hour ride from where he lived. He was usually on the road by 6:30 with the screaming 1-litre Formula 3 cars being a category he really looked forward to watching... and hearing!

Getting a job in motorsport in his local area must have been beyond his wildest dreams when Fairclough was in his early teens as most of the British racing car industry was based in an arc running from South West London, the old Brooklands circuit and Heathrow Airport round to Silverstone but in 1968, a fourteen year old Dave read a feature about the Chevron Racing Team in Hot Car magazine. They were based in an old mill in Bolton.

He wrote to them asking for a part-time role. A month later Dave received a reply to his letter from the Finance Director inviting him into the factory where, to his delight, he was offered a Saturday job. Maybe the proprietor and driving force behind Chevron, Derek Bennett, recognised a kindred spirit

as his interest in motorsport also began in stock car racing.

Dave must have made a good impression as 3 months later, when he left school, Chevron took him on as a full-time member of staff initially to work on the last of the B8 models before the gorgeous coupe that was the Chevron B16 was introduced. A design which later evolved into a Spyder after a race at Paul Ricard where the Coupe was blown away by Jo Bonnier's much lighter Lola T210 which had an open cockpit.



*A B15 chassis being prepared at the factory.
Photo: Dave Fairclough*

Chevron then decided they needed to build an even faster GT machine – the B19. With minimal formal training beyond an apprenticeship in mechanical and electrical engineering, when it came to designing cars, Bennett took a seat-of-the-pants approach. Indeed, his draughtsmen would often only get the chance to draw components when they had already been produced. Fairclough remembers that the quality of his boss' welding was "unbelievable".

Bennett was also a very rapid driver and always tested the cars he produced. Usually, this was done at the local circuits of Aintree and Oulton Park. In the case of the former, they used to hold test sessions on Tuesday evenings.



Photo: Alan Cox

When it came to forming the bodywork of the B19, Dave held some wires around a chassis which

Bennett welded together. This skeletal frame was sent off to be turned into an aluminium mould which Fairclough then transported to a company called Specialist Mouldings in Huntingdon for them to make the actual body panels out of fibreglass. From then on, Fairclough was responsible for the bodies of all the B19s and the B21 model which replaced it.

He also raced karts around this time at a circuit in Morecombe. Dave's Villiers 210 kart was very distinctive as its bodywork was a scaled down version of that on the Chevron B19!

Aside from being a brilliant engineer, Bennett was superstitious. There was never a Chevron B13 nor a B11 either as Derek said his most serious accidents occurred on the 11th of the month.

The company would build just about any car its customers requested and this led to Bennett building his first single-seater, the Brabham B7 F3 car which was commissioned by Rodney Bloor and made its debut in the Autumn of 1967 in the hands of Peter Gethin.



Photo: Alan Cox

Making rapid single-seaters only enhanced Derek Bennett's reputation and resulted in one of the greatest days in Fairclough's motorsporting career when he was part of the crew who fielded Gethin in a F5000 Chevron B24 at the non-Championship 1973 Race of Champions at Brands Hatch where there was a combined grid of F1/F5000 entrants. When the leading Grand Prix-spec cars hit trouble, Gethin was in position to take a surprise victory.

Those mighty F5000 cars were absolute beasts, if the engines ran when the chassis were being built-up on trestles back at the factory, the flat cranks in the V8s generated so much vibration that the cars could be in danger of bouncing themselves off their stands. Out on the track, the vibrations could be so

harsh that the drivers struggled to focus on where they were going.

Beckett also built F2 cars and even in the early 1970s they were producing a significant amount of downforce. During qualifying for the 1972 Rothmans 50,000 at Brands Hatch, where the sponsors put up a prize fund of £50,000, the wings on John Watson's Chevron B20 pushed the car into the ground so much in the dip on the exit of Paddock Hill Bend that the flywheel ring gear had to be replaced. Therefore, the ride height was increased for the race to the detriment of the handling and third in the F2 class was the best Watson could do. The frustration in Fairclough's voice was still there some 50 years later!



Photo: Dave Fairclough

The journey to the Kent track was memorable for Dave as he drove down with 3 Cosworth engines in the back of a Ford Escort van which meant the vehicle was massively overweight. He was relieved to arrive at the circuit in one piece.

This wasn't the only escapade he had in the trusty Escort. One of Dave's responsibilities was the magnesium wheels that were fitted to the racing cars. When he used to collect them from the manufacturer's, 12 at a time, they were still piping hot so there was no need to turn on the van's heater with those in the load compartment!

Fairclough used to have to machine the wheels on a lathe which resulted in a stream of magnesium coming off in a waterfall as it was shaved away. To dispose of this waste, Dave used to scoop it up, put it in a drum and set fire to it. This caused it to compact. Dave used to throw it in the lock at the back of the factory but on one occasion he didn't let it cool properly. He got soaked by the mini explosion when the hot metal hit the water!

All the joy and high points Dave experienced while working for Chevron were countered by a reminder of how cruel motorsport can be when Gerry Birrell

was killed when qualifying an F2 Chevron at the ultra-fast Rouen circuit in France. Birrell had close links with Ford through racing a Capri in the European Touring Championship and was thought to be on the verge of breaking into the Tyrrell F1 team but he lost his life when a puncture sent him crashing in the barriers. As he went underneath the armco he didn't stand a chance.

After that accident, all Chevrons had bars running down either side of the driver, from high on the roll bar to the front of the cockpit. A simplistic forerunner of today's halo.

In the early seventies, Chevron had a lucrative trade selling cars in America but when this dried up, Dave and a number of his colleagues were made redundant. He got a job at a local Ford dealership.

In 1978 Fairclough was invited to return to Chevron but before that came to fruition, sadly Derek Bennett was killed in a hand gliding accident. It was a hobby he had recently fallen in love with which was helping with his understanding of aerodynamics. He was applying these lessons to the F1 car he was building at the time of his death.

With the loss of its founder and driving force, Chevron passed through various hands. At the turn of the Millennium, someone who worked for the company in its heyday – Vin Malkie and his wife Helen Bashford-Malkie – acquired the Chevron trademark and Chevron name. They restored existing cars and produced continuation models using original drawings and jigs. Whenever they had any queries, they had a network of ex-employees to call upon, including Dave Fairclough.



Photo: Alan Cox

Back in the day, Malkie acquired the first ever Chevron that was made – the B1. The bent and battered chassis had been stored in the roof of the factory in Bolton and Malkie asked Derek Bennett



Dave Fairclough during his interview with Dave Williams

whether he could have it. Bennett said the car was his if he could repair it. Malkie did so and had great success behind its wheel.

He evidently practised his driving skills in the work's Ford Transit as prior to Dave being old enough to drive, Malkie used to give him a lift home in the van

and it was the scariest experience Dave has ever had! ...apart from when an Aston Martin was at the factory receiving attention to its bodywork. Malkie took Fairclough home in that at 125 mph down the M6!

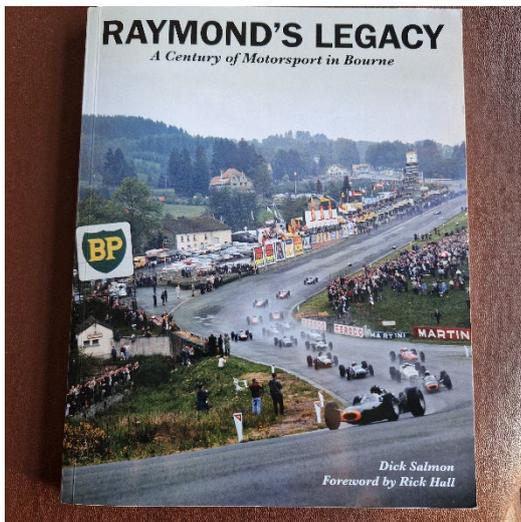
As one of the 7 original employees, nowadays Dave regularly meets up with Maikle and his old colleagues at the Copper Kettle in Bolton which was local to the factory. They had many lunch-breaks there in the company of Derek Bennett who was very quiet and reserved in social situations. It's good to hear that the spirit of Chevron lives on in these guys who now call themselves the "Chevroneers"!



Photo: Alan Cox

BBC – Broadbent's Book Corner

Michael Broadbent review his favourite books



RAYMOND'S LEGACY A Century of Motorsport in Bourne

By Dick Salmon

Performance Publishing Ltd

[Available here](#)

This month's rendering is from a relatively new publishing house – Performance Publishing Ltd. Over the last couple of years they have produced some excellent books, including biographies of Jim Crawford, Mike Spence, Stephen South, and Tom Pryce – to name just a few. I will over the coming months provide reviews of some of these books.

However, the subject this month is all about that most British of race car manufacturers – BRM.

The book is written by the senior mechanic - Dick Salmon, who unfortunately passed away in April 2025 at the ripe old age of 99!

The story starts at the end of the 19th century with the birth of Raymond Mays in Bourne. RM as he was known was fascinated by cars and racing. He was successful in pre-war racing and collected a group of engineers together to build ERA race cars

(English Racing Automobiles). They had some success up to the beginning of WW2.

Post War (well March 1945) RM wrote to numerous engineering companies in the UK persuading them to get involved in a programme of research and development – the end goal being a British Grand Prix team. The letter is quoted in the book as being a very patriotic call to get behind the project and put Great Britain back at the forefront of motor racing. There is a list of all the companies RM wrote to – over 200! These included Rolls Royce, Qualcast, Austin cars, Plessey. The complete list is in the book.

Eventually, after several false starts in an attempt to beat the pre-war Mercedes and Auto Unions, the BRM V16 was eventually unveiled at Folkingham airfield in November 1949.

It made its debut at Silverstone in May 1950 for the European Grand Prix – which was also the first Grand Prix in the newly formed world championship, where it did a few demonstration laps. Its race debut was at the same circuit in late August where it failed to start due to driveshaft failure. So, four years of hard work, costing £160,000 (In today's terms, that is equivalent to over £5.5m) went down the pan for a failure of a part worth half a crown (ask your parents!). A truly herculean effort in post war Britain where there was still rationing for food, petrol, clothes etc.

Dick goes on to describe the following race seasons, trying to get the V16 to work properly and how motor racing evolved to ban 1500cc engines. Thus, the V16 became redundant virtually overnight.

However, eventually in 1958 BRM won its first F1 race and by 1962 had secured the F1 World Championship, courtesy of that most British of F1 drivers, Graham Hill.

World Champions, including Jackie Stewart and Niki Lauda, drove for BRM. The team famously won the 1971 Italian Grand Prix with Peter Gethin at the wheel after an epic slip-streaming race that ended with the first five covered by less than a second!

The last GP win was the 1972 Monaco Grand Prix which was biblically wet! Under current regulations, the race would have never started but Jean Pierre Beltoise kept his BRM P160 on the track to win.

Dick was involved in other BRM projects as well, including the Rover BRM Le Mans car which was powered by a gas turbine. He was also involved in the Can-Am cars as well.

Dick was front and centre for both engineering and as a race weekend mechanic. He became the head of engineering for BRM for some time. This included building the H16 engine and the wonderful V12. How many other manufacturers can lay claim to such marvellous power units?!

For £32, the book is very good value for money including some glorious colour photos, including the cover picture of the 1964 Belgian Grand Prix at Spa taken at Eau Rouge. Just compare that photo with what Eau Rouge looks like now!

Also, check page 151 as it will gladden even Phil Rainford – even if it's in black & white!

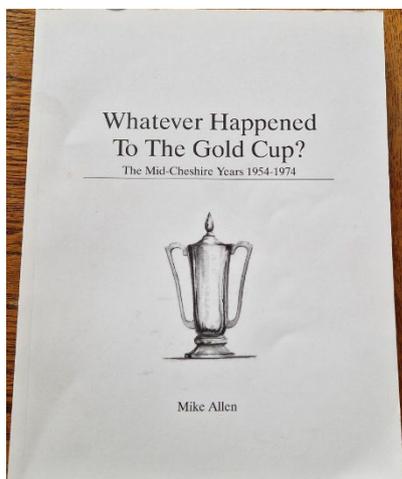
The book is well written, with plenty of references to racing, the personnel that came through the doors, including Louis Stanley.

So, with the anniversary of BRM being celebrated at the 2025 Oulton Park Gold Cup, I would urge you all to come along and see all the different BRM's that were built and raced. I can assure you that the sight and sound of at 600bhp supercharged V16 revving to 12000 rpm will be worth the price of an entry ticket!

As you can tell, I do have a soft spot for BRM as the company evolved at the beginning of post war Britain, and bravely carried on until the late 70's. It's wonderful to see though that the likes of Hall & Hall, Neil Fowler, along with various private collectors, that BRM continues to wow the crowds at race events with the glorious bulldog thunder that epitomised BRM.



Micheal has plenty of books about BRM! Photo: Michael Broadbent



Whatever Happened to the Gold Cup? The Mid-Cheshire Years 1954-1974 By Mike Allen

Self-Published Here

Like many of our readers, Mike grew up near Oulton Park and spent his formative years attending numerous meetings. However, the stand-out meeting for him was always the Gold Cup. Held annually in between F1 races in August & September, the event always attracted the Grand Prix teams, including Brabham, Cooper, Lotus, Lola, Matra, BRM as well as privateers.

The event was well supported by touring cars, sports cars, and lower formula races, so the paddock was always full, and the racing was close.

Mike has compiled this book as a view on the history of the event, rather than a blow-by-blow catalogue of races. He has left this to the Derek Lawson book – Sun, Rain and even Snow, which is a comprehensive list of races since the circuit opened in 1953. The Gold Cup was also organised by the Mid Cheshire Motor Racing Club, which was a coup, rather than the bigger UK wide clubs. A real minnow in a sea of sharks!

Mike has teased out stories from drivers, team owners and organisers to set out a very personal guide to the highlight of the racing season at Oulton Park.

It is an enjoyable book with lots of little treats and tidbits that Mike has put in to show the human side that goes on behind the scenes at a race meeting.

From how Mike has portrayed the events, it almost sounded relaxed and informal as the F1 drivers were effectively out to race for fun and not for points towards a World Championship. So, drivers and teams were out to enjoy themselves in the late summer sunshine in mid Cheshire. His love of Oulton Park and the Gold Cup meeting comes through in this book, making the read even more enjoyable.

The book is well illustrated with descriptive captions – my favourite is on page 211 of Tony Brise.

The back of the book is taken up with entry lists and results from each of the races at the Gold Cup and it is interesting to find names of drivers who went on to greater things. Who would have thought of watching a Formula Three race that included three future World Champions, a successful sportscar team owner, a George Medal recipient, and an heir to a large German car manufacturer?

So why finish in 1974? Well, the Gold Cup started to fade away as the number of races comprising the F1 World Championship increased. It became a trophy offered for F5000, F3, GT cars, Touring Cars and, most recently, for historic single seaters. It was also the last meeting run by the Mid Cheshire Motor Racing Club. After then it was organised by national clubs. Mike thought that this was a good time to round off the book.

However, since 1974 (when the Fosters circuit was opened) there have been plenty of excellent races, especially in Aurora British F1, Thundersports and the HSCC events.

Can we persuade Mike to write another book? Well, with the advent of digital photography, the immediacy of publishing results and back stories, the information is there. So, come on Mike, get writing!!

Oh, and if you have any archive of MCMRC, then get in touch with Mike so that he can update this book.