



The Oulton Park Gazette

September 2025: Vol 1 Issue 6

YEE-HAAAAA!!!

Driving a NASCAR



Burning Rubber: A Guide to Drifting



Dean's Demon Time Attacker



4 Meeting Reports - Broadbent's Book Corner

WELCOME

Hello!

August was one of the busiest months of the year at Oulton Park with race meetings on each of the five Saturdays (four catering for cars and one for ‘bikes). A couple of these – the US Autoshow and Tunerfest North – catered for a broad range of fans, not just motor racing anoraks.

One of my favourite machines which visits Oulton each year is the Shelby Daytona Cobra Coupe driven by Graham Moss. It is a replica of the car which raced at Le Mans in 1965. Dan Chilvers has written a feature on this beautiful beast.

It was a delight for me to interview local Time Attack driver, Dean Riley, for this month’s edition. His pleasure and pride at having built probably the fastest Vauxhall VX220 in the World was very clear.

It is a big year for the Time Attack Championship as it celebrates its 20th anniversary.

This month I am pleased to welcome a trio of new contributors to *The Oulton Park Gazette*. These include a couple of photographers – Ian Carruthers and Paul Birch – who covered the MSVR meeting when PS Images were otherwise engaged. Ian previously supplied pictures occasionally to accompany my column for *Spotlight Magazine*.

Meanwhile, Kelly Hartley has joined Dan and myself on the writing team. Her first article is this month’s cover story about the spectacular ex- Kevin Harvick NASCAR which was demonstrated at the US Autoshow.

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CONTENTS

	Page
Race Reports: Equipe Classic Racing – 2 nd August	4
Taming a Legend: The Shelby Daytona Cobra Coupe Replica	6
Race Reports: MSVR – 9 th August	7
Starting Point: MSVR Trackday categories	9
Race Reports: US Autoshow – 16 th August	10
American Auto Car Club North West	12
American Beast: Driving a NASCAR	14
Race Report: Tunerfest North – 25 th August	16
Guide to Drifting	18
Dean Riley's Time Attack Vauxhall VX220	20
Broadbent's Book Corner	22



Two of the fastest cars to grace Oulton Park's tarmac in August were Shane Kelly's Revolution 500 EVO and Jack Fabby's Praga R1.



RACE REPORTS

EQUIPE CLASSIC RACING – 2nd August

GREAT GRIFFITH



Oliver Reuben won the Equipe Libre race in his TVR Griffith

A week after the Gold Cup, it was Equipe Classic Racing who provided their own version of Historic track action on 2nd August.

Highlight of the day was the sight and sounds of the thunderous muscle cars from the 1960s that competed in the Equipe Libre 40 minute mini-enduro.

Towards the end of the opening lap, the TVR Griffith of Oliver Reuben took the lead from the Shelby American Cobra driven by Brian Caudwell. After 13 laps, Reuben had opened out an advantage of almost 20 secs when the Safety Car was scrambled because a leading light of historic racing, Martin Stretton, was stranded in the middle of the track at Deer Leap in his Lotus Elan Le Mans Coupe due to a suspected electrical issue. The little jewel-like metallic gold car had been mixing it with the heavy metal machinery and running as high as third.

When the Safety Car pulled in, there was time for 3 more laps but at the end of the first of these, Caudwell headed into the pits to retire. A few weeks earlier, he had been injured in a mountain biking accident and he physically couldn't drive the Cobra any further. This left Reuben to pull away and win by 8 secs from the magnificent Shelby Daytona Coupe

of Graham Moss. This marvellous machine is featured on page 6.

Racing commenced with a similar 40 minute encounter for the Equipe GTS series which caters for smaller capacity sportscars. Championship leader, Chris Ryan, got his timings wrong and nearly missed the contest in his TVR Grantura Mk3. He started from the pit lane but retired around half distance.



Rob Cull took a narrow victory in Equipe GTS

This left Robert Cull in a similar TVR to take the lead. He was pursued by Andrew Wenman (Morgan +4). He could see that Cull was quicker than him in the only parts of the circuit where overtaking is possible so he employed F1 tactics and pitted early

to get the “undercut”. However, unlike the Grands Prix, the Equipe GTS regulations specify a pit window and this hadn’t yet opened so he had to stop again later in the contest which put him out of contention.

David Alexander (Lotus Elise) was now in second place. However, when Cull made his mandatory pit visit, he noticed that the bonnet was raised on the Elise. Therefore, he was taking things easy in the closing stages and was surprised to see the headlights of the Lotus gaining rapidly. He hadn’t been getting any gaps from his pit board thus he had no idea that he needed to get a move on. On the last lap, Cull was delayed lapping a couple of cars and was only a few of tenths ahead at the flag. “Slightly closer than I planned!” he later quipped.

By far the fastest cars at the meeting were the Equipe Sports Prototypes. They had a pair of 20 minutes contests and both featured thrilling high-speed battles for the lead between Shane Kelly (Revolution 500 EVO) and Jack Fabby’s Praga R1. They were inches apart and lapping within 7 seconds of the outright lap record.



Shane Kelly powers up Clay Hill as Jack Faby chases him

Kelly’s car was far more powerful and this allowed him to blast into the lead at the first start however Fabby’s Praga had greater agility in the corners. This made him faster over a complete lap but it was a case of the old motor racing adage – catching is one thing, passing is quite another! Especially, as these are cars which rely on aerodynamics to generate grip.

During race 1, as he got into the wake from Kelly’s car, Fabby had a huge slide at Cascades and only just about managed to keep it on the black stuff. This cost him quite a few lengths but he managed to regain the lost ground to finish less than 3 tenths behind.

It was the same story when they renewed their battle later in the day except this time Kelly’s Revolution 500 EVO shed a piece of bodywork. It appeared as though this affected his handling and a large dose of oversteer on the exit of Cascades



James Blake took a brace of victories in the Equipe MG Cup

allowed Fabby to move ahead at Island Bend. It seemed fair that they should take a win apiece!

Also enjoying two 20 minute encounters were competitors in the Equipe MG Cup. In both, Ian Staines used the lightness of his Midget to leap into the lead from third on the grid. In the first, the power of the front row starting MG ZR190s of James Blake and Rhys Higginbotham propelled them ahead of him well before the chequered flag came out.

A tyre issue blunted the challenge of Higginbotham who then had an alternator failure just before race 2 which meant he did not start. This time, Staines kept Blake at bay until the start of the last lap when he had to yield at Old Hall after Blake drew alongside down the Pit Straight.

There were some great cars in the Equipe 70s 40 minute race but we could have done with a few more than the 8 that took the start. Steve Dance was a comfortable winner in his GA-engined Ford Capri.



Steve Dance's rather wonderful GA-engined Ford Capri

TAMING A LEGEND



By Dan Chilvers

Classic sports car racing is always a feast for the eyes (and ears) of anyone lucky enough to witness it. The range of shapes, colours and liveries of icons from a bygone era flash past. Tiny 4-cylinder British “shed special” sports cars and huge beasts from “over the pond” weave, dodge and dive around the circuit. And it was one of these American monsters that caught my eye at the Equipe Classic Racing meeting on the 2nd August, a 1965 Shelby Daytona Cobra Coupe re-creation driven by Graham Moss.

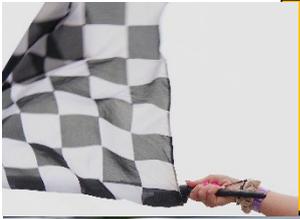
In 1954 Richard Moss developed his passion of classic cars into a business, R.C. Moss, and opened a classic car restoration business. This passion was valiantly continued when Graham Moss took over the business, which focuses on concours level restoration of vintage Bentleys. The shop can turn a wreck into a continent crushing pre-war GT car or touch up the paint on a vintage race car with the upmost attention to detail. As Graham spends his days surrounded by cars it is hardly a surprise, he should also have a love for racing them. Moss quotes the “adrenalin rush” and the intensely “technical aspect of driving” as the biggest draw to classic racing. This culminated in an entry to the 40-minute Libre Series race at Oulton Park for Moss and the R.C. Moss team.

But first, a spot of history. In 1964 Carroll Shelby wanted to make an all-out assault on the World GT Manufacturers Championship in sports car racing and to do so he built 6 Daytona Cobra Coupes. These 4.7l V8 powered, aerodynamically bodied GT race cars battled with Ferrari 250 GTOs and Porsche 911s in 1964 and 1965 before Shelby acquired the GT40 license from Ford. The 6th and final car (Chassis CSX2602) competed throughout the ‘65 season with a host of famous drivers including Phil Hill and Jack Sears. It ran in red and white for the Swiss team Scuderia Filipinetti. This unique Daytona was such an inspiration to Moss that he decided to acquire and race a re-creation of this legendary car. The main reason for picking an American car rather than something closer to home was its “V8, lots of power & the experience of taming such a legend”.

The Libre race was closely fought over 19 laps and although Moss didn’t have the pace to catch Oliver Reuben he claimed the runner-up position.

Graham Moss and the R.C. Moss squad are running the Daytona and a Lola T70 at the Goodwood Revival.

Thanks to R.C. Moss team and Graham Moss for speaking to us.



RACE REPORTS

MSVR – 9th August

CELEBRATING A CENTURY!



Father and son, George and Jack Wright, won the race which celebrated the 100th Trackday Trophy event. Photo: Paul Birch

MSVR marked the 100th Trackday Trophy race with a standalone celebration event at the end of their meeting at Oulton Park on 9th August.

In the absence of the Clio Cup, there were just 5 races on the programme but 3 of these ran for 45 minutes on a day which still provided plenty of entertainment.

In the milestone reaching 100th MSVT Trackday Trophy mini-enduro, Jonathan Mee looked like he was going to be the man to beat as he stormed away early on in his Lotus Elise. Behind him, Michael Rawlings' BMW E36 battled with the Porsche 944 of Jack Wright. But then smoke began to appear from the back of Mee's Lotus just before he made his mandatory pit stop. His car slowed dramatically approaching Brittens forcing Wright to take a trip over the kerbs in avoidance.

The Porsche had problems of its own with an intermittent fuel surge issue which manifested itself permanently after Wright handed over to Matt Allatt. This meant the car dropped back and was classified fifth at the end.

When Mee did make the stop, he didn't re-join. This left the way clear for Rawlings' car to move into the

lead after Jason Holyhead had taken over behind the wheel of the Beemer.

In the closing stages, Jordan Honeybone was the fastest driver in his Renault Clio. He overtook Holyhead but didn't win because his pit stop had been fractionally under the required 2 minutes. Therefore, he was penalised a lap which dropped him to seventh and handed the spoils to Rawlings/Holyhead.



The Rawlings/Holyhead BMW won the 100th Trackday Trophy race. Photo: Paul Birch

The day had begun with a round of the Trackday Championship. The VW Golf of Jack Wright was the early leader but the fastest driver was reigning champion, Nicole Drought (Honda Civic), who had worked her way up to second when the Safety Car appeared just before the window for the mandatory

pit stops opened. When Drought stopped, she exited the pits more than 13 seconds too early and, although she won on the road by over 4 seconds, a 1 lap penalty dropped her all the way down to fifteenth.

Jack Wright handed over to his Dad, George, who was soon overtaken by Matt Swaffer in his BMW 130i. The Wrights were fourth in the final classification as Swaffer was declared the winner when Drought's penalty was applied. When Swaffer had seen Drought leave the pits early, he was tempted to follow her but, fortunately for him, he held his resolve.



Aidan Hills exits Hislops ahead of the chasing pack. Photo: Ian Carruthers

James Cossins set the fastest time in qualifying for the Miata Trophy and took the lead at the start of the first race for MSV's Mazda MX5 Championship. However, on the opening lap at Hislops Aidan Hills daringly overtook him round the outside. Cossins kept in Hills' slipstream for the remainder of the 20 minutes but couldn't repass. The pair finished almost 10 seconds ahead of everyone else.

When the Japanese sports cars returned to the tarmac, the Top Ten in qualifying were reversed on the grid so Hills and Cossins started in ninth and tenth.

Michael Knibbs hit the front from the start but Ollie Allwood latched on to his back bumper and soon moved ahead at Druids. This cost Knibbs some momentum under the Warwick Bridge causing him to get shuffled well down the order.

Soon there were 9 cars battling for the lead with Will Morris passing Allwood while, at one point, Hills and Cossins ran side-by-side around most of the circuit. Soon afterwards, the battling towards the front of the pack became so intense that Cossins was edged on to the grass at Lodge

handing third to Hills. The time lost by Cossins in this incident proved crucial as Hills opened up some breathing space over his main rival.

Without having to worry about Cossins, Hills was able to focus on passing Allwood and then Morris to take his second win of the day. Cossins chased Hills and demoted Allwood to finish third as Morris doggedly defended the runner-up position.

Those who were at the track may have heard that Hills lost the victory due to a Track Limits penalty but this was later rescinded and he was re-instated at the top of the standings.

For the Trackday Trophy Celebration race which closed the meeting, the entry was opened up to accept those from the other categories on the programme so competitors from the Trackday Championship and Miata Trophy joined in the fun – 29 cars took the start and a further 4 non-started due to issues earlier in the day.

The Rawlings/Holyhead BMW opened out a healthy advantage in the early stages until a Safety Car period cancelled it out.

Just about the entire field pitted while the field was under yellows although Rawlings was one of the few drivers who didn't stop at this time. This was a deliberate ploy to give the faster pilot in the team more track time.

However, when Holyhead did take over, the green flags had been out for a few laps and everyone else was running at full speed while the BMW was stationary. To make matters worse, the Safety Car reappeared a few laps after Holyhead left the pits!

This put the Golf of Jack Wright in the lead. When the Safety Car pulled out of the way with a few minutes remaining, Wright had lapped cars between him and his nearest challenger. This meant he was able to pull away to take a comfortable victory. He shared the spoils with his father, George, who started the VW.

The pair had a busy 45 minutes as they were also driving a Citroen Saxo in this race and had to synchronise their mandatory stops so that they were in the pits at the same time. The little French hatch finished seventeenth.

Visiting Oulton Park this year has been an enjoyable experience for the Wright family as in April Jack won the EnduroKa race at the track with his Dad, George, and Father-in-Law, Jonny Milner.



STARTING POINT

By Dan Chilvers. Photo: Paul Birch

In 2010, Motorsport Vision (MSV) has created an entire championship and support event with the aim of acting as a starting point for those with little or no experience to become racing drivers. The Trackday Championship runs as the headliner, but it was the sister Trackday Trophy series that celebrated its 100th race at Oulton Park. The series co-ordinator, Stuart Garland, told us more.

MSV created its own inhouse racing division in 2006 called MSVR and a track day division followed called Club MSV (since renamed to MSVT). In 2010 these two departments joined forces to answer the question “How to go competitive racing?” which was something the “department (MSVT) was being regularly asked in its position as an ARDS test school (for drivers wanting race licence)” says Garland. This led to the creation of a competitive, yet fun, friendly and cost-effective series known as the Trackday Trophy. It was created to be a stepping stone for new drivers and has run a series of single race events over the last 15 years.

The progression rate from Trophy up to the Trackday Championship (founded in 2014) varies but even so, a large number graduate or even run in both races as they use similar classes and regulations with the only major difference being the Championship’s spec tyres.

This simplicity is crucial as the series is aimed at “novice racing drivers looking to make their first

steps into competitive motorsport” who want a fun racing experience either solo or in pairs for drivers of all experience levels and knowledge. MSVT are happy to help all track day participants make this jump. They offer a wide range of coaching, tuition and even the ARDS test itself that allows drivers to graduate to competitive motorsport. With a rule set designed to allow most cars to race with few if any modifications, the series is a welcoming environment that epitomises British club racing. Initially, there was an upper limit of 200bhp/tonne but in 2012 this was reduced to 175bhp/tonne. Pitstops were also refined in 2016 with a 2 minute minimum time for all teams to aid simplicity.

Stuart Garland has been overseeing MSVT Championship events for over 10 years. He grew up on a diet of BTCC and F1 TV with his parents. “Having a background in sport, and then leisure management, when the opportunity came to transition into a role in Motorsport with MSV I jumped at the chance” says Garland, “myself and my small team manage all aspects of the series from the initial planning phase each year, with calendars, regulations, sponsors, control parts and registrations/entries, to the delivery of each event on the ground.” He also communicates closely with MSVR as they are the organising club who support and operate all the regulations, judicial and official matters.

Thank you to Stuart Garland for speaking to us.

RACE REPORTS

US AUTOSHOW – 16th August



The Bernie's V8s thunder over the top of Deer Leap

The US Autoshow on 16th August was another example of the excellence of the MSV event organising team. There was something for everyone with Wild West demonstrations, Country & Western artists and one of the biggest American car shows in the North West. This was in addition to a day of great motor racing with a Stateside theme running through most of the on-track action.

There was an amazing grid of mighty sportscars for the first Bernie's V8s encounter – 34 had taken part in qualifying.

Of all the heavy metal out there, the TVR Tuscan had the best balance between power and handling to navigate the twists and turns of Oulton Park. Four examples of the Blackpool marque led the way. It was reminiscent of the legendary one-make championship – the TVR Tuscan Challenge – as Stewart Robb, Alex Taylor, Steve Hyde and Guy Carter battled it out.

Taylor had just moved into the lead when there was an intervention from the Safety Car. As an orderly queue formed behind the flashing lights of the MSV Hyundai, Jake Swann was the first non-TRV in his

Chevrolet Camaro. He was in fourth position but was overtaken by Dan Birch and Martin Glennie in two more TVRs just after the contest went back to green.

The Chevy moved back to fourth when Hyde and Robb made contact. They spun off at Cascades when battling for second. Up front, it was Taylor who took the win by just half a second from Carter.

For winning the opening Bernie's V8 encounter, Taylor was given a 10 place grid penalty when the cars returned to the tarmac. He made it up to fourth but then the Safety Car was deployed due to a car facing the wrong way at Druids. It stayed out until the finish with Robb taking the chequered flag. Taylor retired on the last lap.

As usual, the Legends Cars Championship provided fabulous entertainment. On his return to the series after a 2 year absence, Matt Isherwood took the lead of the first contest at Old Hall on lap 2 but then spun out of contention at Island Bend. This put Peter Barrable out in front however 2 circuits later, he crashed at the same corner. This left Tyler Read to take a narrow win from Will Gibson and Stephen

Treherne. The third placed driver started from 20th on the randomly drawn grid.

The earlier race's starting order was reversed for the second encounter which put Treherne on pole. He was ahead at the first corner but, such is the nature of Legends racing, there were at least 3 changes of leader on the opening lap!



Tyler Read had great speed in his Legend

Treherne was back out in front when the Safety Car appeared due to an incident at Island Bend which involved Chris Needham and Isherwood.

After the contest went back to green, there was some epic dicing with Treherne shuffled down to fifth at one point. Read took the lead from Gibson at Old Hall at the start of the last lap and held on to take the win as Treherne went slightly off-line at Hislops and retired with broken suspension.

Championship leader, Read, had great pace all day. He won the final on the road but picked up a 5 secs Track Limits penalty. Gibson would have inherited the victory but his car seized on the last lap due to earlier contact meaning the honours went to Matt Knight – his first visit to the top step of the podium.

Four cars contesting second place took the flag within a couple of tenths of one another with Barrable getting the verdict.

In the early stages of the first Pickup Truck Racing Championship race, David O'Regan and Michael Smith were battling for top honours but an engine issue forced O'Regan to make a pit stop and then Smith retired due to a failure in his drivetrain. This put Dale Gent out in front and he managed to keep ahead of the rapidly closing Aaron Thompson.

Smith's truck was repaired in time for him to take part in race 2. He was involved in a battle for the lead with Gent and Thompson until he spun at Cascades. In the closing stages, Gent valiantly kept Thompson at bay. In fact, he could have moved over

and followed him home and still won after Thompson picked up a 5 secs Track Limits penalty.

O'Regan was back out for the final pick-up thrash. With the help of members of 3 other teams, he changed his engine in the space of 4 hours. Unfortunately, he disappeared into the gravel at Lodge on the third circuit.

Smith was a pit visitor after he and Tom Hutchins made contact. Hutchins also failed to finish after he crashed at Knickerbrook. Thompson and Gent also had a coming together – the latter spun as Thompson went on to take a comfortable victory.

The Sports 2000 Championship had a single mini-enduro scheduled for 50 minutes but it was red flagged after 3 laps due to Ben Cater's MCR S2n being ablaze.

The restart ran for 40 minutes. Michael Gibbons in another MCR S2n pulled away and appeared to take a commanding victory. However, the mandatory pit stops were supposed to last 2 minutes 30 seconds but Gibbons only stopped for about 2 minutes. In an attempt to recover the situation, he voluntarily returned to the pit lane to do a "drive through". This was to no avail as the stewards applied a 39.9 second penalty in the final classification which dropped him to sixth.

Therefore, David Houghton took the win after a battle with Mackenzie Walker and Joshua Law. The latter was another to incur a penalty for spending too little time in the pits. As his departure was only fractionally below that demanded by the regulations, his penalty was less severe than Gibbons' and he retained his place on the final step of the podium.



There may have been a small field of trucks but plenty happened in their races

UNCLE SAM'S CLUB

By Dan Chilvers



Although Oulton Park is primarily a prime piece of Cheshire tarmac which serves as one of the country's top racetracks, for select meetings in the year it also plays host to hundreds of classic cars, trucks and tractors. The US AutoShow is one such event where even a slight glance towards the infield would reveal a world of chrome, V8 motors and Americana turned up to 11. These enthusiasts' cars are split between independent entries and the ever-present groups of the automotive world, car clubs.

The American Auto Club North West (AACNW) was founded in May 1981 by a group of like-minded American car owners who met up for the first time at the 'Westward Ho', a *pub-ship*, moored at the former Pomona Dock, on the Manchester Ship Canal. The club caters for all American vehicles (not just cars) including hot rods and American-engined cars which means their displays always feature cars of all shapes and sizes. These displays bring owners together on the first Sunday of every month no matter the weather. The meets, which occur at Barton Aerodrome in Eccles near Manchester, attract between twenty and ninety vehicles and these cars also attend multiple events with a club stand across the North West and North Wales. The group also publishes a bi-monthly magazine to keep its members up to date with news and events. The club magazine and information about upcoming events can be found on the AACNW website.

Anyone who has attended any of the club's events, visited the site or even just perused the AACNW

"huge range of American vehicles, mainly from the 1950's up to the present day. There are several liveried police cars and even a 1960's fire truck." says club chair Hugh Lewis "and with over two hundred members, lots of us work on our cars, (with varying degrees of expertise!) Jobs range from routine maintenance to full-blown restorations". Lewis has been on the clubs committee since 2015 and became chair in 2017. He owns his very own collection of Americana (1953 Chevy Pickup, 1964 Pontiac Grand Prix and a 1961 Chevy Parkwood station wagon) and attends all the monthly meets personally.

The AACNW is very friendly and welcoming to all enthusiasts who share a passion for American cars. Some members keep their cars completely original, others perform "modifications to improve performance and driveability" and a few go the full distance and completely modify their machine into a fully personalised and unique hot rod. Naturally "there is lots of collaboration and information sharing between members; indeed, this is one of the big benefits of being a member" and this reinforces the fact that although the cars themselves may be large and intimidating, the men and women behind the wheel are nothing but enthusiasts with a passion who are willing to lend a hand.

Lewis remarked, "All of our members that attended to US Autoshow last weekend thoroughly enjoyed the event, and I would like to thank the organisers for their hospitality. We'll be back in 2026."

AACNW CARS



AMERICAN BEAST

By Kelly Hartley



Oulton Park's US Auto Show on 16th August promised an all-American spectacle! V8s, muscle cars, and Stateside culture coming together on British tarmac. Of course, we couldn't talk about all that power without mentioning the mighty show-stopping NASCARs! A noise that didn't just turn heads - it pulled the crowd trackside!

NASCAR- which stands for National Association for Stock Car Auto Racing, is an organisation that represents one of the most popular forms of motor racing in America. And we didn't just get a taste of it here - we got the full course!

Among them was experienced driver Tim Evers and his NASCAR with some impressive history to go with it. Tim excitedly recalled that the Chevrolet was "driven in 2007 by Kevin Harvick in the NASCAR Cup Series in the States. It raced at Daytona, Atlanta and Talladega. This was the year he went on to win the series, so my car contributed to that triumph, making it a special bit of history!"

The car has been owned by Evers for 8 years and he runs it continuously, adding to its legacy.

Tim is no stranger to the car racing scene. "I've been into motorsport since a very young age," he explains. "First F1, then the golden years of BTCC in

with that. But NASCAR caught my eye in my teens mainly due to the loud, exciting nature of the racing."

Tim wasn't just a motorsport spectator! He grins as he recounts, "I was hooked on driving and racing from the age of 3 when I first drove the little F1 cars at Paultons Park Theme Park and realised I was overtaking everyone else, and it seemed to come quite naturally."

Owning a NASCAR, though, wasn't always part of the masterplan. He describes owning one as "largely accidental and more a case of opportunity," he continues, "when I saw one come up for sale, I took a chance."

Running a NASCAR in Britain is no easy feat, so how does he do it? "Parts aren't too bad to source" he admits, "Although tyres have to be imported from the States which adds a lot to the cost. It's a thirsty old girl, running on 115 octane Sunoco race fuel drinking around 30 litres for a 15 minute session." I know a few of you might have winced at that cost! However, it doesn't put Tim off: "I'm on my fourth engine and third gearbox, even doing demos in the car takes its toll as it's a fairly highly strung pushrod V8 making around 800bhp! I do push the car pretty hard and this year at Oulton Park I put in some 1

minute 53 laps which for a heavy old NASCAR isn't bad going."

For Tim it's not about the cost. He says, "It's led to years of fun and entry into some amazing events."

Although, due to the noise of these incredible machines, there aren't many places he can run this ear-splitting beast. So, Tim fully embraces any opportunity to show off his car wherever he is invited. "I'm keen to repeat the great season I've had in the car this year and help aid the growth of the MSV events such as American Auto Show at Oulton and the US 300 at Snetterton. Also, CarFest is moving to Silverstone next year so that will be a new era for the event which I'm excited to be a part of."

As well as demonstrating his pride and joy at circuits, Tim also unbelievably enters the NASCAR in the Shelsley Walsh Classic Nostalgia Hillclimb!

Ask him about Oulton Park and he doesn't hesitate to answer: "I love Oulton Park. The fast, flowing nature suits the car. The elevation changes make it feel almost like a rollercoaster. Shell Oils Corner feels like Daytona for a few seconds. And cresting Clay Hill makes the car go light and spin the wheels if I'm using more than half throttle."

It's clear talking to Tim his passion runs deep although taking the beast out on a track is not for the faint hearted. Even just getting out of the paddock has its drama because the Chevy has a 3 plate 7" clutch, a very light billet flywheel and a long first gear capable of 90mph! This means just pulling away from a standstill takes total commitment and a fair amount of wheelspin!

"Once on the move, driving a NASCAR is a unique driving experience and a total assault on the senses," Evers explains, "they get very hot inside too despite having no side windows as the exhaust runs right under the driver's seat and the big V8 transmits a lot of heat into the metal body of the car. When I've let people who compete in other categories sit in the car with the engine running, they've described it as quite intimidating as you can feel the almost violent energy of the V8 with its fast revving nature. A small blip of the throttle has it reaching 7-8000rpm in motorbike fashion."

For Tim, much of the enjoyment of ownership comes from trying to tame this powerful machine. "The NASCAR started off handling like an absolute pig," he told *The Gazette*, "as it was originally a

super speedway car thus it was only set up to turn left. It's taken a few years to get on top of the set-up as we have next to no time available for testing in the UK due to the noise restrictions at most circuits. However, I've finally got on top of the suspension so that it handles pretty well. It's still heavy for a race car at 1500kg but with 800bhp it's actually pretty quick around a track with corners that go in both directions!"

It's certainly a crowd pleaser and Tim enjoys sharing the experience with people who take an interest, young and old alike!

NASCARs are a rare sight in the UK as only a handful of cars make it across the Atlantic. That's why appearances like Tim's matter so much. Each demo doesn't just show off a car, it keeps alive a small but passionate corner of motorsport culture here. The US Auto Show gave fans a chance to experience the noise and spectacle that, until recently, most would only ever see on TV.

"The sound is unmistakeable and that really gets a lot of attention," Tim enthuses, "The kids like the cars as they are all brightly coloured with world famous recognisable sponsors so we seem to cover all ages really. Children tell me mine looks a bit like Lightning McQueen but I'm not convinced!"

At Oulton, people crowded around the fence as soon as they heard the rumble. Even in a paddock full of V8s, the NASCAR cut through the noise! Deeper, rougher, unmistakably different. Kids pointed, adults reached for phones, and even the die-hard touring car fans admitted it was something special. A couple of spectators joked they felt the ground shake before they even saw it. Petrol heads of all types came together!

Tim has no intention of slowing down anytime soon, and is excited about next season already. But he doesn't do it alone! He was keen to state, "I need to thank my wife Emma Evers for putting up with my addiction for silly toys and spending most of my spare time dragging her around the country playing with them! Also, there is my crew – Bryan Crysell and Jack Vincent – who help me at events with running the car and making sure I don't stay up too late the night before – not always successfully!"

And with that, Oulton's US Auto Show closed not just with a roar, but with a promise — that Tim and his NASCAR will be back to make the race tracks of Britain thunder next season.

RACE REPORTS

TunerFest North – 25th August

THE FAST...



...AND THE HOT!

Luke Sedzikowski was the fastest Time Attack driver on an unusual warm Bank Holiday Monday

On Bank Holiday Monday, Oulton Park once again attracted a broad range of spectators as Tunerfest North was staged.

There were plenty of modified machinery in the centre of the circuit alongside a fun fair and merchandise stalls. Spectators could even pay to have a sideways ride in a Drift-car on the Rally Stage!

Meanwhile on-track, there was a supercar parade, Drifting demonstration, the Time Attack drivers trying to beat the clock while those in the Racing Honda Championship tried to beat each other.

Will Self took his Civic to victory in the first of two 15 minute sprints for the Racing Hondas. His closest challenger was Liam Collins (Integra) but he had a 10 second penalty for an out of position start. It looked he was going to be classified third but an issue for Tommy Knight in his Civic exiting the final corner allowed Collins to retain second place.

Despite the grid being partially reversed when the cars returned to the tarmac, Self was in the lead the first time the field reached Hislops having started from seventh on the grid. He initially had a gap of a couple of seconds but Knight reeled him in and was

carrying a 10 second penalty for an out of position start.

Luke Sedzikowski had a busy day. He debuted the Honda S2000 R in the first round on the programme for the Racing Hondas Championship. The car had only been shaken down at Donington Park the previous week and so wasn't fully on the pace but it certainly looked the part.

He also took part in all the Time Attack sessions in his Pro Class Honda NSX. There were 3 points scoring Time Attack sessions – Attack 1, Attack 2 and Super Attack and Sedzikowski was fastest in all of them – setting a new lap record in the first. Bradley John was the closest challenger to Sedzikowski but in Attack 1 a braking issue caused his Mitsubishi EVO 9 to go straight through the gravel trap at Druids. He made light contact with the barriers. After his team emptied all the stones out of his undertray, he was back out later in the day.

In the Super Attack Final, John was just 6 tenths away from Sedzikowski's fastest time and may have beaten him had he not run wide again at Druids.

The Nissan GTR R35 of Aleksandr Volkov was fastest in all 3 Club Class sessions while those for the Clubman class were interrupted by a number of red flags, including one for a car on its roof in Super Attack.

Dean Riley was looking to put on a good show at his local circuit. The Vauxhall VX220 driver took the Clubman honours at the previous round at

Snetterton and since had made further improvements to his car. However, the weather in Cheshire was very warm and it sapped the power from his engine. In Attack 1 he was only third in the final classification behind Andy York (Peugeot 205) and Eden Young's Nissan Micra. Riley was fastest in Attack 2 but Young put in a mega lap in Super Attack to top the standings at the end of the day.



The Racing Hondas stream into Cascades

DAN CHILVER'S GUIDE TO DRIFTING



Two flames spitting monsters' side by side, inches apart completely in control at over 100mph. The crowd and judges watch with bated breath as plumes of smoke rise upwards. This is the spectacular form of motorsport called drifting!

Smoke at a racetrack is rarely a good thing, usually it means someone is having a bad day. It could be a minor issue like a lockup or wheel spin but it escalates up to punctures, overheating or even a full engine meltdown. However, in drifting creating as much tyre smoke as possible is a necessary requirement to stand a chance of victory!

Invented by Kunimitsu Takahashi and Keiichi Tsuchiya (known as the Drift King), drifting was perfected by street racers on Japan's winding mountain roads. It grew through Option magazine and the TV shows like Initial D in the 80s and 90s before the first professional championship arrived in 2001 with the D1 Grand Prix in (unsurprisingly) Japan. The US series Formula Drift arrived shortly afterwards, and the British Drift Championship (BDC) ran its inaugural season in 2008. The BDC ran for 14 years under various ownerships before folding in 2022.

Motorsport UK and Time Attack UK saw a gap in the motorsport scene and decided to start the Drift Pro Championship UK which arrived (completely sideways) in 2021 picking up where the BDC left off. It now focuses on running exhibition spectacles across the country. And as someone who has watched these exhibitions I can say they thoroughly

delivered on the action. Their events are always well attended and Oulton Park's Tunerfest was no different. Fans crowded the hills near Cascades before pouring into the paddock to meet the drivers and get a selfie or autograph. Drift Pro UK has always prided itself on its openness and accessibility to new entrants and fans making a series to watch going forward.

Drifting is unlike any other motorsport in that it is also an art form. An art form that a panel of expert judges watch over, picking up on every aspect of the driver's runs. The sideways heroes need to excel in different aspects to win the event: line, angle, style, speed and proximity. Points are lost for wheels off track, leaving the circuit entirely, spinning, missing clipping points, corrections or lack of smoothness.

Points are scored for:

- Line – the "line" is judged by drivers hit the clipping points and outside zones
- Angle – the angle of the car relative to the direction its going (bigger angle = more points)
- Style – the driver's approach, smoothness, skill, consistency and precision
- Speed – consistent speed and momentum are important
- Proximity – how close the two cars get while drifting

Often described as dancing on the limit of control, drifting is done in "tandem runs" with two cars taking to the course at a time with one car "leading"

and the other “chasing”. These two different positions provide a chance for different skills to be emphasized by each driver. The lead driver focuses more speed and angle trying to push both to the limit. They hope that the chase driver behind them will push too hard and make a mistake. The chase driver must contend with the additional challenge of being covered in smoke while matching the angle of drift and keep proximity to the lead driver to a minimum. Rounds are typically won or lost when chasing as its harder and more reactive, requiring quick reaction times to avoid contact or spinning out. Drifting is all about the balance of precise throttle, steering, reading the other car and coping with the pressure of being judged.

The cars don't slide around the whole circuit on their mission to turn rubber into shreds, instead they use a carefully selected section of the track chosen to emphasise and show off the driver's talents and put on the best possible show. Outside of the course the drivers use the space to regulate the cars temperatures and get in position for their next run. Drifting events are run as knock out competitions with drivers seeded based on solo runs. Gradually drivers are eliminated till only two remain in the final and a winner is declared. Each round is completed over 2 runs with both competitors taking a turn as lead driver. In the event of a tie a “one more time” run is called to determine the victor.

If you have ever had a chance to get up close to one of these unique instruments of speed and style you may have noticed they don't look like any regular

race car. They sit low and wide with enormous, slanted tyres, loud engines and bits of their bold body work cut away and removed. All these changes are specially designed to ensure the drifters have maximum control at the limit of grip while producing copious amounts of smoke. The cars are fitted with hydraulic handbrakes designed to lock the rear wheels and initiate the drift and then use the throttle and handbrake to control the slide through the corner. Nearly all drift cars are front engine, rear wheel drive to create a favourable weight distribution and utilise the immense (often turbocharged) engines. Power AND control matters at championship level, not just raw engine size.

The makes and models of cars chosen come from all over the globe with Nissan Silvias and BMW M3s being staples of the scene. However, they rarely contain any parts from the factory drivetrain. Drifters tend to favour swapping in big block V8s for low end torque or high strung European and Japanese inline 6s for more turbo power and lighter weight. Drift Pro UK driver Haydn Cruickshank finished 3rd overall last year in his Toyota Chaser which had its stock engine removed and a Chevrolet LSXR Supercharged V8 rammed in producing a mighty 1007 hp. Some cars in US Formula Drift run up to 2000 hp!

Although the Drift Pro Championship is only doing exhibition runs this year, there is a lot of hope it will return to full competition soon and with horsepower figures climbing, popularity rising and tandems getting tighter it's only a matter of when not if we get our next British Drift Champion.



MAXIMUM ATTACK



During the Summer, you may have noticed a striking blue sportscar on a banner near Oulton Park's paddock entrance advertising Tunerfest North on August Bank Holiday Monday – award yourself a spotter's badge if you recognised it as a Vauxhall VX220 rather than its Lotus Elise twin!

The car belongs to Dean Riley and he was delighted to discover that his two-seat pride and joy was being used to publicise one of the headline events at his local circuit – he lives in Winsford, just 5 miles away.

“Oulton Park has always been special to me,” he told *The Gazette*, “I grew up spectating there regularly and I am a Season Ticket holder. But my love of motorsport really started when I was about eight years old playing racing games like Colin McRae Rally and the F1 series on the PlayStation. Colin McRae was a hero of mine. At ten I began racing Remote Control (RC) cars, which taught me the fundamentals of car setup and race-craft. I went on to win multiple series and even became UK national champion in RC racing. That experience inspired my career path as a mechanic and eventually led me to want to race for real.”

During the Covid lockdown, Dean really missed motorsport and so he went back to his childhood hobby and started driving cars on a computer screen. This time he took it to the ultimate level by investing in a simulator rig and joining competitive

leagues such as SimSport. He found himself racing against professional drivers including Jenson Button and Colin Turkington.

Doing so well in the virtual world gave Riley encouragement to go and try things out on tarmac once life returned to normal after Covid.

“In 2022 I bought the Vauxhall VX220,” Dean recalls, “and began doing track days. After about 12 months, I decided to make my dream a reality and entered a one-off round of Time Attack at Oulton Park in 2024. To my surprise, I wasn't just making up the numbers – I was competitive. That gave me the drive to commit to a full season in 2025.”

The VX220 was based on a Lotus Elise chassis. Riley chose to buy a Vauxhall-badged road car to build into a racer rather than the more prestige version because it was cheaper. Furthermore, he says, “I liked the idea of having something unique and underdog-like, while still being lightweight and capable.”

Initially, Dean took part in Track Days but when Time Attack visited Oulton Park in 2024, he took the plunge and submitted an entry. To his surprise, he was on the pace and so he committed to a full season this year. After racing Remote Control cars and on the internet via the sim, this was the first time he had competed in the “real thing”!

The format of Time Attack meetings attracted Riley to the series. He told *The Gazette*, “It's all about lap times, almost like extended qualifying, which felt

natural coming from the sim world. It's also non-contact, which lowers the risk of damaging the car compared to wheel-to-wheel racing. For someone new to motorsport, that balance of competition and reduced risk made it the perfect entry point. Also being a competitive person it's a perfect step up from Track Days!"

Once Dean decided he was going to take part in Time Attack, he began transforming the little Vauxhall into a highly tuned sports car with aerodynamic upgrades, wider wheels, weight reduction and engine modifications – the latter included a supercharger.

All the alterations were carried out by Riley himself. He has fitted out his garage at home with all the necessary equipment. It has taken a large number of evenings and weekends to get the VX220 ready to zap around the circuits of the UK, especially after a couple of engine failures earlier this year. However, it gives Dean great pride and satisfaction to know that he has done all the work himself.

Inside the cockpit, there is quite an intense cacophony. Aside from the usual racing car racket, the supercharger screams just behind the driver's head. Dean says, "Earplugs or a good helmet intercom are essential. But honestly, the noise is part of the thrill!!!"

As mentioned in the Time Attack report, heat soak was a challenge on a sunny day at Oulton Park.

Given the amount of energy produced in such a small package, temperature is something that always needs to be controlled using smart cooling strategies and careful tuning. Riley also manages the load he puts on the car during each Time Attack session – slowing down to allow heat to dissipate between "push" laps.

A fast car also needs a fast driver to realise its true pace. Jackie Stewart said smoothness is the key to speed and, watching the onboard videos Riley posts on Social Media, it is clear that he has this in abundance. Dean explains, "Smooth inputs are something I've carried over from sim racing and RC cars. Being consistent and not overdriving seems to get the best lap times, especially in Time Attack where it's all about that perfect lap."

Riley hopes to be driving even faster in the future as he continues to develop the little VX220. A lot has been done to it already but he believes there is plenty of potential to be unlocked. "Long term," he says, "I'd love to explore other categories, but right now the goal is to keep progressing in Time Attack and see how far I can take this car."

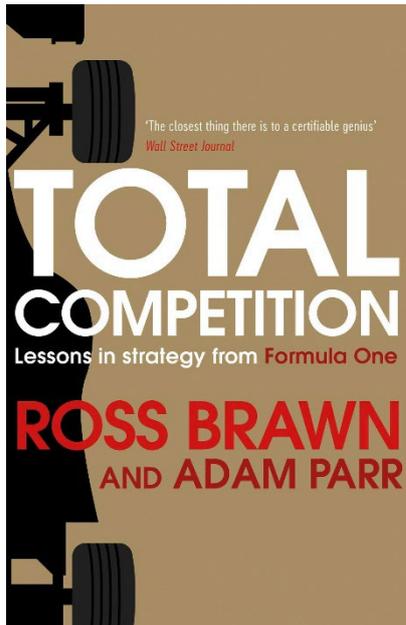
We hope to see Dean setting new lap records in the Vauxhall when Time Attack visits Oulton Park in 2026.



Dean poses behind the poster that featured his car. Photo: Dean Riley/Facebook

BBC – Broadbent's Book Corner

Michael Broadbent review his favourite books



Total Competition

By Ross Brawn and Adam Parr

[Available Here](#)

Many of you will be familiar with Ross Brawn. Starting off as an F3 mechanic for March in the 70s, he joined Williams and the rest as they say is history. This included being at TWR, ending up as chief designer and the dominant years at Ferrari with the axis of power between Jean Todt, Ross and Michael Schumacher.

After moving to Honda came one of the most dramatic periods of Brawn's life. Following the 2008 financial crisis, the Japanese manufacturer decided it was immoral to spend millions on F1 when so many of its staff were being made redundant.

They decided to close their Grand Prix operations... but Ross intervened and bought the team from Honda for £1. Then, thanks to some clever interpretation of the rule book, Jenson Button was able to win the 2009 World Drivers' Championship in a Brawn GP car.

Ross was also instrumental in bringing Lewis Hamilton to Mercedes (along with Niki Lauda) but left in early 2013, leaving a legacy of dominance from the team & drivers. Oh, and he was also the chief designer of the Jaguar XJR 14 which to many was the zenith of Group C racing – an exquisite car.

Adam Parr may not be as familiar. However, he was CEO of Williams F1 team between 2006 & 2012, and has first hand knowledge and experience of the highs and lows of F1.

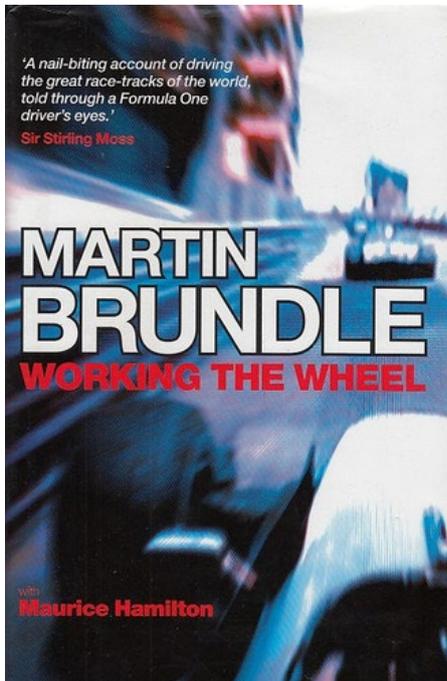
As the title of the book says, it is a behind the scenes look at how F1 has evolved over the years, including the Ecclestone era right up to 2016 when the book was written – so the beginning of the Liberty Media era. It delves into race strategy, how F1 was (and is still) run as well as exploring the 1000+ personnel behind the scenes at an F1 factory who are never seen, spoken about or put into the spotlight. However, managing such a large workforce, and for a very visible goal comes with its own challenges and the book discusses this in detail.

Adam Parr, whilst not having the same profile as Ross Brawn discusses the management of a team, whilst still trying to make a profit, sell services (hybrid technology) along with trying to marry the commercial side of F1 to the competitive arena. Interestingly, Adam talks about a 2300-year-old book – Sun Tzu's Art of War forming part of his thesis. Without going into too much detail, the book explains what a state needs to survive competition. A key strategy comes out of the book – 'He who knows the enemy and himself will never in a hundred battles be at risk.' So perhaps you can see the parallel between the book & motorsport.

Sorry – digressing again!

What this book is not is a self-indulgent naval gaze into race seasons – the highs and the lows, the me, me, me. There are plenty of books out there that follow this format mainly ghost written and merely provide a padding out of a driver's career. Total Competition ploughs its own furrow as a behind the scenes view of a fully functioning race team, rather than a catalogue of races.

The book is now out of print. However, there are numerous sites where you can pick up a copy and is worth seeking out to see how F1 is run from a team angle.



Working the Wheel

By Martin Brundle

[Available Here](#)

Drivers autobiographies tend to follow a pre-determined format. Early years, karting, junior formula, then eventually F1, or WRC, or whatever championship they end up in. Some are cliché riddled about family strife, funding, falling out with teammates/team principals - you get the idea.

However, to many, Martin Brundle is the face of F1 on Sky. He has developed a keen sense of propriety, a nose for a story and a very thick skin when it comes to interviewing some celebrities on the grid. He is one of the more articulate ex-F1 drivers who have made the transition from racing to commentating easily making the viewing entertaining and informative.

My earliest memory was of him racing in the BMW County Challenge in 1979 at Castle Combe. The race series is worthy of another story in itself and many readers will remember the rather 'physical' way the cars were raced. It makes the current BTCC races look tame nowadays.

Sorry, I digress.

Now, rather than follow a trusted format, the book takes us on a journey of F1 and other circuits globally as Martin recalls races he had at each circuit. He was Ayrton Senna's chief rival in F3 in 1983, he made his F1 debut in 1984 for Tyrrell, with Senna debuting for Toleman. So, he had talent,

speed and was able to secure funding. However, his choice of teams did not help, racing for (amongst others) Zakspeed, Ligier, Brabham and Benetton. With the latter constructor he had his best season, although his teammate was none other than Michael Schumacher.

His greatest success came in sportscars – namely TWR Jaguar racing under the feisty gaze of Tom Walkinshaw and one of his best years was racing the TWR XJR14 designed by Ross Brawn.

The book goes into detail about the F1 circus travelling globally and the different challenges faced at each one including local race directors, the weather, fans and local drivers. It's an entertaining read and one you can read a chapter, put it down & come back to it in a couple of days knowing that you don't need to refresh yourself of the story.

Martin writes how he speaks, funny, opinionated and with rapidity. He is still at heart a racer and an enthusiast who can easily translate what he has seen into a good read.

The book is now out of print – however, part of the fun is trying to find a certain book. Various second-hand sites have it at reasonable prices.

However, if you want to know more about Martin, he has written a scrap book published by Porter Press. It's a bit more pricey - £60, but it's a really good read as it gets under the racer intimately.



Photo: gpfans.com