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CASTLE COMBE

AUTUMN CLASSIC 5TH OCT 2019

AVON TYRES



OFFICIAL SOUVENIR PROGRAMME



AUTUMN CLASSIC TIMETABLE

Championship	Session	Event	Mins	Start	Finish	Page
HSCC Historic Formula Ford	1	Qualifying	15	08:30	08:45	16
HRDC COYS 100 Trophy	2	Qualifying	25	08:55	09:20	18
FJHRA/HSCC Historic Formula Junior UK	3	Qualifying	20	09:35	09:55	20
HRDC Dunlop Allstars	4	Qualifying	15	10:05	10:20	22
FISCAR Historic 1950s Inter-Marque	5	Qualifying	20	10:35	10:55	24
HRDC Classic Alfa Challenge	6	Qualifying	15	11:05	11:20	28
Norman Dewis Pre-'66 Jaguar Trophy	7	Qualifying	20	11:35	11:55	30
Frazer Nash Freddie Giles Memorial Trophy	8	Qualifying	15	12:05	12:20	32

LUNCH AND HIGH SPEED DEMOS

HSCC Historic Formula Ford	9	Race 1	20	12:50	13:10	16
HRDC COYS 100 Trophy	10	Race 2	45	13:25	14:10	18
FJHRA/HSCC Historic Formula Junior UK	11	Race 3	20	14:20	14:40	20
HRDC Dunlop Allstars	12	Race 4	30	14:55	15:25	22
FISCAR Historic 1950s Inter-Marque	13	Race 5	30	15:35	16:05	24
HRDC Classic Alfa Challenge	14	Race 6	30	16:20	16:50	28
Norman Dewis Pre-'66 Jaguar Trophy	15	Race 7	30	17:00	17:30	30
Frazer Nash Freddie Giles Memorial Trophy	16	Race 8	20	17:40	18:00	32



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Information

This meeting is organised by Castle Combe Racing Club Ltd and is governed by the general Competition Rules of Motorsport UK, incorporating the provisions of the International Sporting Code of the FIA, plus Additional Supplementary Regulations and any written instructions the organisers issue for the event. This event is held under Motorsport UK Permit Number 111823 and is NCAFP permitted.

This programme is edited and published by **CASTLE COMBE CIRCUIT LTD.**

Design, Typeset and Printed by **RALPH ALLEN PRESS**, 1 Locksbrook Court, Locksbrook Road, Bath (01225) 461888.

Commentators are: **Marcus Pye, Chris Dawes, John Moon.**

Photo Credits: Oliver Read, Jeff Bloxham, Sam Preston, Trackside Images, Chris Gage, Colin Murrell, Dave Brassington
Words: Paul Lawrence.

Winners car: Provided by the Bristol Vintage Bus Company.

Special thanks to the owners of the star and display cars, the circuit staff in the office, the maintenance teams, racing club officials and marshals of the event. And of course the drivers for racing, and you, the spectators for coming!

The Castle Combe Autumn Classic Team

FLAG SIGNALS

-  **Yellow Flag** (waved) - Waved; danger, slow down sufficiently to ensure that full control of the vehicle can be retained. No overtaking.
- Yellow Flag** (Double Waved) Great Danger, slow down considerably. Be prepared to suddenly change from the projected racing line or take other evasive action including stopping if necessary. No overtaking.
-  **Yellow and Red Flag:** Slippery surface ahead.
-  **Green Flag:** Danger area passed, overtaking permitted.
-  **Black Flag:** Accompanied by competition number of car concerned, instructs driver to call at his pit at the end of the lap.
-  **Black Flag with Orange Spot:** Indicates to driver whose number is shown that there is a mechanical defect with his car. He must visit his pit on the next lap.
-  **Black and White Diagonal Flag:** A warning to a driver his behaviour is suspect and he may be black flagged for further reports.
-  **Blue Flag:** Driver warned he is being followed closely. When waved, indicates driver behind is trying to overtake.
-  **White Flag:** Signifies service vehicle is on course.
-  **Red Flag:** Immediately cease driving at racing speed.
-  **Chequered Flag:** Signifies end of race.

INFORMATION

Warning: Motor Racing Can be Dangerous



Spectators attending the track do so entirely at their own risk. It is a condition of admission that Castle Combe Circuit Ltd and all persons having any connection with the promotion and/or organisation and/or conduct of the meeting (including drivers and owners of vehicles & passenger vehicles) are absolved from all responsibility and liability whatsoever from negligence, or by accident causing loss, damage or personal injury to spectators or ticket holders, or to goods or vehicles.

The promoters reserve the right without notice to make any alteration to the race programme.

The Club reserve the right to postpone or cancel the meeting.

Please do not leave litter about the grounds, take it with you.

Please drive with care and caution when leaving the ground, please be considerate of our neighbours and keep to the 30mph speed limits in the local villages.

The public are not permitted in the areas where 'Prohibited Area' notices are displayed. The fences are there for protection, and any person or persons found trespassing or wilfully causing damage will be prosecuted by Castle Combe Ltd.

Leaflet distribution is strictly prohibited.

Animals are not admitted to the circuit or paddock car parks.

No part of the meeting may be filmed or video recorded except for the sole purpose of private enjoyment, without the written consent of the promoters.

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WELCOME

TO THE CASTLE COMBE AUTUMN CLASSIC 2019

Official Partners:



The eighth instalment of Castle Combe's annual Autumn Classic historic race meeting is finally upon us, and what a fantastic array of racing excitement the team has lined up for you this year! With everything from the mighty Frazer Nash competition all the way through to the absolutely packed grid of the all-new Classic Alfa Challenge race, there really is something for everyone.

The Autumn Classic is now a firm favourite of ours, and delights spectators and competitors alike for its close racing and hefty dose of nostalgia. Whenever I walk around the circuit on the day, every corner of this historic venue has something that will take you back in time to relish in the heydays of motorsport. From battle-hardened vintage race cars being used in anger to pristine and concours-standard classics, the event turns back the clock and acts as a real gem in the racing calendar.

This year has been an emotional one for all of us at the circuit, though. It is with great sadness that we lost one of most-loved colleagues, Rodney Gooch, back in April. Rodney worked tirelessly at Combe for over 25 years and was one of the main instigators of the Autumn Classic event, helping to shape the huge success that it has become. We therefore hope this year's instalment is a fitting tribute to the man himself. You can read more about Rodney's legacy over on P12.

We are pleased that Avon Tyres has chosen to celebrate its very own 1959

Le Mans victory alongside Aston Martin with us today here at our circuit. Make sure you head on over to see what can only be described as a breath-taking display of Aston Martin machinery from road to race cars, all decked out on Avon Tyres, of course.

For a further spectacle we ask that you head into paddock two and walk amongst the 50-plus historic and classic Aston Martins on display here, too. This is the largest display of Astons the circuit and the event has achieved within its history, so a big thank you to Andrew Fawkes of the Aston Martin Owners Club and the Aston Martin Heritage Centre for all of their hard work putting this together.

This year sees a return from the HRDC, who will be undertaking not one, but three races this time around. A first for Combe is an entire grid of classic Alfa Romeos which I for one cannot wait to see. These plucky little race cars bring motorsport alive in full colour on an Autumn day. But if you like something a little more vintage and open-format, then make sure you head over to the banks to watch the Historic Formula Fords, who never fail to put on a show.

This just leaves me to wish you a very safe and enjoyable day here at the West Country's home of motorsport. 2020 marks the 70th year of the circuit, so stay tuned for announcements of how we're planning to celebrate very soon...

Graham Marshall
MANAGING DIRECTOR,
CASTLE COMBE CIRCUIT

CASTLE COMBE AUTUMN CLASSIC

Overview

Today marks the eighth edition of the Castle Combe Autumn Classic. The event is now established itself as a must-do late-season date in Britain's classic and historic racing calendar and continues to provide wonderful racing from grids full of period racing sports cars, single-seaters and touring cars.

From spectacular races for cars spanning the 1920s right through to the early 1980s to hundreds of classic cars and special celebrations of Frazer Nash, Aston Martin and Avon, today's Autumn Classic will be every bit as good as the preceding seven editions.

This year there will be a strong flavour of Le Mans in Wiltshire as the event honours the 60th anniversary of Aston Martin and Avon winning the Le Mans 24-hours, capped by a stunning display of landmark Aston Martins. Meanwhile, another famous British sports car marque will be celebrated in the Freddie Giles Memorial race for Frazer Nashes. If you long for the spectacle of sideways cornering in modern racing, do not miss the grid full of Pre-War Nashes!

With a fabulous array of classic car and owners' clubs in the car parks and on-track demonstration sessions for rare and powerful racing cars, it adds up to a fine day out at Castle Combe, as the circuit prepares for its 70th anniversary season in 2020.

Castle Combe hosted its first race meeting in July 1950, but that trial event was not officially open to the public and it was 69 years ago this weekend, on October 7, that Castle Combe fully opened for racing. The dedication of Howard Strawford, and the team that took over when Howard passed away in 2013, has developed Castle Combe into a fantastic facility.

The first-class race line-up brings eight diverse fields to the grid covering perhaps the widest range of period cars yet at the event. Wrapping up the programme in style will be the Freddie Giles Memorial Race for Pre-War Frazer Nashes, with a grid full of these awesome chain-driven British sports cars and single-seaters from the 1920s and 1930s.

Towards the other end of the age spectrum is



the new Classic Alfa Romeo Challenge from the Historic Racing Drivers' Club. New just a year ago, the race series for classic and historic Alfa Romeos has been an instant hit with large and varied grids of Alfa Romeos doing battle. Marque enthusiast Chris Snowdon has been the man to beat in his potent Alfetta GTV but he has plenty of rivals and there will also be battles across the classes.

Opening the race programme will be a non-championship Formula Ford 1600 race from the Historic Sports Car Club, covering both the Historic and Classic categories. The Historics (for the pre-'72 cars) and the Classics (for up to 1982 cars) will both run under the HSCC wing in 2020, albeit in stand-alone races, and so this combined race will be an interesting marker ahead of the new season. The grid will span a golden era of Formula Ford racing with cars from the first 25 years of the category.

The Norman Dewis Trophy for pre-'66 Jaguars will be a headline race and will be the circuit's tribute to the late Norman Dewis, the renowned Jaguar test driver who died earlier this year. A lovely mix of sports and saloon cars, including examples of the sublime E-type, will provide a fitting memorial to a remarkable man.

The fans, including the stalwart regulars at Quarry, are going to really enjoy the HRDC Coys Trophy for pre-'66 touring cars. A typically strong

and varied field, including Mini Coopers, Lotus Cortinas and Ford Mustangs, will provide a wonderful evocation of saloon car racing here in the 1960s.

Formula Junior has regularly been a popular element of the Autumn Classic with a race for both front- and rear-engined cars from the single-seater category of the late 1950s and early 1960s. This one will be round 12 of 14 in the Silverline UK Formula Junior Championship ahead of the deciding double-header at Silverstone in a fortnight's time. Andrew Taylor in his Cooper T56 currently heads the points in pursuit of his first major racing title but the front-engined cars of Alex Morton and Peter de la Roche are in hot pursuit.

Representing the early days of the Castle Combe story will be production-based sports cars of the 1950s in the ever-popular FISCAR Historic Intermarque race. Cars from Jaguar, Frazer Nash, Austin Healey, AC, Lotus, Lancia and more will make this another good-looking grid.

The Allstars race completes the trio of races from the Historic Racing Drivers' Club and this will feature a strong field of pre-'66 sports, GT and touring cars for an entertaining half-hour contest. At the head of the action should be some very rapid sports cars like AC Cobras and TVR Griffiths.

Words: Paul Lawrence

HEROES OF THE '60S

It was the decade that brought us The Beatles, Carnaby Street and World Cup victory. But the 1960s also delivered three cars that helped revolutionise family motoring.

Just like The Beatles, the Mini has its roots in the very late 1950s, but it was in the '60s that Britain's best-loved car really made its name. Meanwhile, the fourth version of the Ford Anglia first appeared in 1959 and the Ford Cortina made its debut in 1962.



offered 26mpg, 0-60mph in 12s and a top speed of 91mph from 78bhp. Family motoring in a brand new car was becoming ever more accessible to ordinary working folk.

Of course, all three cars were destined to become famous as touring car racers. More than five decades later, they are still going strong in a range of historic race series and will be in action today in the COYS Trophy from the Historic Racing Drivers' Club.



Though aimed at different sectors of the ever-increasing new car market, all three cars sold in large numbers. The Mk1 Cortina had a relatively short life of just four years before the Mk2 was introduced in September 1966, while the classic cut-back version of the Anglia – the 105E – was in production until 1967; by which time just over a million had been built. But those numbers pale into insignificance when compared to the Mini, which had sold more than 5,000,000 units when production finally halted in 2000.

When launched, the Mini sold for around £500, while the early Anglias were priced at under £600. A new Cortina in 1962 would have cost you the top side of £700 and the spiced-up 1500GT

Soon after each of the models was launched to the general public they were being developed for racing. The Cooper version of the Mini, the Lotus twin-cam engined development of the Cortina and the 1-litre MAE-engined Anglia were soon winning on the track, both in the burgeoning Special Saloons category and in the formative seasons of the British Saloon Car Championship, later to become the BTCC.



Here at Castle Combe, a raft of well-tweaked examples of all three models were soon wowing the fans and making the name of a gaggle of quick racers, both locally-based and from further afield. The spectacle of Minis, Anglias and Cortinas sliding through the corners and dicing door-handle to door-handle was as exciting in the 1960s as it is now. The cars and their drivers really were Castle Combe's sixties heroes.

Some of the best-known names of the era from the tyre-smoking Mini ranks included Janspeed team mates Geoff Mabbs and Jan Odor, Steve Neal (father of BTCC racer Matt) and John Handley, while local favourite Ron Fry always had a Mini or a Ford Anglia to race alongside his exotic sports-racing cars.

Often top of the Lotus Cortina pack was local Ford dealer Vince Woodman who would still be winning at Castle Combe 30 years later, while the Anglia contingent was just as prominent as more and more powerful Ford engines were squeezed in. With up to 1850cc on tap, the Anglias remained a match for the best of the Cortinas.



Bournemouth's Brian Cutting was an Anglia ace in period and won here many times before joining the exodus to Ford Escorts towards the tail end of the decade. However, by 1968 times were changing and ever bigger engines were being shoehorned into Anglias and Cortinas as the era of the Fraud Cortina, Terry Sanger's V8 Cortina and the Jaguar-engined Anglia 'Janglia' of Mick Hill took centre stage.

But it is cars running in closer to original specification that will be on-track this weekend as the Mini, the Cortina and the Anglia continue to be raced with brio by a whole raft of HRDC racers. The cars may be a lot older now, but they will still be thrown around in the style of Mabbs, Woodman, Fry and Cutting all those years ago!

Words: Paul Lawrence



CELEBRATING FRAZER NASH AND FREDDIE GILES

The second running of the Freddie Giles Memorial Trophy will be one of the stand-out races of today's Autumn Classic.

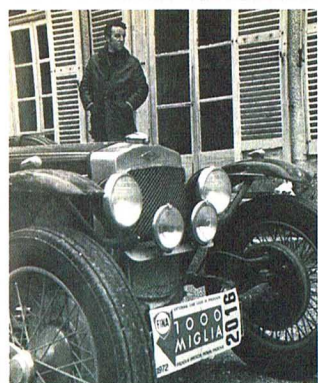


The race, featuring a grid full of the wonderful British sports cars built before the Second World War, will honour the memory

of local hero Freddie Giles, one of the most successful and popular Frazer Nash racers of a generation.

Promoted by the Frazer Nash Car Club, the race will feature up to 30 Frazer Nashes, while other examples of the marque will be on display in and around the paddock. It is hoped that most, if not all, of the cars raced by Giles will be on hand and six or seven cars are due to be here.

Archie Frazer-Nash built his first car in 1922 and production continued through until the Second World War as Frazer Nash built around 350 sports cars using a chain drive system. A



small number of conventionally driven cars, around 80 in total, were built after the War, before production finally ceased in 1957. It is the Pre-War cars that will race at Castle

Combe and they are renowned for their superb handling characteristics, which encourage tail-out motoring.

There are strong links between the Frazer Nash marque and Castle Combe as it was the Aldington family that took over the company from Archie Frazer Nash in 1929. The Aldingtons later became the official UK Porsche importer in the 1950s and John Aldington was a key player in the ownership and operation of Castle Combe in the 1960s.

Freddie Giles

Freddie Giles, who died in 2016 at the age of 80, was renowned for his exploits in Frazer Nashes during a motor sport career spanning half a century. He was born in Devizes in 1936 and built a chain of restaurants and hotels across the south-west. He lived most of his life in Wiltshire and spent his last 30 years just 15 miles away at Semington, near Trowbridge.



He competed in classic endurance rallies and in 2000 he won the 22,000-mile 'Around the World' Rally. However, he was best known for



competing in Frazer Nashes in a competition career that continued right through until 2011. He scored countless successes in Frazer Nashes.

Freddie started his motor sport career in the early 1960s when he bought his first Bentley. He quickly realised he needed a car which reacted instantly to driver demands and in 1963 acquired his 1932 Frazer Nash TT Replica registered 'MV 1764' which is the star car here today. Under her first owner, Commander Grogan, and supercharged, the car had lapped Brooklands at 113mph. Under Freddie's care MV1764 has been continuously raced, rallied, hill climbed and even trialled to this day.



Freddie raced at Castle Combe in 1965 and took the car to Italy in 1969 to compete in the Mendola Hill Climb. In 1972 he took part

in the Mille Miglia in Italy and in 1997 entered the Mille Miglia in Argentina.

By the late 1960s Freddie was racing single-seaters with great success, taking records and fastest times of the day in abundance. These included the GN Beetle 'Salome' which is here today, and from the



1970s the AC/GN Cognac which is again racing here today. Later he acquired an Anzani Nash registered PH 7962 in which he trialled and rallied. The Bentley 4½ was then used to tow the single-seaters to race meetings, to tow sailing

boats and for excursions to South Africa or Europe.

Freddie was Captain of the Frazer Nash Section of the Vintage Sports-Car Club from 1972 to 1975 and served for many years on the VSCC committee. He was a competitive multi-discipline driver and some of his records stood for over 25 years and have only been broken in the past two or three years.



When he was 60 Freddie retired from circuit racing and, with his wife Jan as navigator, took up long distance endurance rallying in both Europe and Africa. He was equally at home on snow and ice or sand in the desert. In 2000 they entered and won the prestigious Round the

World Rally in a humble Hillman Hunter, utilising all of the skills acquired over 50 years of motor sport and completing 22,000 miles, all timed to the minute. They lost just 56 minutes in 80 days.

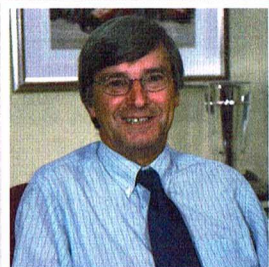


Above all Freddie was fun, loved people and cars and will always be a hero of the Frazer Nash Car Club.



History and information on MV 1764 can be found at <http://mv1764.com>

Words:
Paul
Lawrence



RODNEY GOOCH

1946-2019

It is with heavy hearts that Castle Combe Circuit staff bring the news of the passing of Rodney Gooch, who sadly lost his battle with cancer in early April 2019.

Rodney was a crucial piece of the Castle Combe success story throughout his multi-decade career spent there, acting as one of the founding fathers of the Autumn Classic when it was conceived back in 2012.

It's no secret that Rodney's biggest passion lay with motorcycles, though – something which was apparent from his particular enthusiasm for hosting two-wheeled events at the Wiltshire venue. He was himself a successful motorcycle racer in his younger years, competing at Castle Combe Circuit amongst other national tracks throughout the late '60s and early '70s.

On his return to the UK following some time spent in Australia, Rodney took a job with Aerosigns; the company that installed track-side signs at most British race tracks at the time (including Castle Combe Circuit). In this role, he regularly dealt with Castle Combe's eventual owner, Howard Strawford, with the two quickly becoming friends. Rodney stayed with Aerosigns until after the last Grand Prix at Brands Hatch in 1986, but then spent five years working with John Webb at Brands Hatch itself.

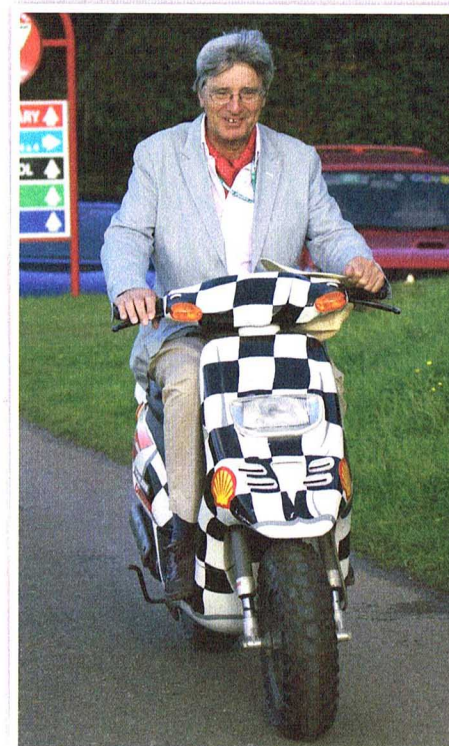
With communications continuing with Strawford,

it was in 1991 that Rodney made the move from east to west to start working at Wiltshire's Castle Combe Circuit. This was initially on a part-time basis, but as the circuit's activities were ramped up, Rodney's role only grew as it took up more of his time, eventually culminating in him being given the full-time position as Marketing and Promotions Manager.

It was a role he would fulfil for more than 25 years as he played a significant part in the ever-growing the success of Castle Combe. Rodney's warmth, good humour and sincerity made him a hugely popular member of the team and he concluded many sponsorships and commercial partnerships for the venue. His skills and abilities were an ideal fit alongside Howard's vision and unique powers of persuasion.

More than any other venue in the UK, Rodney worked to ensure that Castle Combe engaged with the local business community and he oversaw some of the longest and most successful business relationships in UK motorsport.

During his run at Castle Combe, Rodney fought to bring countless large race series to the venue, often for the first time, using the vast bank of contacts he'd developed through the years



(helped no doubt by his incredibly likeable personality – a view that's shared by the vast majority of people that were lucky enough to meet him).

"I hate anything that sounds like self-promotion and it was all a team effort, but I think the major event of the 'Strawford era' was Formula 3, although the Superbike meeting in 2004 was much bigger and made twice as much money," Rodney proudly recalled.



"We often earnt remarks like 'the bigger circuits could learn from Castle Combe', which I think is very relevant to what I achieved during this period."

As well as helping to pioneer firm calendar favourites like the NG Motorcycle Grand National event, Rodney was also a key orchestrator in the conception of the Autumn Classic event which you're attending today. With talks beginning in 2011 for a planned 2012 start, Rodney, alongside the late Howard Strawford and Adrian Fawdington (ex-Club Chairman), began getting the wheels in motion to break the mould of historic car racing in the Westcountry for good.

In his unique style, Rodney turned to his little black book and set about contacting key figures within the historic racing scene. Enlisting the help of Joe Cox, the organizer for Healey Sport, the duo managed to pull a close network of championships and racers to the impressive inaugural Autumn Classic back in 2012.



"I will always remember Rodney in his suit and tie, with enthusiasm and charm that made me realise he was onto something big," Cox tells us. With this, the Autumn Classic was born, and has only grown considerably with Rodney's support (that lasted right up until 2017 before he eventually left due to ill health).

In everything that he did, and everyone he dealt with, Rodney was courteous, good humoured and warm. He seldom, if ever, had a bad word for anyone and his commitment helped ensure that Castle Combe grew into the respected and successful venue that it is today. He will be greatly missed right across the world of motorsport.

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The Shop is situated opposite the Start Line in the Race Control Building.

We sell a range of club merchandise :-
• Club T-Shirts, Polo Shirts and Fleece
• Various styles of Baseball Caps.
• Stickers, Mugs and Key Rings.
• Marshals Proban Overalls.
• Hi visibility wet weather coats.
• Folding chairs, Gift merchandise.
• Toy and scale model cars.

COME AND VISIT OUR CLUB SHOP!

Members of the Castle Combe Racing Club will receive a discount on production of their membership card.

The shop is open on all Race Days, Action Days and Major track days.

For further information contact:
Peter Mowlam
peterm@ccracingclub.co.uk

CASTLE COMBE **AUTUMN CLASSIC 2019**

TOP TIPS FOR SPECTATORS



With so much to see and do at today's event, we've compiled a handy list of some of the very best ways to make the most of your time at the circuit...

TRACKSIDE

Of course, the main reason most of us are here is to witness some white-knuckle vintage racing!

If you're new to the venue, be sure to watch some action from both Camp and Quarry corners – both within a short walk of the paddock area and offering panoramic views of the fast-paced track. It's possible to walk the entire circuit if you're feeling particularly fit – a 1.85-mile ramble that follows the course throughout.

Remember to fill out the results of each of the seven races being held today in your programme – everything you'll need to do this can be found on the following handful of pages.

AWAY FROM THE TRACK

Fancy taking a break from the high-speed action?

You're in luck: the paddock and club areas are jam-packed with plenty of static displays to feast your eyes on.

Headlining the entertainment is our 'Star Car' display, which this year dominated by an array of Aston Martins to celebrate the spectacular DBR1 victory at Le Mans in 1959. Check out page 36 for more information on this.

There's also the sea of hundreds of impressive pre-1980 club cars that have made Castle Combe their home for the day. With plenty of awards being dished out amongst the beauties on show, be sure to go and pick your favourites to see if you agree with the judges' choices.

KEEP UP TO DATE

If you're feeling particularly tech-savvy, remember to jump online to get even more out of the Autumn Classic.

Be sure to keep an eye on the circuit's social media accounts (search for 'Castle Combe Circuit') for updates throughout the day, and head over to www.tsl-timing.com/event/194068 or simply scan the QR code below for live timing.

Check out the following pages for further information on the races happening today...



HISTORIC FORMULA FORD CHAMPIONSHIP



Historic Sports Car Club

Sponsored by Carless Race Fuels
(in association with Vital Equipment)
Supported by Avon Tyres/Radio Caroline



Fastest Lap: Ben Tusting, Merlyn Mk20,
Time 1.12.992, 91.24mph, 16.04.16

www.hsc.org.uk

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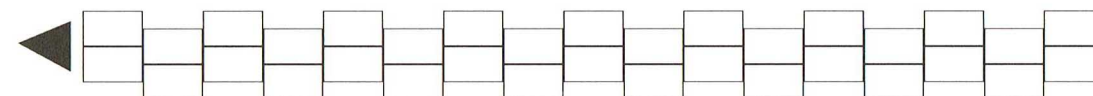
No.	Driver	Home Town	Make / Model	CC	Year	Colour
22	Timothy Brise	Nr Maidstone	Merlyn Mk20	1600	1971	Blue
51	Kit Lawson	Kew	Lotus 31	1600	1967	Black
53	Clive Richards	Cranleigh	Merlyn Mk20	1600	1971	Orange
58	Michael Grant Peterkin	Roydon	Brabham BT21	1600	1967	Blue
69	Alan Slater	Ringmer	Nike Mk4	1600	1969	Yellow
87	Nelson Rowe	Berkeley	Crossle 20F	1600	1971	Red



CHAMPIONSHIP DESCRIPTION

The HSCC Historic Formula Ford Championship is open to Formula Ford 1600 cars originally built and raced as Formula Ford 1600 cars prior to 31/12/71. Specification must be original with only the addition of current safety requirements. The Championship runs two classes based on the age of the driver Under and Over 50 years of age.

GRID POSITIONS - RACE 1



RESULTS - RACE 1

1st2nd3rd4th5th6th7th8th9th 10th

Winner's Time.....GapLapsSpeed.....mph

Fastest Lap: NoTimeSpeed.....mph

PREVIEW HRDC



COYS 100 TROPHY



One of the most entertaining historic touring car series will be making an appearance at this year's Castle Combe Autumn Classic. The HRDC 'COYS 100 TROPHY' is not only celebrating the golden era of the British Touring Car Championship, between 1958 – 1966, it is also celebrating 100 years of its sponsor, COYS: the international classic car auction house and dealer.

In featuring the cars from the formative years of British touring cars, the HRDC 'COYS 100 TROPHY' grids encompass a wide range of models and marques. From the cheeky Austin A35s that were run in period by the 'Speedwell' Team of John Sprinzel and Graham Hill and the giant-killing Austin A40s of the type used to such great effect by the infamous 'Doc' Shepherd, we will see their nemesis in the form of the thundering Mk1 and Mk2 Jaguars, epitomised by the Coombs 'BUY 1' Mk.1 that is still running with the HRDC today.

That the HRDC runs both this original Coombs Jaguar Mk1 and the original 'Doc' Shepherd Austin A40 in its Series stands testament to the status held by the HRDC, both with competitors and spectators alike.

Interspersed within the earlier 1950s cars in this race is a great a sweeping range of cars such as Alfa Romeo Giulietta Berlinas, which usually shake off the hard-driven advances of Sunbeam Rapiers, Austin A90 Westminsters, MG Magnettes and a gaggle of Morris Minors!

FOR TOURING CARS ('58 - '66) Historic Racing Drivers' Club

The HRDC 'COYS 100 TROPHY' is an invitation Series for Touring Cars echoing the formative era of the BTCC.

As the entry of cars move into the 1960s, the HRDC 'COYS 100 TROPHY' welcomes the 'TC63' class that qualifies the cars which emerged in the early years of the ETCC: MG1100, Isuzu Bellett, Vauxhall VX4/90 – models rarely seen in races outside of the HRDC, which champions the racing and conservation of these hitherto 'forgotten-era' cars in competition.

Sitting at the front of this impressive grid are the 'TC65' class contenders – all of which are the quintessential 'homologation specials' such as the grunty V8 powered Ford Falcon and Mustangs, the exotic all-aluminium Alfa Romeo GTAs, the iconic Mk1 Lotus Ford Cortinas and, of course, those pesky Mini Cooper S racers, which all punch far higher than their (light) weight and add greatly to the entertainment that you will surely witness on track in the HRDC 'COYS 100 TROPHY' here at Castle Combe!.

www.hrdc.eu @hrdc_racing



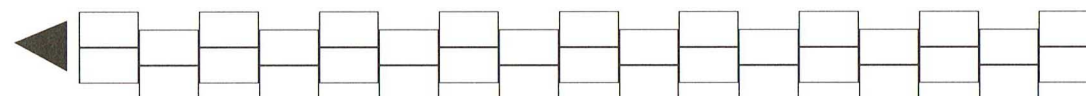
18



RACE 2 ENTRIES AND RESULTS

Class	No.	Driver	Driver 2	Make / Model	Year	CC
COOMBS	12	Grant Williams		Jaguar Mk.1 Coombs	1959	3400
COOMBS	23	Graham Love	Alistair Love	Jaguar Mk. VII	1956	3800
COOMBS	48	Richard Butterfield	Thomas Butterfield	Jaguar Mk.1	1958	3400
COOMBS	49	Diane Osborne		Jaguar Mk.1	1959	3400
COOMBS	68	Marc Gordon		Jaguar XK150 FHC	1958	3781
TC63	29	Andrew Sharp	Paul Auston	Triumph 2000	1965	2000
TC63	40	Andrew Pinder	Ross Pinder	Ford Cortina GT	1966	1500
TC63	82	Ben Cater		Alfa Romeo Ti Super	1964	1598
TC63	90	Paul Clayton		Vauxhall VX4/90	1962	1600
TC63	164	James Gibbons	Alex Jupe	Alfa Romeo Giulia Ti	1964	1567
TC65	3	John Ure	Nick Wigley	Lotus Ford Cortina Mk.1	1965	1558
TC65	7	Frank Slevin	Paul Mullen	Ford Falcon Sprint	1964	4700
TC65	17	Patrick Watts	Malcolm Harrison	Studebaker Silver Hawk	1959	5735
TC65	47	Andrew Sharp	Charlie Sharp	Ford Mustang	1965	4700
TC65	51	Ambrogio Perfetti	Oscar Rovelli	Lotus Ford Cortina Mk.1	1965	1598
TC65	56	David Alexander	Richard Fores	Alfa Romeo Sprint GT	1965	1570
TC65	66	Pete Chambers		Lotus Ford Cortina Mk.1	1963	1598
TC65	71	Lawrence Warr		Morris Mini Cooper S	1964	1293
TC65	72	Andy Ace Harrison	Liam Sullivan	Morris Mini Cooper S	1965	1293
TC65	73	Chris Clarkson	David Smithies	Ford Falcon Sprint	1964	4700
TC65	77	Howard Donald		Lotus Ford Cortina Mk.1	1963	1598
TC65	79	Mark Martin		Lotus Ford Cortina Mk.1	1964	1600
TC65	84	Steve Jones		Mini Cooper S	1965	1293
TC65	100	Ollie Streek		Austin Mini Cooper S	1966	1293
TC65	128	Alex Thistlethwayte		Ford Mustang	1965	4700
TC65	262	Fred Shepherd	Bill Shepherd	Ford Mustang	1965	4727
TGB	6	Ben Colburn	James Colburn	Standard Vanguard Six	1959	2500
TGB	11	Ding Boston		Riley 1.5 OUMF	1959	1860
TGB	24	Mike Lamplough		MG Magnette ZA 'Bumble'	1956	1860
TGB	53	Julian Crossley		Jowett Javelin	1952	1498
TGB	111	Malcolm Harrison	Patrick Watts	Volvo Amazon	1958	1978
TGB	122	David Jones	Jon Harmer	Volvo Amazon	1964	1800
TGB	181	Charles Mullineux	Peter Mullineux	Austin A35 Academy	1957	1275
TGS	2	Stephen Miles	Stewart Imber	Austin A40 Speedwell	1959	1293
TGS	5	John Yea	Chris Ryan	Austin A40 Speedwell	1962	1293
TGS	31	Roland Stoate	Grahame Bull	Austin A40 Speedwell	1962	1293
TGS	70	Andrew Young		Austin A35 Speedwell	1958	1293
TGS	118	Merlin Glanville	Ludovic Glanville	Austin A35 Speedwell	1958	1293
TGS	180	Michael Ross	Neil Primrose	Austin A35 Speedwell	1957	1293
TGS	199	Robert Burdett		Austin A40 Speedwell	1959	1293

GRID POSITIONS - RACE 2



RESULTS - RACE 2

1st2nd3rd4th5th6th7th8th9th 10th

Winner's Time.....GapLapsSpeed.....mph

Fastest Lap: No TimeSpeed.....mph

19

SILVERLINE FORMULA JUNIOR UK

The Castle Combe Autumn Classic is our traditional penultimate event of the FJHRA/HSCC 'Silverline' UK Championship, and all three championship contenders; Andrew Taylor (Cooper T56), Alex Morton (Condor SII) and Chris Drake (Terrier Mk 4 Series 1) will be vying for valuable points. The joy of watching Formula Junior racing, is that the grids always truly celebrate the full history and evolution of the cars, from period, with representations right through from 1958 – 1963. This creates the spectacle on track, as it's not just the lead cars vying for a podium position that are the focus, but the class battles throughout the field, ensure there is never a dull moment!

It was back in 1958 that Count Johnny Lurani's imaginative notion of a starter Formula, to encourage Italian drivers back into Grand Prix cars, saw the light of day at Monza.

Contact: formulajunior@gmail.com | Website: www.formulajunior.com
Facebook: www.facebook.com/fjhra | Twitter: @fjhra

Within two years, there were races every weekend across five Continents, and by 1961, it had become the feeder Formula direct into Formula One... Jim Clark, John Surtees, Peter Arundell, Mike Spence, Denis Hulme, Jochen Rindt, Mike Hailwood and Giancarlo Baghetti were amongst many who progressed that way.

Formula Junior was the first Historic Formula to be revived, in 1975, and the FIA Lurani Trophy was the first FIA Championship to be permitted to be run by its own group, in 1996.



20

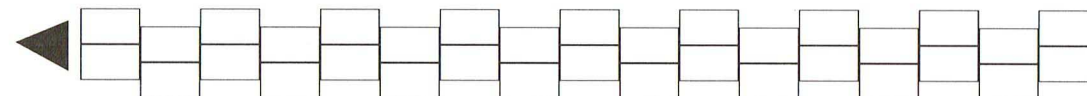
No.	Name	Home Town	Make	Model	Year	CC
B1						
123	Craig McWilliam	London	Elva	100	1960	1000
B2						
3	M Ian Robinson	Bray, Berkshire.	Lola	Mk2	1960	1098
7	Duncan Rabagliati	Wimbledon	Alexis	HF1	1959	1098
8	Alex Morton	Alresford	Condor	SII	1960	1098
11	Nick Taylor	Borrowash, Derby	Elva	100	1959	1070
23	Keith Roach	Nr Romsey	Condor	SII	1960	1098
28	Colin Mckay	Lenham, Nr Maidstone	Gemini	Mk2	1959	1100
29	William Grimshaw	Rossendale	Moorland	Mk 1	1959	1086
32	Ray Mallock	Great Doddington	U2	Mk 2	1960	1100
33	Christopher Drake	Petersfield	Terrier	Mk 4 Series 1	1960	1098
C2						
35	John Hutchison	Reading	Envoy	Mk I	1960	1098
36	Adrian Herbert	Charfield	Lotus	18	1960	1098
37	Andrew Taylor	Burnham	Cooper	T56	1960	1096
49	Mike Gregory	Houghton	De Tomaso	ISIS	1959	1086
133	Stuart Tizzard	Christchurch	Cooper	T56	1961	1100
140	Keith Pickering	Southampton	Britannia	FJ	1960	1098
D2						
5	Robin Longdon	Knutsford	Lola	MK3	1961	1098
95	William Hemming	Victoria, Australia	Tojeiro	FJ	1961	1098
E1						
57	Andrew Turvey	Bridgnorth	LOLA	MK5A	1963	1098
65	Richard Ferris	Haywards Heath	Donford	FJ	1963	1097
67	Anthony Binnington	Oxford	Cooper	T67	1963	1098
69	Stuart Roach	Ringwood	Alexis	Mk4	1962	1100
74	Iain Rowley	Woodley	Lola	Mk5	1962	1100

Classes

At this event Formula Junior runs in nine classes;

- Class A; FJ/1-F - pre 1961 front engined with FIAT and Lancia engines
- Class B1; FJ/1-F - pre 1961 front engined with Ford, BMC and other engines – 1000cc
- Class B2; FJ/1-F - pre 1961 front engined with Ford, BMC and other engines – 1100cc
- Class C1; FJ/1-R - pre 1961 rear engined – 1000cc
- Class C2; FJ/1-R - pre 1961 rear engined – 1100cc
- Class D1; FJ/2 - post 1960 front and rear engined-drum brakes - 1000cc
- Class D2; FJ/2 - post 1960 front and rear engined-drum brakes - 1100cc
- Class E1; FJ/2 - post 1960 front and rear engined-disc brakes – Ford 1100cc
- Class E2; FJ/2 - post 1960 front and rear engined-disc brakes – Non Ford engines 1100cc

GRID POSITIONS - RACE 3



RESULTS - RACE 3

1st2nd3rd4th5th6th7th8th9th 10th

Winner's Time.....Gap.....Laps.....Speed.....mph

Fastest Lap: NoTime.....Speed.....mph

21



DUNLOP ALLSTARS



Evoeking the 'All-Comers' races that proliferated club racing in the 1950s and '60s, the HRDC 'DUNLOP ALLSTARS' feature series comes to the Castle Combe Autumn Classic for the first time since this meeting started running. By the numbers in the entry list, it is clear that many competitors felt that the inclusion of this race was long overdue!

If variety is the factor that brings the most entertainment to competitors and spectators alike, this series is bound to please! Here, classes for pre-'66 Sports, GT and Touring Cars line-up for an action-packed 30-minute mini-enduro.

Whilst the odds-on favourites for an outright win may be the powerful AC Cobras or one of the super-quick Marcos GT cars, some of the more well-practiced teams will be seen in the smaller GTs, such as the Lenham Sprites or the fleet Lotus Elans.

That said, this race has been won in the past by the big V8 Mustangs and Falcons touring cars, which seem to adapt well to Castle Combe's undulating 'power' circuit.

FOR PRE-'66 SPORTS, GT & TOURING CARS Historic Racing Drivers' Clubs



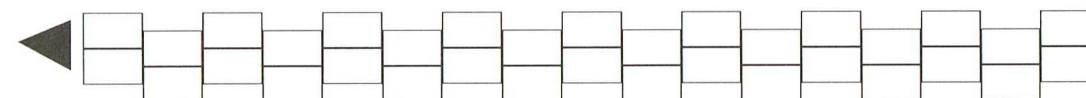
Whatever the outcome, there will be some hard and fast racing here in the HRDC 'DUNLOP ALLSTARS' event here at the Autumn Classic and there will be many Lotus Ford Cortina, Mini Cooper S and an abundance of small-capacity GT and Touring Cars that will be fighting for a coveted Class victory. If it is thrills you want to see here at Castle Combe – don't miss this race – it will surely be a belter!

www.hrdc.eu @hrdc_racing



Class	No.	Driver	Make / Model	Year	CC
ACD	105	Ben Colburn	Austin A35 Academy	1959	1275
ACD	121	James Colburn	Auatin A30 Academy	1958	1275
ACD	126	David H Jones	Austin A35 Academy	1958	1275
ACD	148	George Butterfield	Austin A35 Academy	1958	1275
ACD	181	Charles Mullineux	Austin A35 Academy	1957	1275
GT	4	Theo Hunt	Austin Healey 3000	1961	2660
GT	5	John Yea	MGB Roadster	1964	1840
GT	14	Grant Williams	Jaguar E-Type	1966	4200
GT	22	Gerard Buggy	AH Sebring Sprite	1960	1380
GT	30	Matthew Moore	Austin Healey Jamaican	1959	2995
GT	50	David Smithies	Austin Healey 3000	1960	2998
GT	56	Chris Clarkson	Austin Healey 3000	1958	2696
GT	65	Peter Thompson	Marcos 1800GT	1965	1800
GT	67	Andrew Smith	Marcos 1800GT	1965	1800
GT	79	Mark Martin	Lotus Elan 26R	1963	1600
GT	82	Mark Williams	AC Cobra	1964	4700
GT	84	Steve Jones	Lotus Elan	1965	1558
GT	89	Neil Merry	Sunbeam Tiger	1965	4200
GT	151	George Rolls	MGB Roadster	1965	1798
GT	171	Andrew Giles	MG Ashley GT	1965	1380
GT	211	Alex Hurst	Triumph TR4	1964	2138
TC65	7	Frank Slevin	Ford Falcon Sprint	1964	4700
TC65	8	Steven Byrne	Alfa Romeo Giulia Sprint GT	1965	1570
TC65	27	Leon Window	Mini Cooper S	1964	1293
TC65	51	Ambrogio Perfetti	Lotus Ford Cortina Mk.1	1965	1558
TC65	66	Pete Chambers	Lotus Ford Cortina Mk.1	1963	1598
TC65	71	Lawrence Warr	Morris Mini Cooper S	1964	1293
TC65	77	Howard Donald	Lotus Ford Cortina Mk.1	1963	1598
TC65	109	Alan Wheelwright	Ford Classic Capri GT	1963	1500
TC65	128	Alex Thistlethwayte	Ford Mustang	1965	4700
TC65	262	Fred Shepherd	Ford Mustang	1965	4727
TC65	711	Tim Harber	Austin Mini Cooper S	1965	1293
TG	11	Ding Boston	Riley 1.5 OUMF	1959	1860
TG	12	Sarah Bennet-Baggs	Austin A30 Speedwell	1954	1293
TG	21	Richard Colburn	MG Y-Type	1952	1600
TG	31	Roland Stoate	Austin A40 Speedwell	1963	1293
TG	68	Marc Gordon	Jaguar XK150 FHC	1958	3781
TG	118	David Glanville	Austin A35 Speedwell	1958	1293
TG	157	Marc Swaffer	Austin A40 Speedwell	1959	1293
TG	176	Andrew Davenall	Austin A105	1958	2912
TG	180	Michael Ross	Austin A35 Speedwell	1957	1293
TG	199	Robert Burdett	Austin A40 Speedwell	1959	1293

GRID POSITIONS - RACE 4



RESULTS - RACE 4

1st2nd3rd4th5th6th7th8th9th 10th

Winner's Time.....Gap.....Laps.....Speed.....mph

Fastest Lap: NoTimeSpeed.....mph



HISTORIC 1950s INTER-MARQUE RACE

FISCAR was formed in 2011 by a number of enthusiasts dedicated to ensuring a place remained in club racing for production Sports and GT cars of the 1950s, a period in which so many advances were made in brake technology, handling, weight saving and aerodynamics. You need only look at the stark but effective Frazer Nash LMR from the beginning of the decade to the equally effective Lotus Elite at the end of it, to see this contrast. Our regulations require that our members race with cars that adhere as closely as possible to manufacturers' specifications, whilst recognising changes required by current safety regulations and achieving reliability. In recent years, to reflect typical grids of the period, we have added a few contemporary sports racing cars and specials and you will see a few examples of those today.

We do not have a championship, but a series of races each year which rewards both marque teams and those who may not be the quickest but achieve better than expected results, just as much as those who win. This even extends to our class structure which ignores normal capacity limits but acknowledges the disparity of performance between, for example, the smaller engined 1200cc Lotus Elite in Class 1 for our fastest cars, and the larger 1500cc, but earlier, Jowett Jupiter which is in Class 4. It is, in effect, an 'Index of Performance' series.

Fifties Sports Car Racing Club

I write this in the knowledge that there are likely to be some late entries, so predicting results is difficult. However, the Lotus Elites of Brian Arculus and Robin Ellis are always quick and I also anticipate Jonathan Abecassis in his Austin Healey to feature strongly. Richard Tyzack has found real pace this season in the Kellison, advancing from being a strong midfield runner last year to a frontrunner now. He unexpectedly won last time out at Silverstone, so he should be in the mix again here. The experienced John Ure will go well in Peter Mann's Frazer Nash LMR as will Andy Shepherd, always entertaining, in the AC Ace. Tim Stamper usually takes Richard Bell's lovely Aston Martin DB2/4 higher up the order than you would perhaps expect and I'm delighted to see that he will be joined on the grid by Simon Jeffries DB MkIII.

Altogether, this is a fine looking grid which I hope you will enjoy. It remains for me, on behalf of all FISCAR members to thank our hosts, Castle Combe Racing Circuit, for again inviting us to this great meeting.

John Turner – FISCAR
Website: www.fiscar.org

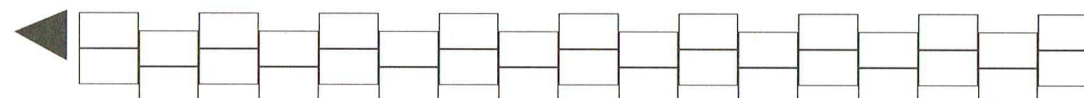


RACE 5 ENTRIES AND RESULTS

No.	Driver	Second Driver	Entrant/Sponsor	Make/Model	CC
CLASS 1					
11	Peter Campbell	Andrew Mitchell	Spencer Lane-Jones Ltd	Special Bristol Wingfield	1971
12	Richard Tyzack	Nick Taylor	Driver	Kellison J4R	4600
20	Jonathan Abecassis		Driver	Austin Healey 100	2660
40	Barry Dye		Driver	Lotus Elite	1216
48	Mark Groves	Dougal Cawley	Longstone Tyres	Lotus Elite	1200
71	Brian Arculus		Driver	Lotus Elite	1216
75	Robin Ellis		G.P. Ltd	Lotus Elite S2	1216
CLASS 2					
2	Justin Beckett		Driver	AC Ace Bristol	1971
3	Tim Pearce	Robin Pearce	Driver	AC Ace Bristol	1971
9	Andy Shepherd		Driver	AC Ace Bristol	1974
27	Mark Hoble		Driver	Turner Mk1 Climax	1216
28	John Ure		Peter Mann	Frazer Nash Le Mans Rep Mk2	1971
128	Mark Potter		Driver	Fairthorpe Electron	1200
CLASS 3					
5	Timothy Stamper		Driver	Aston Martin DB2/4	2992
17	Alex Quattlebaum		Driver	Leco MG Sport	1460
47	Simon Jeffries	Roddie Feilden	Driver	Aston Martin DB Mk III	2922
70	Alan House		Driver	Morgan +4	1991
CLASS 4					
4	Craig McWilliam		Driver	Kieft 1100	1100
6	Tristan Bradfield		Driver	Sunbeam Alpine Le Mans	1592
43	Glenn Tollett	Rory Tollett	Driver	MG A	1600
160	Harry Naerger		Driver	Jowett Jupiter	1500



GRID POSITIONS - RACE 5



RESULTS - RACE 5

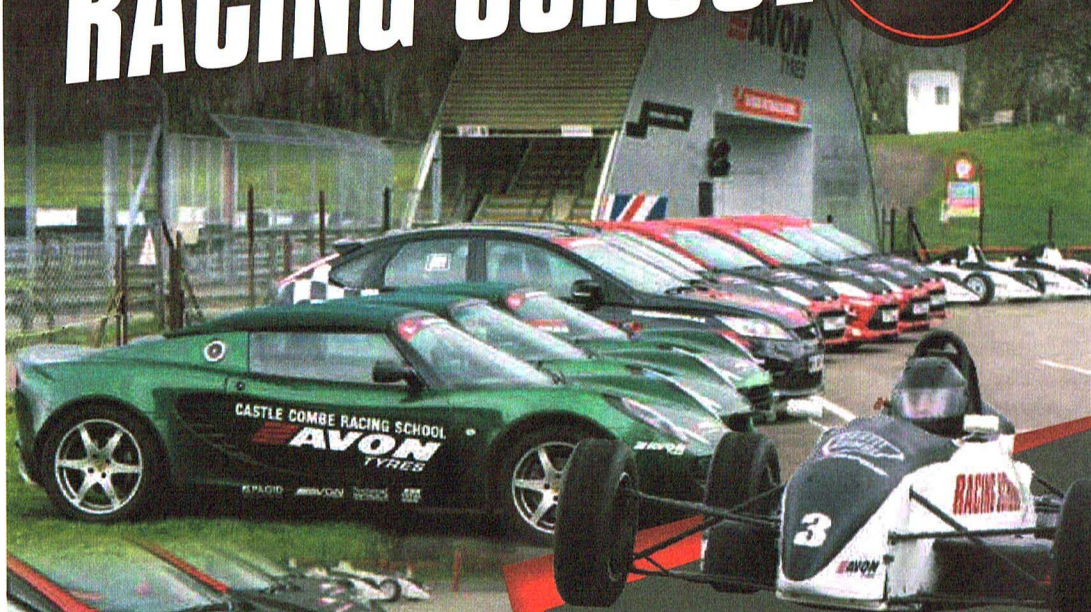
1st2nd3rd4th5th6th7th8th9th10th

Winner's Time.....GapLapsSpeedmph

Fastest Lap: No TimeSpeedmph

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CLASSIC ALFA CHALLENGE

New on the schedule for the Castle Combe Autumn Classic is the excellent Classic Alfa Challenge from the Historic Racing Drivers' Club. Open to classic and historic Alfa saloons from the '50s, '60s and '70s, it has got off to a fine start and this weekend's race will be the third in the story of the series.

They say you're not a proper petrol head until you've owned an Alfa Romeo and that clearly applies to HRDC founder Julius Thurgood, who is a life-long Alfa enthusiast and racer.

During 2018 Thurgood came up with the idea of a race series dedicated to classic and historic Alfa Romeos and a pilot race at Donington Park last

Historic Drivers' Racing Club

October was an immediate hit with a grid of nearly 30 cars.

The series is open to 750, 101, 105 and 116-series cars, covering everything from an early Giulietta Berlina to a four-cylinder Alfetta GTV or an AlfaSud, competing alongside familiar Bertone GT coupes. The class structure allows cars to compete for awards, whatever their age and level of development.

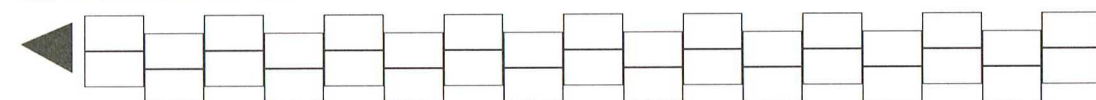
www.hrhc.eu @classicalfachallenge



Class	No.	Driver	Make/Model	Year	CC
CORSA	14	Ted Pearson	AlfaSud Ti Trofeo	1974	1286
CORSA	29	Chris Snowdon	Alfa Romeo Alfetta GTV 2000	1975	1998
CORSA	41	Richard Ibrahim	Alfa Romeo AlfaSud Sprint	1984	1712
CORSA	100	Drew Nicholson	Alfa Romeo GT Junior/GTV	1972	1962
CORSA	164	James Gibbons	Alfa Romeo Giulia Ti	1964	1567
CORSA	771	Richard Merrell	Alfa Romeo Giulia GTJ	1969	1985
MONZA	7	Frank Slevin	Alfa Romeo Giulia Super Ti	1964	1600
MONZA	8	Steven Byrne	Alfa Romeo Giulia Sprint GT	1965	1570
MONZA	45	Tony Bailey	Alfa Romeo Giulia Sprint GT	1965	1570
MONZA	56	David Alexander	Alfa Romeo Sprint GT	1966	1570
MONZA	69	Gavin Watson	Alfa Romeo Giulietta Ti	1962	1600
MONZA	82	Ben Cater	Alfa Romeo Ti Super	1964	1598
MONZA	84	Neil Merry	Alfa Romeo GTA	1965	1600
MONZA	94	Peter Smart	Alfa Romeo Giulia Super Ti	1964	1600
MONZA	159	Oliver Heynes	Alfa Romeo Sprint GTA	1965	1598
MONZA	177	Bernado Hartogs	Alfa Romeo GTA Corsa	1965	1570
NORD	4	Ken Rorrison	Alfa Romeo 2000GTV	1974	1962
NORD	11	David Churchill	Alfa Romeo Giulia Ti	1967	1962
NORD	61	Lawrence Alexander	Alfa Romeo Alfetta GTV	1979	1962
NORD	75	James Wright	Alfa Romeo 75	1984	2000
NORD	76	David Erwin	Alfa Romeo 2000GTV	1974	1962
NORD	77	Alexander Jupe	Alfa Romeo Alfetta GTV	1977	1962
NORD	78	Richard Legett	Alfa Romeo Alfetta GTV	1979	1962
NORD	96	Jonathan Horsfield	Alfa Romeo Alfetta GTV	1977	1995
NORD	105	Miguel Do Valle	Alfa Romeo Berlina	1972	2000
NORD	196	Antony Ross	Alfa Romeo Spyder	1969	1788
NORD	770	Simon Holmesmith	Alfa Romeo 2000GTV	1973	2000



GRID POSITIONS - RACE 6



RESULTS - RACE 6

1st2nd3rd4th5th6th7th8th9th 10th

Winner's Time.....GapLapsSpeed.....mph

Fastest Lap: NoTimeSpeed.....mph



NORMAN DEWIS TROPHY

As joint founders of the Autumn Classic, the Jaguar Enthusiasts' Club is again delighted to be organising the Pre-'66 Jaguar race.

The race honours Norman Dewis OBE, who was responsible for the development of so many of competition and road cars over his many years at Jaguar up to his retirement.

Sadly, Norman passed away earlier this year at the age of 98. Norman was Jaguar's legendary test and development driver who also raced for the manufacturer at Le Mans in 1955, as well as many other races.

It is hard to do justice in a few paragraphs to Norman's amazing career. The club would recommend anybody to, other than reading many of the books that cover Norman's life, to also Google 'Norman Dewis' and read the fabulous article written by Dominic Toblin for Motorsport magazine.

This year we have reduced the number of classes from eight to four, to take account of the cars and entries that have taken part over the past years:

Class C1 is for Jaguar XKs C & D, Tojeiros etc.

Class C2 covers E-Types from the basically standard cars to the mildly modified-spec cars.

FOR PRE-'66 JAGUARS Jaguar Enthusiasts' Club

Class HB covers Mk1 and earlier saloons, conforming to the specification of the 'Mike Hawthorn Challenge' regulations.

Class HC covers the Mk2 'Hawthorn' Challenge cars, and later pre-'66 saloons.

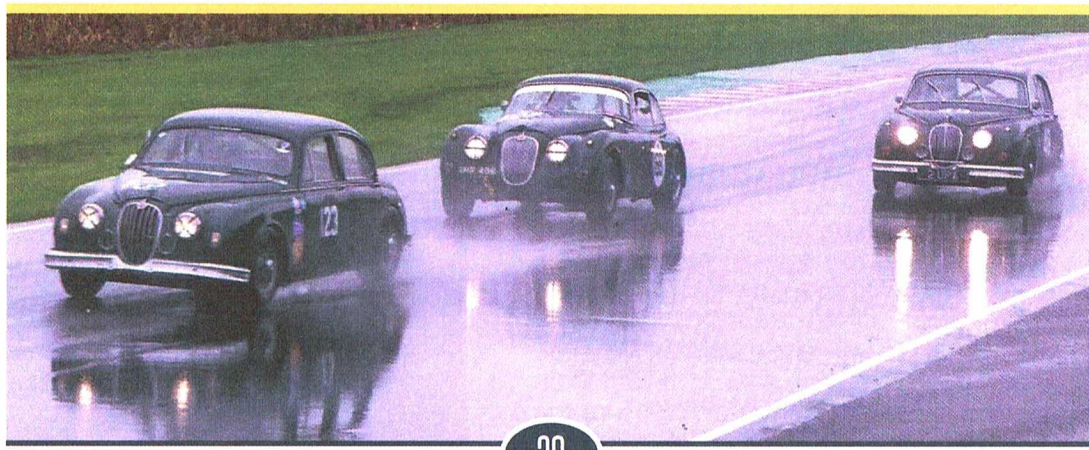
The Autumn Classic is a wonderful event with very close and exciting racing from the Jaguars; you will be treated to some titanic battles and demonstrations of skill throughout the race, so enjoy it!

The Jaguar Enthusiasts' Club has over 15,000 members and is based in Filton, Bristol.

The club runs many events, from worldwide tours, club nights, national show events and up to 40 races per year, as well as track days including ones here at Castle Combe.

The JEC has a members' enclosure at Camp Corner today, with an exclusive new membership offer for those joining at the show.

To find out more, contact **Chris Robinson** on 07796 682096 or email him on chris.robinson@jecracing.org.uk

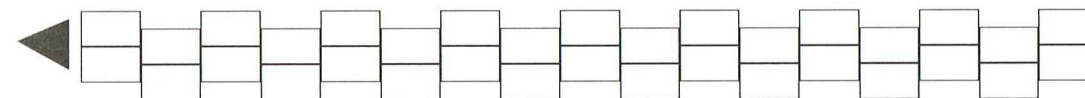


RACE 7 ENTRIES AND RESULTS

ClassNo.	Driver	Home Town	Entrant/Sponsor	Make/Model	CC
Jaguar Enthusiasts Club - Norman Dewis Trophy					
C1 65	Geoff Ottley	Stapehill	Driver	Jaguar XK120	3400
C1 66	Kevin Zwolinski	Banbury	Driver	Jaguar XK140 FHC	3442
C2 12	Alan Bull	Fleet	Camberley Marine & Sportscars Ltd	Jaguar E Type FHC	3781
C2 20	Michael OShea	Henley On Thames	Driver	Jaguar E-Type	3800
C2 22	Alex Buncombe	Didcot	Bob Neville	Jaguar 1962 E Type FHC	3800
C2 40	Martin Hunt	West Sussex	Driver	Jaguar E-Type	3869
HB 48	Richard Butterfield	Holmfirth	Driver	Jaguar Mk1	3400
HB 51	John Young	Newdigate	Trade-Air Ltd	Jaguar Mk 1	3442
HB 52	Nigel Webb	Newdigate	Trade-Air Ltd	Jaguar (Lister) MK1	3442
HB 121	Glenn Pearson	Saltburn	Driver	Jaguar MK 1	3400
HC 58	Derek Pearce	Storrington	Tom Lenthall Ltd	Jaguar MK2	3781
HC 120	David Hall	London	Driver	Jaguar MK2	3800
HD 23	Graham Love	London	Driver	Jaguar MKV11	3800



GRID POSITIONS - RACE 7



RESULTS - RACE 7

1st2nd3rd4th5th6th7th8th9th 10th

Winner's Time.....Gap.....Laps.....Speed.....mph

Fastest Lap: NoTimeSpeed.....mph

FREDDIE GILES MEMORIAL TROPHY

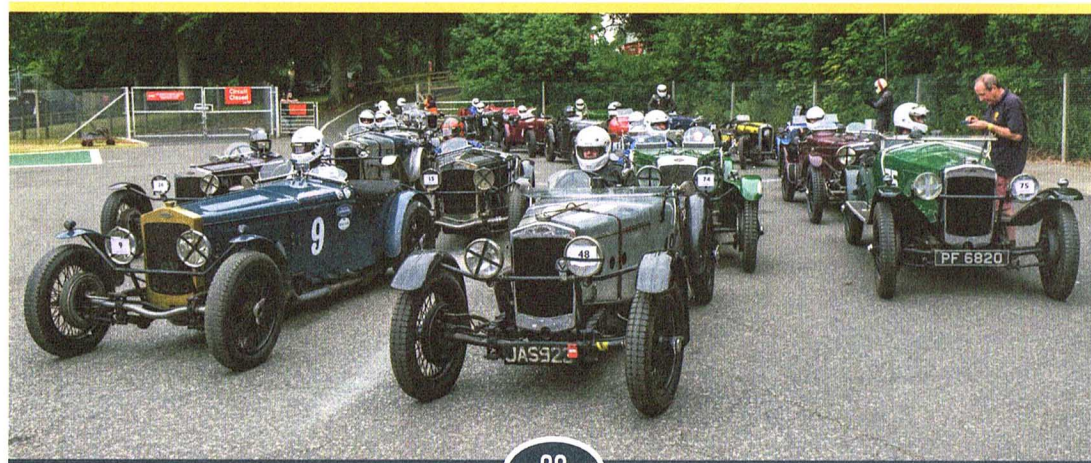
The Frazer Nash Car Club, approaching its centenary in 1922, is a vibrant, competitive and extremely lively crowd of over 500 members. At the heart of the club are the pre-war chain drive cars, Frazer Nashes and GNs built between the early 1920s and late 1930s, and it is these cars that will be racing at Castle Combe this weekend. Light and nimble, with a four-speed chain driven back axle and no differential, Frazer Nashes were the car to beat in period, and still hold their own against mightier engined cars on the track. The FNCC is both social and competitive, with many members racing regularly with the VSCC, Motor Racing Legends and other historic car series.

In addition to race and speed events, the FNCC holds regular 'Raids' in the UK and abroad, and over half the cars on the grid have just returned from the 10 yearly Bolzano raid, involving 90 cars driving across Europe to Northern Italy where they took part in 'mountain days' covering 200 miles of dramatic mountain routes and hairpin strewn passes; driving tests against the local Bolzano vintage car club; regularity hill climbs, before driving the 800 miles home again. It would be fair to say that, by necessity, the Chain Gang are hands on mechanics and an intrepid bunch of competitors!



For the 2nd Freddie Giles Memorial Trophy, held in honour of past Frazer Nash Captain and local racer Freddie Giles from Semington near Trowbridge, 30 chain drive cars will be on the grid, showcasing a range of single seaters, GNs and Frazer Nash sports cars. 8 single seaters are racing, including the two highly original twin blown Gough engined works racing cars, and 'Wasp': the distinctive V-twin GN-engined car that used to belong to Freddie Giles. Expect to see Tony Lees in the Cognac (also an ex Giles car) and Julian Grimwade in the Norris SS (last raced here in 1975) battling it out for the podium, alongside Patrick Blakeney-Edwards in his Supersports and Justin Maeers in the Parker GN with its Cirrus Hermes aero- engine. The last Frazer Nash race at Castle Combe was held in 1975, with Chris Chilcott and Dennis Johnson, both racing today, taking 2nd and 3rd place respectively!

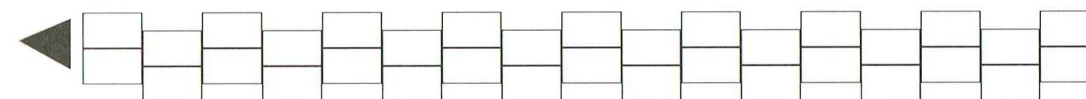
Website: www.frazernash.co.uk



Class	No.	Driver	Home Town	Make/Model	Year	CC
spl	1	Edie Gibbs (Entrant - M W Gibbs)	Weybridge	Frazer Nash Single Seater	1935/29	1500S
mod	2	Geraint Lewis	Banbury	Frazer Nash Single Seater	1936	1496S
mod	3	Andrew Hall	London	Frazer Nash Single Seater	1935	1496S
spl	4	David Pryke	Worcester	Frazer Nash Single Seater	1936	1971
spl	5	Julian Grimwade	Weybridge	Frazer Nash SS Norris Special	1934	3571
spl	6	Tony Lees	Leicester	AC/GN Cognac	1925	1991
spl	7	Justin Maeers	Market Harborough	GN Parker	1926	6124
spl	8	Tom Walker	Lutterworth	GN Dragonfly	1922/28	3291
spl	9	Dougal Cawley	Doncaster	GN Piglet	1929	3291
mod	10	Yushan Ng	London	GN Akela	1922	1493
mod	11	Patrick Blakeney- Edwards	Buntingford	Frazer Nash Supersports	1926	1496
mod	12	Phil Champion	Great Bookham	Frazer Nash Supersports	1928	1496
mod	14	Tom Waterfield (Entrant - Simon Blakeney-Edwards)	Shepton Mallet	Frazer Nash Supersports	1929	1496
mod	15	Eddie Williams	Cirencester	Frazer Nash Supersports	1929	1496
mod	16	Jo Blakeney-Edwards	Shepton Mallet	Frazer Nash Supersports	1929	1496
mod	17	Chris Chilcott	Stonehaven	Frazer Nash Fast Tourer	1926	1496
mod	18	Adam Smith	Peebles	Frazer Nash Supersports	1929	1496
mod	19	David Johnson	Leicester	Frazer Nash Supersports	1929	1496
std	20	Louis Parkin	Hereford	Frazer Nash Supersports	1927	1496
spl	21	David Wylie	London	Frazer Nash Supersports	1929	1991



GRID POSITIONS - RACE 8



RESULTS - RACE 8

1st2nd3rd4th5th6th7th8th9th 10th

Winner's Time.....Gap.....Laps.....Speed.....mph

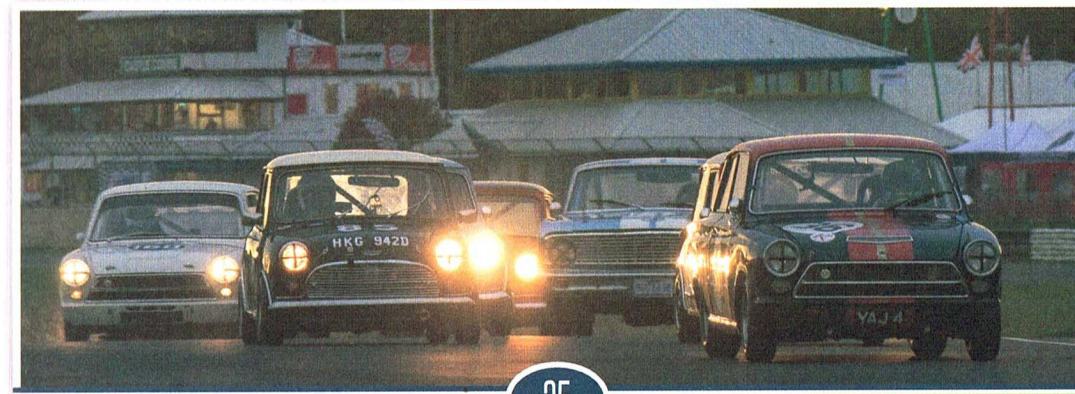
Fastest Lap: No Time Speed.....mph



"Club meeting of the year"
Autosport magazine



34



35

AVON AND ASTON MARTIN

This weekend, the 60th anniversary of the 1959 Le Mans victory for Aston Martin and Avon Tyres will be marked with a fabulous display of cars here at the Castle Combe Autumn Classic.

Avon Tyres, the Aston Martin Heritage Trust and the Aston Martin Owners' Club have teamed up to show a range of classic Aston Martins in the Avon marquee in the paddock to celebrate the long and successful partnership between Avon and Aston Martin. In the 1959 Le Mans 24-Hours, Roy Salvadori and Carroll Shelby headed an Aston Martin and Avon one-two in their DBR1. It is likely that the cars and tyres were tested at Castle Combe in the build up to the 24-hour race.

As well as two exciting Le Mans cars, other stunning Aston Martins featured in the display will include examples of the DB2, DB3, DB4, DB4 Zagato and the exciting new Zagato, created to mark the 50th anniversary of the original DB4 Zagato.

Through the 1950s, Aston Martins featured here regularly, starting at the circuit's first public race meeting in October 1950, when Captain Ernest Stapleton raced a 1936 'Spa Special' Speed Model. Later Le Mans winner Roy Salvadori, Reg Parnell and Graham Whitehead all raced Aston Martins at Castle Combe.

Avon started producing tyres in 1885 and has been closely associated with Castle Combe since the early days of the track. A formal partnership started in 1952 when the Wiltshire tyre company started using the circuit for tyre testing. The famous Avon Bridge at the paddock exit at Camp Corner was first built later that year and in 1981 the fast approach to Quarry Corner was named Avon Rise.

A WINNING PARTNERSHIP



THE LE MANS CARS

Giving a spectacular headline to the very special Aston Martin at Le Mans theme to this display are two hugely significant cars from the story. Though strikingly different, both will be real head turners.

Aston Martin DBR1/4

Topping the display will be the beautiful DBR1/4, the car that finished second at Le Mans in 1959 when driven by Maurice Trintignant and Paul Frere. Powered by Aston Martin's straight six-cylinder three-litre engine, the tubular spaceframe chassis is clothed in a sleek body and this open cockpit two-seater sports-racer epitomises everything that was exciting about racing sports cars of the late 1950s.

Chassis DBR1/4 was converted from a DBR3 for the 1959 season and raced just twice for the factory team: at Le Mans (second) and Goodwood (fourth). At the end of the '59 season, having won the World Sports Car Championship, Aston Martin withdrew from sports car racing to focus on Formula 1. The DBR1s were eventually sold off and chassis 4 was used by the Essex Racing Stable at Le Mans in 1962 but retired

from the race. Today, it is owned by a British Aston Martin collector: in 2017, chassis DBR1/1 sold for £17 million to become the most expensive British car to be sold at auction.

Nimrod NRA/C2 (Chassis Number 005)

The story comes into the 1980s with an example of the Aston Martin-partnered Nimrod NRA/C2, the Group C project that started in 1982 with Le Mans as its target. Sadly, the Nimrod project folded in 1984 when both cars were badly damaged in one fiery accident at Le Mans. On display today will be one of the surviving cars from the five originally built, kindly provided by the Aston Martin Heritage Trust.

The cars were built by Nimrod Racing Automobiles which was backed at the time by the then new Aston Martin Chairman, Victor Gauntlett. The chassis and suspension was provided by Lola Cars with bodywork created by Robin Hamilton. The 5340cc V8 Aston Martin engine was developed specifically for the programme by Aston Martin Tickford.

Chassis number 004 ran as high as third overall at Le Mans in 1982 with Ray Mallock behind the wheel before suffering low fuel pressure and eventually finished seventh. For the 1983 season, Mallock's company, RML, was contracted to improve the car's aero performance.

In 1984 two cars were entered for Le Mans. Ray Mallock drove 005 with American Drake Olson.



In 1959 we won at Le Mans. Aston Martin were very close.

In the 24 hour race at Le Mans in 1959, the first tyres to cross the line were Avons. Roy Salvadori, you can't get much closer than that. The combination of Aston and Avon has been just as successful off the race track. In fact, we've been supplying road tyres as standard equipment for around 15 years. These days you won't have to look far to find a DBS or DB6 Mark 2 on Avon radials. Or even a DBS V8 on the low-profile, textile radials we developed specially for it. And if the Aston in your life is a somewhat earlier model, don't worry, we still make the famous Turbospeeds. You see, we think that model and year are unimportant, an Aston is an Aston. And a car called Aston Martin should have a set of tyres called Avon.

AVON
Avon Rubber Company Limited
Tyre Division Melksham Wiltshire SN12 8AA
2

Chassis 004 was driven by John Sheldon, Richard Attwood and Mike Salmon. By about 9pm, 005 was running a very competitive fifth overall when 004 driven by John Sheldon suffered a tyre failure on the Mulsanne Straight. John lost control and hit the barrier very hard. Olsen was at the wheel of 005 at the time and unfortunately was coming up to lap Sheldon just as the accident happened. Olsen had nowhere to go, so both cars were badly damaged and out of the race. This put an end to the Nimrod programme. The car on show is chassis number 005, the fifth and last of the cars built and Ray Mallock will be here this weekend to recall a very British challenge on the Le Mans 24 hours.

ON ROAD. ON TRACK. ON AVONS.



ESTABLISHED 1885

AVON
TYRES

AUTUMN CLASSIC 2019 OFFICIAL CHARITY PARTNER:

DOROTHY HOUSE HOSPICE CARE

The official charity partner for this year's event has is south west-based hospice care organisation, Dorothy House Hospice Care.

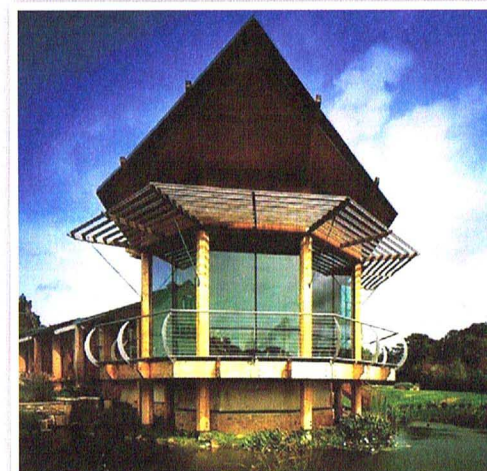
Dorothy House provides free, compassionate palliative and end-of-life care and support for people with life-limiting illnesses, their families and carers. Its work touches the lives of many people within the local area of Castle Combe Circuit.

The charity provided invaluable assistance to the late Castle Combe Circuit colleague, Rodney Gooch, as he fought his battle with cancer that he tragically succumbed to in April of this year. Rodney was one of the driving forces behind the setting-up of the inaugural Autumn Classic event seven years ago (see P12 for more).

Dorothy House team members will be present throughout the event today, offering competitions, raffles, and bucket collections for donations.

Its services span across 700 square miles, serving a population of 550,000 people around Bath and North East Somerset, Wiltshire and Somerset. The hospice offers support, advice and care, from early diagnosis onwards.

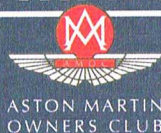
Providing hospice care services requires significant funds, and for every £1 Dorothy House receives from the NHS, it has to raise a further £4 to operate. Any donations you are able to give would therefore be very warmly welcomed.



Website: www.dorothyhouse.org.uk
Phone: 01225 722 988



ASTON MARTIN OWNERS' CLUB

ASTON MARTIN
OWNERS' CLUB

ASTON MARTIN HERITAGE TRUST

Playing a central role in today's celebration of all things Aston Martin is the Aston Martin Owners' Club [AMOC].

Formed nearly 85 years ago in 1935, the AMOC is the world's oldest, largest and only officially recognised club for owners and lovers of the iconic Aston Martin brand. It now has 6000 members in 50 countries and remains THE club for those with a

passion for Aston Martin. It is also the 'go-to' place for anyone interested in using an Aston Martin in motorsport in the UK, with a thriving racing programme under the 'AMOC Racing' brand.

To complement the famous Le Mans Aston Martins on show this weekend, a wonderful array of road cars will be displayed to give the Autumn Classic a real Aston Martin flavour.

Among the cars on show will be:

The 1969 DB6 of Andrew and Gillian Fawkes: this car was shown to HM Queen and Prince Philip at Windsor Castle as part of the AMOC 70th anniversary in 2005. The owners have covered over 60,000 miles in 19 years of ownership.



The 1959 DB MkIII of Trevor and Vanessa Fox: this car was restored and used in competition with the AMOC in the early 1990s. It has been re-restored by the current owners over the last five years.



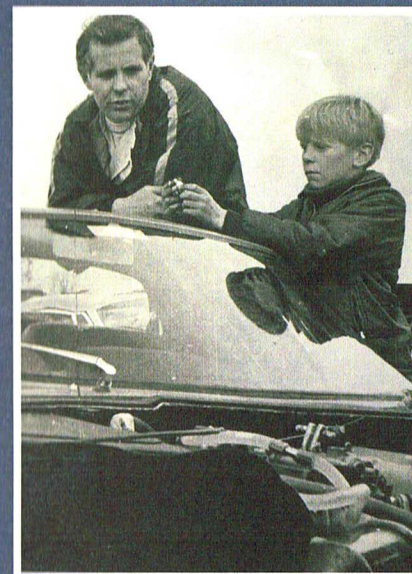
The 1971 DBS V8 of Andrea and Steven Prevett: this DBS V8 is a rarity as one of only 100 manual versions and one of just three finished in oyster shell. The current owners have enjoyed this car for the last 20 years.



The 2019 Zagato shooting brake of Jan Gerring: this is chassis 4 of the 99 Zagato shooting brakes, powered by a 600bhp 6-litre, V12 engine. It was registered on May 1 and immediately left to take part in the Zagato celebrations at the Mille Miglia.



MARCOS LM1800



This one-off Marcos LM1800 – entered for Le Mans in 1968 – will help with our celebrations of 60 years of Marcos Sports Cars at today's event.

The specially-developed 2-litre Volvo-powered racer was entered into the famous 24-hour endurance event for Marcos founder, Jem Marsh, and John Quick. It featured an extended nose section and flared rear wheel arches in readiness for Le Mans, which was run in September that year after student protests across France forced the race to be postponed from its traditional June date.

Sadly, the LM1800 did not qualify for the race and it was not until 1995 that a works Marcos successfully competed in the famous competition, when Jem's son Chris was joined by David Leslie and former F1 racer Francois Migault in an LM600.

The LM1800, based on a 1966 chassis, has spent the last 20 years in Sweden but has recently returned to the ownership of the Marsh family after a gap of 50 years. Chris Marsh raced it during the 2018 Le Mans Classic and plans to run some demonstration laps today.

To mark 60 years since the late Jem Marsh built his first Marcos, a huge gathering of both road-going and racing examples of the Marcos marque are in attendance, and Club Marcos International will be strongly represented in the display of road cars – don't miss them.



CLUB AVENUE

- Armstrong Siddeley Owners Club K22
- Austin Cambridge Westminster CC K23
- Austin Healey Club K14-15a
- Bristol Hotrods K6-7
- Club Lotus K1-3
- Colerne Classic Car Club K19
- Crash Box & Classic Car Club K24
- Gilbern Owners Club K10-11
- Gloucestershire MG Owners Club K25a
- Great Western Saabs K25b
- GT40 Enthusiasts Club K26a
- Historic Lotus Register K8-9
- Jensen Owners Club K27
- Lancia Motor Club K26b
- Mercedes Benz Club K28
- North Devon Sports and Classic Car Club K12-13
- Reliant Scimitar Sabre Owners Club K29
- Stag Owners Club - DEVON Area K15b-16
- Wessex MG Club K4-5
- West Berkshire Classic Vehicle Club K30
- Wiltshire Classic Ford Club K17-18a

CLUB VILLAGE

- Bristol Owners Heritage Trust M48-51
- Classic & Historic Motor Club M52-55
- Club Marcos International (Special Anniversary) M24-27 & M36-39
- Glavon Group, Triumph TR Register M31-32
- Healey Drivers Club M34
- Jaguar Enthusiasts Club M7-12
- Lotus Seven Club M28-30 & M40-42
- Porsche Club GB M21-23
- The Car Club M35
- The Riley Club M43-46
- TR Register - Brunel Group M33
- MX-5 Owners' Club (Wessex Area) M47
- Heritage Vehicle Parking

Paddock

- Dream Garage/Special Displays

Trade

- Atwell Motor Museum Quarry
- Spencer Elton Paddock
- Daz's Model Cars Paddock
- Dorothy House Paddock
- Gifts of Bristol Paddock

CAMP

Another very fast corner with excellent viewing spots along the banking. Great place to be at the end of a race

BOBBIES

A very popular viewing area with an excellent view from Old Paddock to way past the start line

FOLLY

Watch from the banking & see drivers reach up to 140mph!

Paddock 2

- Aston Martin Owners Club

QUARRY CORNER

Still probably one of the greatest challenges in British Motorsport! A fantastic place to be on the opening lap of any race!

THE ESSES

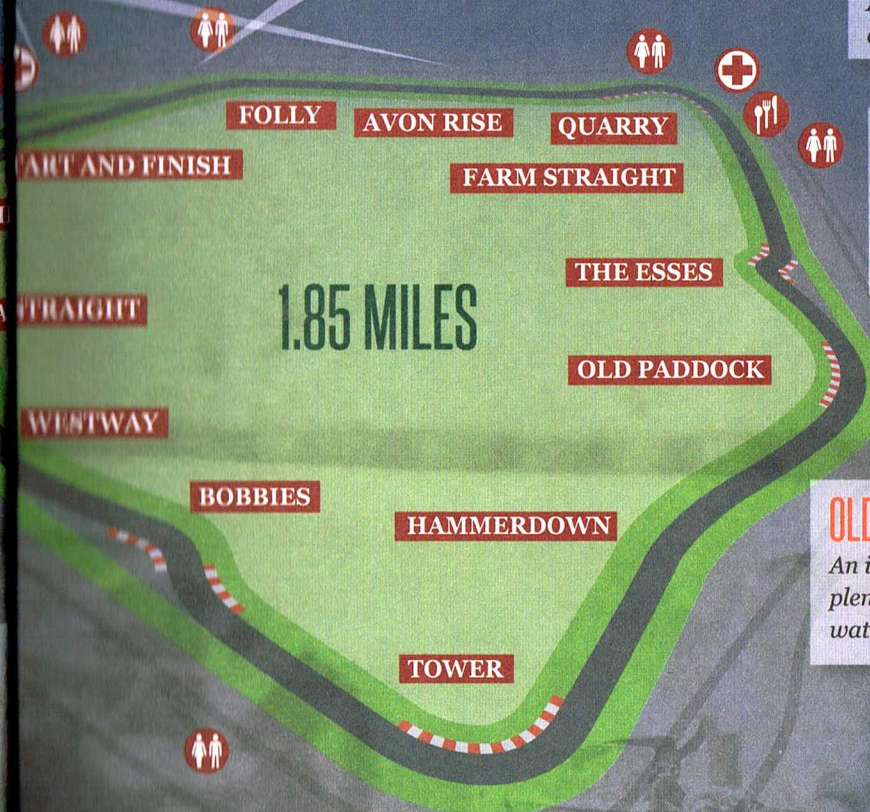
Gives a super view from the approach to Quarry through to Tower

OLD PADDOCK

An impressive corner with plenty of elevated banking to watch from

TOWER CORNER

Another elevated spot with views of this particularly tricky corner!



- Toilets
- Catering
- First Aid