



# The Oulton Park Gazette

May 2025: Vol 1 Issue 2

**RIP OWEN JENNER AND SHANE RICHARDSON**



**Julian McBride's  
Amazing Story**

**Simon Allaway Re-enacts  
"Days of Thunder"**



**3 Weekends of Racing  
Broadbent's Book Corner**



# WELCOME

**This edition covers the car racing which took place at Oulton Park during April. However, the final editing and production of the magazine was carried out under a black cloud as news broke of the dreadful accident at the British Superbike meeting on the Early May Bank Holiday.**

**The editorial team were saddened to learn that the incident on the first lap of the Quattro Group British Supersport Championship race had claimed the lives of Owen Jenner and Shane Richardson.**

**The Oulton Park Gazette sends its deepest sympathies to their families.**

**We also hope Tom Tunstall will experience a full recovery from the serious injuries he sustained in the accident.**

Welcome to the May edition of The Oulton Park Gazette. The first to contain race coverage.

For these reports, I have endeavoured to add depth by researching Social Media posts by the front-running drivers and, in some cases, messaging the drivers directly to obtain information.

The drivers I contacted have been very generous with what they provided, for which I am most grateful. One of them even provided a very dramatic still from their onboard camera!

I have tried to focus on the most exciting aspects of April's meetings and not go into anorak mode, getting bogged down in too much detail!

For instance, rather than a lap-by-lap analysis of the 5 hour EnduroKa race, I felt an interview with the winning team would be more interesting. This feature is the debut article by Dan Chilvers who is a marshal at Oulton Park and is studying motorsport engineering at university. He has always wanted to get involved in journalism.

I was delighted to give Dan the opportunity. It would be brilliant if The Gazette could nurture local talent. Not that much nurturing is required in the case Dan.

David "Fasttoes" Williams – Editor

[OultonParkGazette@gmail.com](mailto:OultonParkGazette@gmail.com)

All photographs provided by PS Images unless otherwise credited

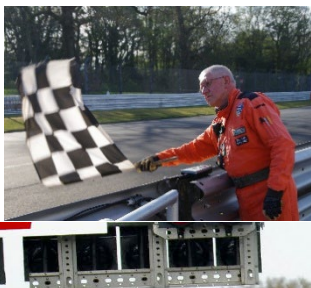
# CONTENTS

	Page
Race Reports: BARC Meeting - 12th April 2025	4
Super Coupes: A look at the OT Publishing Coupe Cup	7
Race Reports: BRSCC Meeting - 19th April 2025	8
Julian McBride Profile	10
A Pack of KA-ds - Profile of the MilnAir Racing EnduroKa Team	12
Race Report: Modified Ford Series - 26th April 2025	14
Broadbent's Book Corner	15



*The Oulton Park Gazette supports the North West Marshals*





# RACE REPORTS

## BARC MEETING – 12<sup>th</sup> April 2025

# GO GO GO!



*The Caterham Sigma 135 runners start their first race*

After a long off-season car racing finally took place at Oulton Park on 12<sup>th</sup> April, under the stewardship of BARC, with 4 series/championships enjoying a total of 10 races.

It featured a welcome visit to Oulton Park by the OT Publishing Coupe Cup – a one-make series for Hyundai Coupes. As SIM racer – Nathan Williams – won his first ever real world motor race in the opening encounter, behind him there was a brilliant pass at Hislops on lap 1 which put Adam Jones into second place.

Some late-braking allowed him to draw alongside Henry Cursley at the first element. The two drivers

somehow managed to navigate the entire chicane side-by-side in a brilliant display of clean, close racing before Jones moved ahead at Knickerbrook.

A great start put Jones in the lead at the start of the second contest for the Coupes and he finished just ahead of Max Papworth, who had set the fastest time in qualifying but had a nightmare start to race 1 when he left his car in neutral after lining up on the grid – possibly due to nerves! Williams was third on this occasion.

The CNC Heads Sports / Saloon Car Championship had an amazing start to the season with 47 entries necessitating 2 separate grids. The entry was as eclectic as ever with everything in this section of the paddock from a Bentley GT to a bog-standard looking Toyota Yaris which appeared to have taken a wrong turning coming out of the Garden Centre at the other end of the Coach Road!

Simon Allaway did the double in the 2 CNC contests for highly developed vehicles. He had been busy tuning his V8-powered Lotus Esprit over the Winter. He told The Gazette, “I have improved how air is fed into the engine and I had the gearbox repaired after it was damaged at Anglesey, whilst doing this the preload on the differential has been



*Nathan Williams won his first ever motor race!*





*Simon Allaway approaches Ben Roberts' "smokescreen". Thanks Simon for the pic!*

increased. I can't believe what an improvement I have got in both power and handling, The car was just brilliant to drive."

In race 1, Ben Roberts had a lightning start from fourth on the grid in his Locost 7 RR to take the lead but, by the start of the second lap, Allaway was powering past him never to be headed. Roberts was then demoted by Roddie Paterson's Caterham C400 before becoming embroiled in a battle for third with the Darrian T90 of Deri Davies. This culminated when the pair charged down towards Hislops neck and neck. Neither wanted to give way and so both missed their braking points. Roberts, on the outside, bailed out and went through the escape road, emerging on the other side still in third as Davies attempted to take the first element of the chicane but was carrying too much speed. He spun and lost a couple of places.

For Roberts, third became second when Paterson ran out of fuel in the closing stages. The wrong dipstick had been used to check the contents of his fuel tank and it was too short!

Next time out, there was a brief hiatus early on in proceedings when the Safety Car was scrambled due to a first lap incident. Davies and Roberts were once again close together when the "SC" boards were displayed and the Locost hit the back of the Darrian when Davies slowed with greater intensity

than Roberts was expecting. This impact would have dramatic consequences later on.

Allaway was in the lead when the field was unleashed at the start of lap 4 but a couple of circuits later the stiffness of his gear linkage following the off-season repairs meant Simon struggled to find a gear exiting Brittens. By the time Hislops was reached, Paterson, Roberts and Davies had demoted him to fourth.

But then Roberts disappeared in a cloud of smoke approaching Druids. The earlier clash with Davies had bent his steering column causing the knuckle to rub against the oil filter and loosen it until the seal let go.

The resulting lack of visibility caused a few heart-in-the-mouth moments for those following.

Allaway was soon ahead of Davies and closing in on Paterson who was about to have more late drama. This time it occurred on the last lap when the clutch cover plate disintegrated losing drive whilst approaching the final corner. Gutted, he coasted into the pits instead of taking the chequered flag, handing the win to Allaway.

Both races for the less modified CNC cars were commandingly won by Chris Roberts – brother of Ben – who had burnt the midnight oil to prepare his BMW M4 for this, its debut event. He found converting a road car for competition use a real





*Chris Roberts drove home in his race-winning BMW*  
challenge, particularly regarding trying to reduce weight and circumnavigating the logic programmed into the electronics to prevent unruly behaviour on the public highway.

Chris is very much an old school racer as, having collected his trophy for the second win, he put the number plates back on his BMW and drove home.

If all that wasn't enough excitement, there were 2 helpings of Caterham Graduates providing plenty of slipstreaming and overtaking. In the Sigma 150 Class, Jamie Ellwood was a double victor as a frustrated Will Stilwell twice retired from the lead with electrical gremlins. He changed the spark plugs before the second encounter but that did not resolve the problem.

The Sigma 135 category saw wins for Giles Derry and Tom McEwing with race 2 being red flagged at the start due to a multi-vehicle accident in which one car came to a halt upside down.



*Jamie Ellwood leads Will Stilwell and the rest of the Caterham Sigma 150 field*





On 12<sup>th</sup> April, we had a rare visit to Oulton Park by the Hyundai Coupe Cup which is sponsored by OT Publishing with support from Toyo Tires. Each race is a standalone event rather than being part of a championship.

The series was established 12 years ago by Jon Winter, who is a Director of Exit13, as a low cost racing category. Until there were enough entries, it ran alongside a championship for Toyota MR2s initially. It visited Oulton Park during the first couple of years (as their last meeting of the season) before making a return in 2025.

Andrew Holmes, 4 PR Representative of the series, told The Gazette, “The Coupe Cup aims to provide the best ‘bang for your buck’ racing. It is cost effective with equal cars so it’s all about the driver.”

When it comes to being “cost effective”, Andrew really means what he says as recent sales of pre-used cars from the series have been in the region of £2,500... there are bicycles which cost more!

“As for the racing,” Andrew continues, “as I’m sure you saw at Oulton Park, it is incredibly close. There is a battle for everyone and that shows as we have not only novices joining the series but also mainstays who continue to return year after year.”

Originally, all the cars were built by Exit13 but a smattering of other companies have got involved over the history of the series. A kit also became available enabling any competitor to convert road-going Hyundais into racers that satisfied the technical regulations.

Whenever a new generation of Coupe is released, an example is prepared and tested for the series by Exit13. They then make kits of parts available to competitors.

Not many series have standalone races rather than a championship, but Andrew says it works really well for the Coupe Cup. He explains, “At the end of each season, a panel decides who has been the ‘Driver of the Year’. However, we find that it is the close, competitive spirit and general friendly nature of our drivers and teams that are the key to our success, rather than heated battles for championship success.”

The series is home to both old-hands and youngsters stepping up from karting. Falling into the latter category is Max Papworth who was fastest in qualifying at Oulton Park having done 3 Coupe Cup meetings last year – his first in cars.

Max told The Gazette “What attracted me to the series is its simplicity, and more importantly low budget. About midway through last year, I left school and started working full time, meaning I had my own income to spend on racing. I decided that the Coupes fitted what I was looking for. Furthermore, there’s a friendly paddock atmosphere. As someone who is relatively young compared to your average club racer, I found it easy to fit in with people almost 3 times my senior in some cases.”

The cars are “interesting” to drive according to Max. He says, “They’re as basic as they come, with the only modifications being for safety, such as the roll cage, and a rear wing for stability. Being front-wheel-drive, they are very prone to understeer and you have to wrestle them to get them through fast corners – of which there are many at Oulton Park!”

After getting 2025 underway in Cheshire, the series has 6 more meetings all over the country.

For more information, visit [the website of the series](#).



# RACE REPORTS

## BRSCC MEETING – 19<sup>th</sup> April 2025

# NEW ERA



*Oliver Barsby won the inaugural Production Cup race*

The BRSCC provided a mixture of saloon and sportscar racing on 19<sup>th</sup> April featuring 3 categories newly introduced for 2025 although two of these, the Production Cup and DS Cup, ran together. The other new series was the Pro-Sport Sprint catering for owners of high-performance closed wheel race cars looking for intense, short sprint races. The latter category had already visited Silverstone but this was the maiden in event for the other 2 series.

...and the first ever race of the Fix-A-Wheel Production Cup had a dramatic start! Oliver Barsby (Civic Type R Fk2) beat pole-sitter and Ben Sharpe Racing team mate, Chris Coomer (Civic EG), to the first corner before the field reached Cascades where the defining moment of the race occurred. This is what happened in Coomer's own words:

"I've got a good run into Cascades and just showed my nose around the outside of Oliver's car. I slid a little bit sideways. I gathered that up but then I ran a little wide and dropped my right rear tyre on the grass. Then I started going sideways again but I got all that gathered up and back in a straight line only to get hit from behind by an unsighted Paul Hoggins in his Audi TT. I managed to do a couple more laps 'til the tyre blew out. How the car kept going... I

don't know as all the race suspension was snapped!" After speaking to the Gazette, Coomer was due to take his Honda to the bodyshop – he thought a re-shell would be required.

Barsby motored away from the chaos in his mirrors and built up a lead of more than 11 secs as second place was fought over by a trio of Renault Clios driven by Matthew Hollier, David Mycock and Colin Dunn. The latter dropped out of the battle with a few laps to go because of an overheating engine due to a split radiator hose.

Shortly afterwards, the gap to the leader began to reduce dramatically as he only had second and third gears available to him. He held on to take the win but did not start race 2 due to this issue.

With Barsby absent, Hollier secured the top step of the podium later in the day with Mycock second having lapped Oulton 3 secs faster than he had ever done before. After his earlier retirement, Dunn started nineteenth but amazingly was sixth at the end of lap 1 and finished fifth.

In both races, former CityCar Cup frontrunner, Elliot Lettis, was the first Citroen driver to see the chequered flag in the Silverlake DS3 Cup category.



Meanwhile, the 2 Pro-Sport Sprint races only attracted 7 entries and both were won by Luke Woodhouse in a VW Golf - pictured.



The track was damp for the first Demon Tweeks Audi TT Cup Championship encounter, and it was Jordan Stilp who appeared to have the best set up for the conditions. He homed in on the leader, Sam Heading, having started from third on the grid. He filled Heading's mirrors for a few laps before making a successful pass to take the win. Due to running wide onto the grass when the positions changed, Heading dropped down the order and was classified fifth.

The tarmac was dry for the second Audi race. This favoured Heading although, with the grid decided by the results earlier in the day, he had to battle through from fifth to take the laurels after a well-judged manoeuvre to push Stilp down to runner-up at Cascades on the last circuit.

The PBS Brakes SuperSport Endurance Cup Championship had a 2 hour encounter in which Harry Barton believed he was on course to win until

his BMW M3 broke its prop-shaft when he was leaving the pits.

Earlier in the contest, the Audi TT of Rory Pickles had lost a wheel. When Julian McBride, who had started from fourth on the grid, saw the stricken Audi he immediately brought his BMW M3 in for the first of two compulsory pit-stops in anticipation of the Safety Car being scrambled. His reading of the situation proved to be accurate and, having got his stop out of the way, he gained plenty of time on his rivals as they queued up behind the Safety Car.

This ace piece of strategy put McBride into a race-winning lead when Barton retired.



*Jordan Stilp had great pace in the first Audi TT contest*

For decades, the MG Cockshoot Cup has been a staple of the Oulton Park calendar. This season the BRSCC have taken over the running of the series from the MG Car Club due to cost pressures. This was the first pair of races for the new organisers. MG Midgets finished first and second in both, each time with Keith Egar leading home David Morrison - as pictured at the bottom of this page.





# JULIAN McBRIDE:

## “WHERE THERE’S A WILL...”



Winning in motorsport takes dedication and determination. Over the years Julian McBride, who sped to victory in the 2 hour PBS Brakes SuperSport Endurance Cup round on 19<sup>th</sup> April, has had to display those attributes more than most people to make it to the top step of the podium.

In January 2011, Julian woke up from a routine operation to repair a disc in his back unable to feel his legs from below his knees and, within three hours, from the waist down. By the end of the day, he had become a paraplegic.

Amongst all the trauma of having to rebuild his life after being told he would never walk again, one of the most distressing moments was when Julian realised that his driving licence would be revoked, in the process taking away his independence and something he really enjoyed doing.

His passion for having a steering wheel in his hands started when he was only a few years old when his father used a broom to propel him around their back garden in a little red racing car.

In the months after the operation, some of the nerves that had been damaged began to repair themselves. Fortunately, in medical terms his injury had been “incomplete”.

By the Summer of 2011, when Julian was assessed to see whether he could drive again, he had

regained feeling and movement in his thighs – particularly in his quad muscles. To his delight, he worked out that if he put his right foot on the accelerator and his left on the brake, he could use his upper legs to control his feet to apply the appropriate pressure on the pedals of a totally standard automatic car... His independence had returned!

Even more liberation came when Julian accepted the opportunity to undertake a seven week course of rehab therapy at the renowned Stoke Mandeville National Spinal Injuries Centre. He was determined to make the most of every day he spent there, pushing his broken body as hard as he could. By the time he left, he was able to walk with the help of crutches.

One effect of the nerve damage is constant pain. The feeling of having banged your “funny bone” is coming from his legs all the time. Furthermore, there is a constant possibility of random electric shocks that can affect just my foot or my whole leg and the drain on him mentally and physically.

Despite coping with never-ending pain, Julian reflects that he has recovered very well from the injury and it has changed his attitude to life. He says, “I consider myself incredibly lucky that nature has given me a second chance - a second chance



to live my life, to be kind, to engage with people, to stop worrying about rubbish and just get on with it.”

Julian had always dreamed of taking up motor racing but always found a reason not to do it. However, his change of mentality since becoming disabled gave him the impetus to turn this idea into reality.

Due to having limited/non-existent movement and feeling in his lower legs meant there were some challenges to be overcome but “Where there’s a will, there’s a way” is a phrase that could have been invented for Julian.

When he first took to the track, Julian soon realised that his right foot was continuing to press the throttle when he was braking. There is no way he could prevent this from happening, so he had to adjust his driving style accordingly – braking earlier, getting on the throttle sooner and rear-wheel

steering the car in some corners. This makes racing “interesting” in the wet!

As he has no real idea of what his feet are doing on the pedals, Julian has a system of lights on his dashboard. An amber light indicates when he is braking and a series of LEDs lets him know how hard the accelerator is being pressed.

His left foot rests on a platform to provide greater leverage on an extended brake pedal which has a channel surrounding it to prevent the throttle being unintentionally pressed. Meanwhile the accelerator has an angled lip to guide his right foot into position.

These modifications allow him to compete against able-bodied drivers very successfully.

Julian plans to return to Oulton Park, his favourite circuit in the UK, for the 750 Motor Club’s Enduro event on 20<sup>th</sup> September.





# A pack of KA-ds

Words by Dan Chilvers



Racing 60hp, 20-year-old city cars for 5+ hours may sound like a snoozefest, but throw in wheel-to-wheel battles, pit stop drama and a grid full of fearless drivers and it becomes a thrilling race. Saturday 26<sup>th</sup> April saw the second round of the EnduroKA championship take place at Oulton Park circuit. After 5 hours of intense close battling #46 MilnAir Racing emerged as the winner ahead of #8 PRO-AM Racing and #333 KaHoona's Race Team in third. Once the dust had settled and MilnAir Racing collected their silverware, I asked the team for a sneak peek behind the curtains into what it takes to win in EnduroKA.

As is not uncommon in club racing, MilnAir racing is a family effort comprised of Jack Wright, his Father George and father-in-law Jonny Milner with the team named for Jonny's business. Therefore, it is only natural that motorsport has run in the family for years. George Wright has raced various Porsches (993, 944, Carrera Cup), Minis, Saxos, a VW Golf he also drives with Jack in the Trackday championship and the mighty KA. Son Jack started off as many club racers do in Autograss, driving a

Mini before moving into circuit racing also with a Saxo then moved up into a JCW Mini, a Porsche 944 and 997 911 GT3 Cup Car and most recently a 2024 Clio Cup Car. Jonny is as at home on gravel as he is on tarmac with 2 British Rally Championships under his belt. Jonny is a man who loves to win, Jack recalls "He gets more pleasure for [sic] bringing a well prepared car and it winning than actually being out on track, however he still knows how to throw the lap times down, and if it's wet, it's Jonny's race!" and this wisdom he "can obviously relay to the team to help" in any difficult conditions.

Now of course the car is only as good as the sum of its parts, and you may be led to believe that given the abundance of KA's sold by Ford from 2002-2008 (the best-selling car in its class and around a fifth of the city car market at its peak) that parts are abundant but most of them have rotted away. Copy parts (parts not made by the original manufacturer) are readily available but they "are not always going to finish a 24 hour race" said Jack regarding parts availability, "so (for) some things you need to get genuine parts, which yes are getting harder to come



by!” as these little city cars start to turn 20+ years old. However, I don’t doubt that MilnAir and the whole EnduroKA grid will keep these barrels of fun going for many years.

You might think that EnduroKA is not that serious given the slower speeds and simpler cars. This belief may only be confirmed by looking down the grid at the different liveries which range from tributes to historic legends (Gulf GT40s, Pink Pig Porsches and Silk Cut Jaguars) to certain Kentucky based chicken shops and Lightning McQueen but in fact that could not be further from the truth, the element of preparation is a large part of what goes into winning in EnduroKA. If you only want to make it to the end then you don’t have to do a lot, hence why the series is so popular with amateurs and “arrive and drive”. But to win...? That requires a skilled eye, lots of practise and a well-engineered car with the top outfits arriving the day before and completing crucial testing laps to dial in the set up and learn the track. Jack revealed that to win the “car is prepared as good as any touring car!”

The deadliest combination in endurance racing is a driver lineup who all put in quick AND consistent lap times. The MilnAir team are proud to say they are all within 1 second of each other over a lap which is not the norm especially in EnduroKA between drivers. However great it is to be setting blistering lap times it is all futile if the pitstops do not match. Luckily MilnAir Racing also have those down to a tee especially as a fuel spillage is a 2 lap penalty. They had “a lot of learning in the past with pit stops” but if you can produce “good stops with no issues clean and fast then you will be up there!”. There was also an element to managing the multiple Safety Cars meaning that swapping drivers when a contest is neutralised saves crucial

seconds at the loss of seat time for certain drivers. At Oulton, Jack did 100 laps, George did 20 and Jonny only did 2 due to the Safety Car being sent out just after he got in the car but with their consistent lap times this proved to not be a problem on their road to winning.

And win they did; after dominating the 12 hours of Norfolk at Snetterton (ahead of British GT 2011 GT4 champion Marcus Clutton) by a whopping 4 laps, they went back-to-back with a victory at Oulton Park by a much smaller but still commanding 23 second lead after qualifying on pole by a narrow margin of just 0.115 seconds. Although it wasn’t a simple win, Jack got a drive through penalty for track limits after the #333 KaHoonas car applied heaps of pressure. Jack says that the key to winning is when the “team is built on consistency, reliability and Team Work!” with Jonny preparing the car to allow it to run for 5, 12 or 24 hours flawlessly.

Of course, this isn’t the only racing the York based team is doing this season. Jack and George Wright already compete in EnduroKA, the Trackday championship and the Trackday Trophy with Jonny Milner continuing to drive his ex-WRC Toyota Corolla around the country in various rallies. Jack’s son Sonny Wright has just started racing in Bambino Karting so across the year I doubt there will be a weekend without some form of motorsport for this family dynasty of motorsport fanatics.

The EnduroKA series will be back out racing at Donington Park on the 20<sup>th</sup> of July with the promise of more city car endurance thrills. Thank you for Jack from MilnAir Racing for answering our questions.







# RACE REPORT

## Modified Ford Series – 26<sup>th</sup> April 2025



*Jason Davies and Dan Minton line up at the head of the field in preparation for the first race's rolling start*

### BOAM BATTLES BACK

An eclectic mix of 33 cars from the Modified Ford series had two 15 minute sprints on 26<sup>th</sup> April, contrasting with the 5 hour EnduroKa contest which followed them.

Alex Boam was fourth fastest in qualifying in his Fiesta Mk6. He felt he could have gone faster but there was something about the car which didn't feel quite "right". Back in the paddock, his Boamerang Racing team discovered a braking issue for which they didn't have the specialist component to rectify so Boam resigned himself to being a spectator when the racing took place.

In the first encounter, he would have been disappointed to see his Boamerang Racing team mate, David Guthrie, forced to retire his Fiesta in the pits at the end of lap 2 with accident damage sustained at Old Hall when another driver lost control in front of him.

A lap earlier, Dan Minton (Mk2 Escort) had also pulled out of the contest and headed into the pits. He had started on the front row alongside Jason Davies' Sierra Sapphire but the pair made contact approaching the Shell Hairpin. Minton was concerned that a piece of bodywork was going to fly off and potentially hit a bystander, so he did the responsible thing and pulled out of the race.

This left Davies with a clear run to victory but behind him there was an intriguing battle for

second place. The Mk1 Escort of Ben Purnell had the straight line speed to hold the position but approaching the corners he was struggling to change down his gearbox. This meant he had to take Lodge a gear higher than he wished. This allowed Paul Nevill (Mk2 Escort) and Ashley Shelswell (Sierra XR4i) to snap at his heels through Deer Leap.

Purnell just about managed to remain ahead and finish as runner-up to Davies. He was helped by his pursuers battling between themselves on the last lap. Ultimately, Shelswell got a great run out of Lodge to pip Nevill for third at the line.

With Guthrie's car unable to take part in race 2, he agreed to allow the parts needed to fix Boam's Fiesta to be swapped over, enabling his team mate to start from the back of the grid alongside Minton.

They both made amazing progress through the field until Minton lost power and ultimately had to pit. Boam continued to charge up the order until eventually he was passing Nevill at Shell to take third after 5 laps.

Up front Shelswell had made an amazing start to take the lead with Purnell chasing him. It looked like the XR4i was going to take the spoils until lap 8 when a fuel surge issue manifested itself – the car had a new tank installed for this season. Purnell sped by as Shelswell began to nurse his car home to ultimately finish fifth.

No sooner had Purnell taken the lead then he spun off backwards into the gravel at Druids. This meant Boam's charge from the back to the front was complete as he took the win.

Boamerang Racing uploaded to YouTube epic onboard footage of Boam's charge through the field. [Click Here](#). It features a near-miss with Shelswell's slowing car.

The meeting also featured the Ford Morning Drive which was essentially a "car meet" for Ford owners at the Chequers Bar that included the opportunity to do a few laps of the circuit. Some beautiful old cars carrying the Blue Oval took part.



# BBC – Broadbent's Book Corner

Michael Broadbent review his favourite books



## Texas Legend: Jim Hall and his Chaparrals. The Official Biography by George Levy.

Published by Evro

[Available Here](#)

There have been several books written about Jim Hall and the Chaparral cars he built in the 1960's, '70's and '80s in Texas, including the seminal work by Richard Falconer and Doug Nye (now out of print – see next page). However, this is the first book that explores Jim Hall in detail including his early years as a driver both in sports cars and single seaters.

The author goes into detail about each of the cars he built which were not available to purchase, unlike other manufacturers such as McLaren and Lola. They were constructed for initially Jim to race, then allowing the likes of Phil Hill, John Surtees, Jo Bonnier, and Jackie Stewart (to name but a few) to jump in and race in sportscars, both in America and Europe, including Le Mans and CanAm in North America.

The 2K single seater changed IndyCars in the early 80's. The advent of ground effects in F1 during the mid to late 70s, as introduced by Colin Chapman demonstrated its effectiveness. However, Chaparral were ahead of the curve by introducing aerodynamics and ground effect in the late 60's

early 70s with the 2H and the 2J. The 2J is worthy of mention as it used a secondary engine (a twin cylinder two stroke snowmobile engine) to generate downforce and used Lexan for sliding skirts. The Chaparrals were known for their innovation and with General Motors in the background, supplying engines along with semi-automatic gearboxes (unheard of in motorsport circles in the 60's) it set the cars apart from the rest.

The 2D famously won the 1966 Nürburgring FIA World Sportscar Race after the car had to pass regulations making it road legal! The 2F won the BOAC 500 race at Brands Hatch in 1967, both races against stiff opposition

They were all predominantly white (with the exception of the 2K which carried Pennzoil sponsorship) and looked stunning, as well as being well built, using the latest technology in fibreglass and epoxy resin to make the chassis and bodywork.

So, why buy this book? Well, it is well written with some stunning period photos showing race meetings from another era. It explores the relationship between Jim Hall, race promoters, the governing bodies including SCCA and the FIA, his family, other teams and General Motors along with his continual search for that unfair advantage that teams tried to keep up with. Also, where else are you going to find cars with such names as Capello, Ryon and Vinegaroon. (PS, Vinegaroon is an arachnid)

After all the subtitle of the book is: 'There's always a better way.' A lesson for us all?



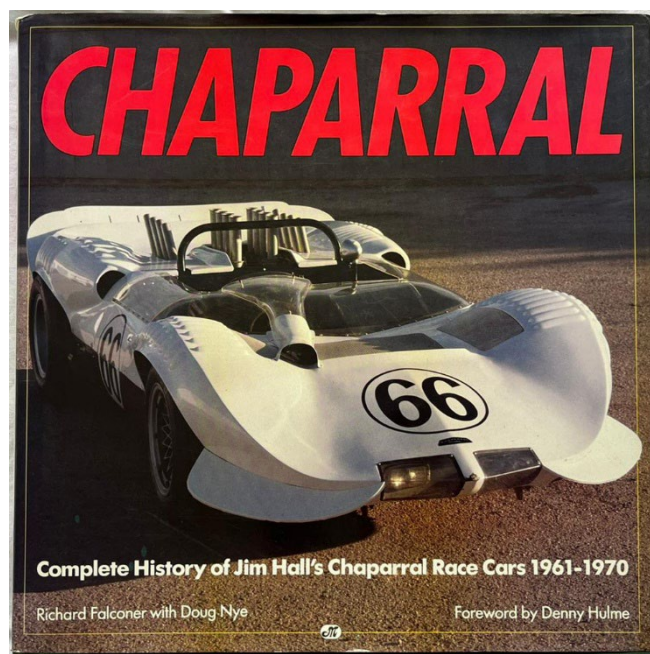
## Jim Hall Memorabilia



Oulton Park's very own artist, Steve Jones, has this spectacular original painting of Jim Hall in the Chaparral 2F for sale.

[Click here for this specific painting](#)

[Click here for a listing of all the art in Steve's eBay shop](#)

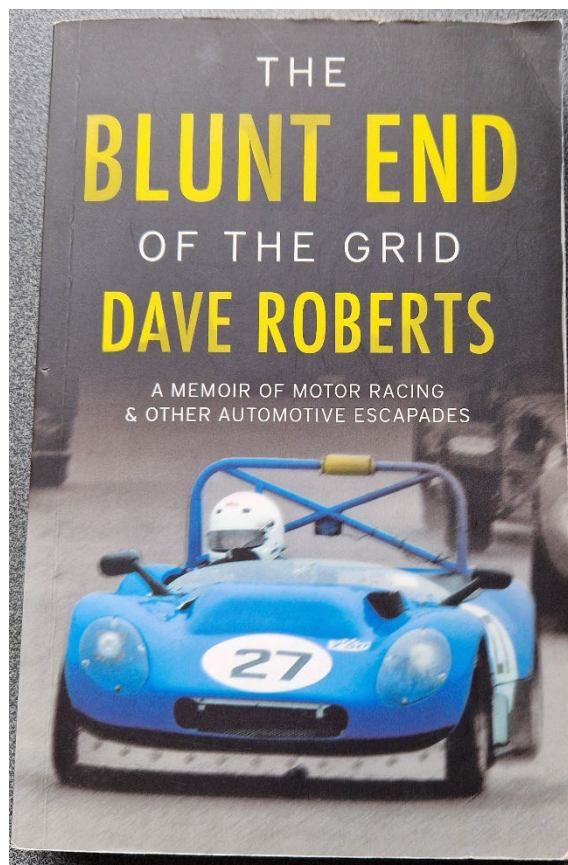


The Gazette's editor, Dave Williams, is selling his copy of Chaparral: Complete History of Jim Hall's Chaparral Race Cars 1961 – 1970 by Richard Falconer and Doug Nye. It is now out of print.

The book was described as “seminal” by Michael Broadbent.

[Click here](#)





## **The Blunt End of the Grid by Dave Roberts**

**Published by Book Guild Ltd**

**[Available Here](#) (updated version)**

There is a plethora of motorsport autobiographies which have been written (?) by champions in F1, Moto GP, Sports Cars, Indycars and Rally.

They centre on themselves, the sacrifices they and their families have made, all the wins they achieved over the years, along with the accolades received, the money made, and the relationships made and broken. Yes, they are at the peak of their performance and maximising their talent and drive to succeed. However, theirs is a rarified atmosphere. Most of us though watch/participate or marshal and volunteer for club motorsport at our local circuits such as Anglesey, Oulton Park, Aintree, Loton Park etc.

These events are mainly made up of dads & lads, mums & daughters or any combination of that. Occasionally, we will see professional teams and drivers arrive for the BTCC, British GT, Superbikes etc. However, the majority is made up of talented amateurs who race for the pleasure and thrill of competing. This book looks at the

latter form of motorsport – often described as grass roots.

Dave Roberts went racing in his 50's after inheriting some money. He tells the story of buying and building a kit car then going racing at club level.

The book is written as a frank and honest account of racing on the proverbial shoestring and the challenges faced by a club racer racing from one weekend to the next, fixing problems and issues with the car as the season progresses.

He goes through several different cars to scratch that itch that some people get when they get the taste of competing, either against the clock or fellow drivers.

It is an entertaining read, and most readers will be able to relate to Dave's story in one way or another. After all, we have all stood circuit side in the pouring rain, watching racing because we enjoy it and the camaraderie that comes with being with fellow minded enthusiasts.

It is not a pretentious book, nor does it solely focus on the 'me first' mentality. It explores how a hobby can consume money, time, relationships and ego all in one go.

An enjoyable read and at under £10 is good value for money.