

# The Oulton Park Gazette

June 2025: Vol 1 Issue 3



## BRITISH BULLDOG

Mark Lemmer on running British GT Lambo's

**Behind the Wheel!  
Ferrari 296 Challenge**



**Chris Hart's Last Lap  
Fun Cup Drama**



**4 Weeknds of Racing**

**Broadbent's Book Corner**

# WELCOME

Welcome to the June edition of The Oulton Park Gazette.

It has been a busy month with 4 race meetings. They started with a mixture of Tin Tops courtesy of the BRSCC, followed by a couple of weekends of sportscars with the Ferrari UK Challenge and British GT before a plethora of BMWs on and off the track ended the month supported by a selection of 750MC Championships.

As always, the British GTs will go down as one of the highlights of the season. Despite the move from Easter to the second Bank Holiday in May, the meeting still took place over a wet Bank Holiday weekend. At least this year only 5 laps out of the 68 completed across 2 hour-long sprint races were run under Full Course Yellow/Safety Car conditions.

But for me, the most memorable moment of the month occurred not on the track but in the air above Oulton Park when a Lancaster bomber celebrated its 80<sup>th</sup> birthday with a fly past over the circuit.

The octogenarian had taken off down the road from Hawarden Airfield in Broughton near Chester where the factory which built it now makes wings for the many variations of Airbus passenger ‘planes.

As the Lancaster flew over my head making an amazingly thunderous noise, it was a poignant moment for me as I realised, during World War 2, my father used to work at the Vickers Armstrong factory in Broughton. So, he may well have been involved in its construction – although Wellington bombers were the site’s main output during the conflict.

My Dad was a fitter. Because he was small, he could climb into the wings and fit the hydraulic pipes to the control surfaces.

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# CONTENTS

	Page
Race Reports: BRSCC Meeting – 10 <sup>th</sup> May	4
Last Lap Fun Cup Drama	6
Student Motorsport	7
Race Report: Ferrari Challenge UK – 16 <sup>th</sup> & 17 <sup>th</sup> May	9
Behind the Wheel: Ferrari 296 Challenge	10
Race Report: British GT Championship – 24 <sup>th</sup> & 26 <sup>th</sup> May	12
Interview: Mark Lemmer	14
Race Report: British GT Support Races – 24 <sup>th</sup> & 26 <sup>th</sup> May	17
Race Report: BMW Live – 31 <sup>st</sup> May	20
Broadbent's Book Corner	23



*The fly-past by this Lancaster bomber was a highlight of the month for our Editor*



*Olympic GRD were the Fun Cup winners*

The BRSCC laid on a day of Tin Tops on 10<sup>th</sup> May which featured 3 categories enjoying a double helping of sprint races and a 4 hour Fun Cup contest.

Before racing began, there was a poignant period of reflection as an impeccably respected minute's silence remembered motorcycle racers Owen Jenner and Shane Richardson who lost their lives in an accident at Oulton Park on Bank Holiday Monday. Also, in everyone's mind was Lauren O'Brien, a young woman who competed in Autograss in Ireland. She had a fatal crash the previous weekend.



*Tributes to the fallen competitors*

The first time the Nankang Tyres BMW SuperCup runners left the grid, Simon Waterfall made a great start from third position and catapulted between the front row starters, Millie Hart and Thorburn Astin. However, as the gap between the two cars

closed, Waterfall was squeezed and had to back off. There was light contact and Waterfall's tracking was knocked out of line which caused him to lose pace therefore he finished fourth.

Up ahead, Millie Hart was overjoyed to take her debut victory in a racing car. She had to keep a cool head as Thorburn Astin filled her mirrors throughout.



*Millie Hart was delighted with her first win*

In the BMW Compact class, Connor Grady wondered how he would get into the lead of this section of the contest having been the fifth fastest Compact driver in qualifying but somehow he did it! Behind him, 5 cars had an amazing battle for second with Gareth Clayton holding on to the position despite finding the track far more slippery than it was in qualifying. His defensive driving allowed Connor Grady to pull away and take a class win.

Later in the day, Grady was less fortunate as his car was damaged at the start of race 2 which was stopped on lap 1 following an incident on The Avenue. Grady headed for the paddock leaving the way clear for Joe Doble to lead home the Compacts after the restart.

In the SuperCup, Hart had made a good getaway and appeared to be on the way to her second victory of the day until the red flags came out. Things didn't go so well for her when the contest began again and she was in fourth place at the end of lap 1 behind Astin, Waterfall and Hassan. There were no changes of order amongst this quartet.

Gary Miller twice took the laurels in the AIRTEC Motorsport Fiesta ST240 Championship. Race 1 was halted after Simon Horrobin went off backwards at the first corner when the battle for second attempted to go in 3 abreast.

John Cooper opened out a healthy lead after the restart when Alastair Kellett's car briefly, and mysteriously, lost power at Shell holding up the rest of the field.

As the laps unfolded, Miller and George Foxlow closed in on Cooper until the leader had to take a tight defensive approach to Cascades. This allowed Miller to get a run on Cooper down the Lakeside Straight. Cooper moved over to defend the inside line into Island but the front of Miller's car clipped his rear bumper. This turned Cooper's car sideways and launched it into a barrel roll which caused the race to be red flagged. He was taken to hospital having sustained a broken bone in his back and very bad bruising to his head and chest.

As Cooper's car was not running when the contest was halted, Miller was declared the winner.

A great start to the second encounter by Kellett meant he found himself in second place behind Miller when Foxlow ran wide exiting the first corner.

After a Safety Car interlude to recover a car that had blown its engine at Old Hall, Kellett had a big sideways moment on the oil that had gone down. This enabled Zak Lucas to pass him but, almost immediately, Kellett was back into second around the outside at Island.

On the last lap, Lucas ran wide at Shell promoting Connor Blackburn to third as Miller held off Kellett to take the win.



*The Fiesta ST240 races were full of drama*

The 4 hour Fun Cup race featured 28 cars and 70 drivers with talent evident right down the field.

The 2 Morpheus Motorsport cars – FNS and 2Rent – and UVio/Hofmann contested the lead throughout the opening couple of hours. This was round 2 of the championship, during the first race at Brands Hatch, UVio/Hofmann had been hampered by a gearbox issue. When this remained present during Friday's test day at Oulton Park they decided to go "Old Skool" and replaced the gearchange paddles with a manual stick.

It seemed to work well although their pace was compromised in the second half of the contest by a broken front splitter.

After starting from the back of the grid as a "penalty" for winning at Brands, Olympian GRD worked their way up the order and had joined the leaders with 90 minutes of the race remaining.

There was then a thrilling battle as UVio/Hofmann and Olympian GRD were joined by Morpheus FNS and Sheradise UK.

Morpheus FNS had a long final stop which dropped them to sixth while in third place were Sheradise UK. They were 12 secs behind the leader with 12 minutes on the clock but their driver, Teddy Wilson, was 2 seconds a lap faster than those ahead of him. He passed UVio/Hofmann for second but Riley Phillips in the Olympian GRD car picked his pace up in the last few laps to win by 1.8 seconds.

The Nankang Tyres CityCar Cup Championship which incorporates the Student Motorsport Challenge, are covered in depth by Dan Chilvers on page 7.

# CHRIS HART'S LAST LAP FUN CUP DRAMA



In the Morpheus 2Rent Fun Cup entry, father and son – Chris and Charlie Hart – were sharing a car for the first time. Charlie had made his Fun Cup debut alongside BTCC champion, Jake Hill, at Oulton Park last October when they scooped a £3,000 “Rookie Prize” for finishing second on their debut – the first time such a prize has been won in the Fun Cup.

Having been battling for the lead in the early stages of this month’s 4 hour contest, the Harts had a very dramatic final lap. Chris told The Gazette:

“You couldn’t make it up really. Ted Bradbury (EDF Motorsports) and Greg Evans (AxiaMetrics) were in front of me and we were all fighting on the last lap. They both ran wide at the second chicane and I kept tight to get the switch back to pass them both up the Clay Hill... I was probably going 10 mph faster as I approached Ted and at the point I was about to pull out, his car lost all gears and almost stopped. I hit him hard and it pushed the bonnet back which hit the external emergency stop button and turned the electrics off! 😱 By the time I had reset it, we lost six places... never a dull race in Fun Cup!!!”



Chris Hart: "Never a dull race in Fun Cup!"  
Photo: Facebook

# STUDENTS FAST TRACKED

Words by Dan Chilvers



Motorsport is sadly not an easy industry to get into, but a group of colleges and universities from across the UK have created a way to give students a competitive advantage by going racing. The Student Motorsport Challenge runs as a sub-class within the BRSCC CityCar Cup Championship, which features an enormous pack of 40 tiny Toyota Aygos, Citroën C1s and Peugeot 107/108s. The cars are all mechanically identical, so the series is a perfect budget friendly example of the adage that “driving slow cars fast is better than driving fast cars slow”. With the cars having 1.0 litre 3-cylinder engines making under 100hp, these cars take that adage to the limit. However, this combined with spec racing technical regulations means that it has a relatively low entry price with cars starting at £1000 and the base race modification kit being under £2000. This makes it the perfect championship to learn the ropes so 4 years ago the Student Motorsport Challenge was created, an inter-championship competition where different cohorts of students build and run cars to compete with the other regular teams and win individual awards.

The cars are all built, prepared and set up by teams of students at a range of higher and further education institutions. Many of these students are taking a motorsport or automotive based course and are looking at taking any knowledge gained into other series like Formula One or BTCC. Now the

series isn't just for drivers and mechanics. It also teaches technicians, engineers and marketing professionals who are looking to take their first step into motorsport. The paddock can be an intimidating place for a newcomer but with the warmth and welcoming nature of the other teams you can be sure the students use the space to grow and develop their talent.

Using the services of Pitlane Development, a company founded by mechanic Ollie Walsh to provide motorsport education and career guidance, the series aims to offer students 1-2-1 support to help them find employment in the world of racing and rallying. The programme also runs a Media Team for 2025 that includes students looking for a job in the more public facing media/marketing side of motorsport. Six teams of students will race across the CityCar Cup season running 10 cars in total.

Now don't start thinking that these teams of 16+ students just bicker with each other at the back of the pack. On the contrary, Boston College Racing's Stuart Bliss (defending series champion and record win count holder) took victory in race one of the season at Snetterton along with a collection of top 5 finishes across the rest of the weekend. He then repeated his Snetterton success and claimed another victory in race 1 at Oulton Park by a margin

of 0.792s over late charging Ben Spencer. Bliss started down in 5<sup>th</sup> place on the grid but quickly climbed up to third by Brittens on lap one! After some skilled wheel to wheel action Bliss moved up into 1<sup>st</sup> with a move up into Druids of all places. With clear track ahead, he then proceeded to build a margin of nearly 2 seconds to take the overall victory. In parc ferme, Bliss explained his extra speed compared to qualifying was because he had been taking Druids with just a lift instead of using the brake pedal!

Third place was also taken by Student Motorsport Challenge Team Northbrook Racing's Richard Jepp and West Suffolk College's Brady Pollock in 4<sup>th</sup> made it 3 student teams in the top 4 for race one.

Anticipation was high for the start of Race 2 as the sun began setting over the circuit. However shortly after lights out and the pack jostled their way through Old Hall corner there was a crash in the mid-pack which ended the day for 2 cars and

brought out the red flag almost immediately. The race was restarted after the marshals cleared the debris only for the restart to be just as contact filled with at one point 5 cars going off, proving just how close the racing can be. This was of course also red flagged and, due to the rapidly approaching 6:30 curfew, the race was abandoned and no result was published as well under the mandatory 50% distance had been run bringing a slightly anticlimactic day to an end for these endearing student-run teams.

No doubt one day we will see many of the students who were at Oulton Park involved in professional championships.



*Stuart Bliss gave the students who prepared his car plenty to celebrate*

# FORZA GILBERT



It was the annual Ferrari extravaganza at Oulton Park on Friday and Saturday, 16<sup>th</sup> and 17<sup>th</sup> May featuring 2 races for the Ferrari UK Challenge and a paddock full of amazing machinery.

When the first contest was red flagged on lap 2 because Joe Dean ran wide at Island before spinning across the track into the barriers on the approach to Shell. He came to rest facing the wrong way in the gravel on the outside of the hairpin.

After a restart behind the Safety Car, Gilbert Yates pulled away from Pranav Vangala to take a comfortable victory both overall and in the Trofeo Pirelli class. Yates opened out a 5 secs advantage and then eased off to avoid overheating his tyres.

Things were much closer in Coppa Shell. Paul Simmerson was put under tremendous pressure by Mike Dewhurst until the last lap when Simmerson missed the apex at Old Hall. This allowed Dewhurst to carry more speed down The Avenue and make a pass at Cascades. Simmerson fought back and drew alongside on the Lakeside Straight but had to yield as Dewhurst swept round his outside at Island to take the class win.

At the start of race 2 on Saturday, Yates was once again the early leader ahead of Calum Leathem after Vangala headed into the pits instead of taking the rolling start because his car had gone into “Limp Home” mode.

Vangala was about to get a reprieve. After his crash at the top end of the circuit the previous day, Joe Dean was behind the wheel of a replacement car when, at the start of the second lap, he crashed at Old Hall, hitting the barriers on the inside of the circuit, coming to rest in the middle of the track bringing out the red flags.

By the time the race restarted, Vangala’s engine had been fixed and he lined up on the grid.

After a couple of laps behind the Safety Car to allow everyone to warm up their tyres, the race restarted with Yates leading Vangala and Leathem.

It wasn’t long before the Safety Car was out again due to debris at Lodge. After that had been cleared up, the contest was green until the finish.

Yates led the way but Vangala, on younger tyres, filled his mirrors until the closing stages when the second placed car ran wide at Island and spun although he had enough of an advantage over Leathem in third to retain the runner-up position.

The whole pit lane was delighted to see Peter Hunter take a debut win in Coppa Shell. He couldn’t relax for one moment as Dewhurst and Simmerson were right behind him although the latter lost some ground when he took a trip down the escape road at Hislops.

# BEHIND THE WHEEL OF A BEAST!



The new-for-2025 Ferrari 296 Challenge cars look like fantastic pieces of kit. To find out what they are like to drive, and how they compare to the Ferrari 488 model they replaced, we asked with Paul “Simmo” Simmerson who is a front-runner in the Coppa Shell class.

The Coppa Shell pilots have to line up on the grid behind the Trofeo Pirelli entries. The cars are all identical and the “faster” and “slower” drivers are allocated to each category at the discretion of the organisers – as you can imagine, their decisions can cause passionate debates!

When The Gazette caught up with him, Paul was in the pub having a drink with his pals. “I’m more of a James Hunt type of driver than Nikki Lauda,” he quipped!

This was his analysis of the Ferrari 296 Challenge racer:

“The 296 is a fantastic and very capable car. It’s intuitive and the feedback it gives through the wheel and through the seat is a huge advance on the 488 Challenge model.

It communicates far more than its predecessor did, meaning it’s much easier to catch a slide the fear of

snap oversteer, which was always a risk with the 488.

It still has an element of understeer, but the front tyres are wider than the 488 so it does have a much better front end, despite the minor characteristic of understeer.

The setup can be varied by damper shims to limit the amount of travel, ride heights front and rear, camber, castor and toe (although the Ferrari



Paul Simmerson. Photo: Ferrari Challenge UK

Challenge regulations limit these adjustments). Lifting the rear by one turn is equivalent to adding a 40kg bag of stone to the front end. We can adjust the stiffness of front and rear anti roll bars as stiff, medium or soft.

We can adjust rear wing angle etc, but each driver is able to set their car up to suit their style and how they like the car to behave.

Brake pad wear was huge in the 488. For a test day we would go through a set of rear pads.

The 296 uses a different compound for the brake pads and one set should last an entire weekend of testing, free practice, qualifying and both races.

Boy, the car is fast! With a mid-mounted turbocharged 3 litre V6 engine, it has nearly 700bhp in a 1300kg car and is far more like a GT3 car than the 488 was ... the downforce is incredible!

They are faster in a straight line than a BTCC Touring Car... and many GT3 sportscars too.

At Silverstone with the 488, my Personal Best in Qualifying on new tyres was 2:06.004 but on my first day of testing the 296 I managed a 2:03.305.”

The cars that race in the Ferrari Challenge Championships across to Globe are purpose built in Maranello – they share little in common with their roadgoing counterparts. In the UK, they are ordered by Ferrari main dealers (hence they are listed as the entrants) but although they have the capability to prepare cars, 99% of the time they are all maintained by AF Corse, headed by Riccardo Ragazzi, based at Silverstone.

Meanwhile, the Ferrari Club Challenge which allows inexperienced drivers to get up to speed in current and previous models from the Challenge championships without the pressure of a racing environment, is managed by the very experienced Ed Barton-Hilton at FF Corse. These were the cars that were circulating when the Challenge UK cars weren't practising, qualifying or racing.

As the interview was ending, Paul wanted to make a very important point.

“The Marshals at Oulton Park are amongst the best in the UK,” he said. “They’re always great fun, friendly, polite and always courteous and you can tell they are ‘real people’ who just love racing. I always love racing at Oulton... the people there make it a special place!”





*The Barwell Motorsport Lamborghini of Rob Collard/Hugo Cook leads the way*

One of the highlights of the Oulton Park season is the visit of the British GT Championship and, this year, we had to wait for its appearance until the last Bank Holiday of May instead enjoying the usual Easter “Eggstravaganza”. Our patience was rewarded as the series didn’t disappoint!

There was an explosive start to the first of a brace of hour long sprint races. Giacomo Petrobelli in the Blackthorn Aston Martin got the best start from the outside of the front row but pole-sitter, Rob Collard (Barwell Motorsport Lamborghini Huracan) braked super late into Old Hall so that the Lambo’ and Aston went into the corner side by side, making contact on the exit. Collard emerged ahead.

We then had 3 cars circulating at high speed with the 2 Seas Motorsport Mercedes-AMG of Kevin Tse latching onto the back of Collard and Petrobelli. A few lengths behind, Simon Orange in a McLaren 720S (fielded by Orange Racing by JMH) ran fourth with Charles Dawson in the other 2 Seas Merc filling his mirrors.

Eventually, the pressure caused Orange to have a slow exit from Lodge. This gave Dawson more speed down the pits straight and allowed him to make a move on the inside at Old Hall. Unfortunately, when the pair turned into the corner,

the front of Dawson’s car was only alongside Orange’s rear wheels and when they made contact, Orange was sent into a spin.

This put Orange well out of contention and, after he handed over to Marcus Clutton, the car came home in twelfth place. Dawson continued in fourth and his co-driver, Kiern Jewiss brought the Mercedes home in that position however when the stewards applied penalties for the collision at Old Hall, the car was ninth in the final classification.

Meanwhile, in GT4, the early laps saw the Century Motorsport BMW M4 piloted by Ravi Ramyead fending off a 2-pronged attack from the Optimum Motorsport McLaren Arturas of Luca Hopkinson/Harry George.

Charlie Robertson was getting ready to take over from Ramyead as the time for the mandatory pit-stops approached but he never got the opportunity to put himself behind the steering wheel because at this point the GT3 cars began to lap the GT4 leaders and everything changed!

The Optimum McLarens swapped places at Old Hall and then Ramyead moved off line at Island to give the faster cars room but ran wide on to the grass. The resulting loss of traction caused him to spin across the track and hit the barriers head on.

This meant the pit-stops took place under a full course yellow.

For his success at the previous round, Petrobelli had a time penalty applied when he handed over to Johnny Adam. This dropped the Aston to third behind the Merc of Tse which was now piloted by Maximilian Golz.

Adam was struggling for grip on the oil that had leaked from the wreckage of Ramyead's BMW. Hugo Cook in Collard's car held off Golz to take the win as third placed Adam closed in as the oil cleared away.

For race 2, the weather made life difficult for teams and drivers. At the start, the track was damp enough for a wet tyre to be required but it was drying rapidly.

Second placed Sandy Mitchell pitted for slicks in the sister Barwell Motorsport Lamborghini to the race 1 winner but his timing couldn't have been worse as, soon after he re-joined, a shower of rain crossed the track forcing him to go back on to wets after 4 laps.

This left Golz in the lead and he drove superbly so that prior to the pit-stops he was able to open out

an advantage of a little more than 7 seconds over the Team Parker Racing Porsche of Sven Muller. This was crucial as when he handed over to Tse in the mandatory pit-stop he had a 7 second "Success Penalty" to serve for his runner-up finish earlier in the day.

This meant Tse headed back out on to the track still out in front. The team had fitted slick tyres which were now the correct choice for the conditions. He motored away to win by 47 seconds.

The Porsche now had Nick Jones behind the wheel but it began to slip away. It was passed by the Simon Orange/Marcus Clutton McLaren which was in the hands of Orange and the Honda NSX of Chun Cheong Ip/Luke Garlick before Jones spun off at Island Bend.

As the contest drew to a close, all eyes were on Ip. The Honda had been the slowest GT3 car in qualifying but now had the perfect set up for the conditions and was flying along at a rapid rate of knots. In the closing stages, Ip was a few seconds a lap faster than Orange but he just missed out on second place by 0.2 secs. Nonetheless, Ip and Garlick were surprised and delighted to finish on the podium.



*British GT race 2 winner, the 2 Seas Motorsport Mercedes of Kevin Tse and Maximilian Golz*

# The Ref!

Words by Dan Chilvers



*Mark Lemmer describes the role of Team Manager at Barwell Motorsport as being akin to a referee!*

Every year, the idyllic Cheshire countryside's perfect peace is shattered by an army of monsters from another dimension of speed and power, they are covered in wings, fins and slats. Some bellow, some thunder, some scream and some roar. But the one thing they all have in common is a hunger to win, to win the British GT Championship. British GT is a brutal series taking place across 9 rounds at 6 tracks featuring GT3 and GT4 cars with teams and drivers from across the world. As is the nature with Pro-Am racing some teams join with optimism which then fizzles out shortly afterwards and they leave with their tail between their legs. Others become a stalwart of the championship such as Surrey based Barwell Motorsport and their pair of Lamborghini Huracán GT3 EVO IIs. We spoke to team principal Mark Lemmer about the team and their bid for the British GT title.

Barwell Motorsport originated near a small farm unsurprisingly called Barwell Farm with a garage nearby called Barwell Garage (who would have guessed it!) from which the race team was founded

in the 60's. In the 70s "My dad (Richard) took that garage over" explained Lemmer "they ran an F3 car, an F3 BRM from there and some Modsports and some Minis, they were quite successful and Sports 2000 Lola and then that all stopped in the late 70s". Then when Mark became old enough, he began racing in Fiestas and he used the family team name once again. The team was successful in BTCC taking class B honours and one make championships through the 90s while also running customer cars. Barwell won the Vauxhall Vento one make series with Lemmer and then again with Simon Graves before they got the call in 2005 to move into GT racing.

Barwell was "approached by Aston Martin to run three DBRS9 V12s, which we did in 2006, winning the first British GT3 championship. We were with Aston for about eight years or so and we won quite a lot with them. Then GT3, GT4, GT2, GT1, (we) did American Le Mans series (in 2008)" giving them a taste for endurance racing which they extended into Belcar as well as British GT teaching the team

valuable lessons in strategy and top tier sports car racing. Once Aston Martin pulled out, the team moved to running the mighty BMW Z4 with Écurie Écosse and won British GT honours in 2014. Once homologation ended for the Z4, Barwell had a tough call to make between taking on the new BMW M6 GT3 or changing teams. Lemmer said “GT racing (at) its foundations are as Pro-Am, most of the championships, and therefore it's very important that the Ams are attracted to the brand. BMW wasn't a very attractive car to move forward with. So, we started to look around for another brand and then we were approached by Lamborghini, and we thought, well hang on a minute, fantastic brand. They were ambitious, they were just starting out in GT3 racing and I liked the philosophy” and so a contract was signed to run the Huracán for the next season. This proved to be a successful partnership with 3x Teams Championships and 3x Drivers Championships since 2018. Which has culminated in 50 race wins with Lamborghini including the 2019 Barcelona 24 Hours overall win against full factory teams from across the world.

Obviously, the team finds the GT World Challenge events the toughest due to the sheer number of cars on track (up to 70 at Spa!) with all top-level drivers and many having factory support but this allows the team to prove itself on a large stage

especially in the sprint events. When asked to sum it up Lemmer called it “Brutal”. However, don't go thinking British GT is a walkover, the “level of Ams that's gone up. That's very competitive. And we've got some of the world's best pros”

When asked about how his race experience helps with team management he said he uses his experiences as “a qualified engineer... because I raced at quite a high level, up to super touring level, I was able to marry my engineering skills with the driving... that's my job now really... I don't control the engineering but I'm like the referee okay I listen to what the drivers have to say I listen to what the engineers have to say and then I prioritize what I think is the most important”. And he says that watching the factory teams in the Super Touring Era of BTCC showed “the level of factory preparation” that British GT teams are “not far behind” now, though he does stress they “don't get involved so much with the car development, although we have been involved with the development of the Huracán Evo and the Evo II”.

The team has used this strong relationship with Lamborghini to get to “basically one rung below (a) factory (team)” and have collected a massive bank of data and information that is part of a helpful dialogue between the two companies, however



Barwell's car #78 of Alex Martin and Sandy Mitchell approaches Lodge

Lamborghini doesn't contribute directly to the set-up which is all done in house. The team has 3 chassis that it runs across three championships (British GT, GT Challenge Europe Endurance and Sprint) meaning that 2 are at any event with one back at the factory. The new breed of GT car is designed for endurance racing so compared to old super touring cars the Huracán's are reasonably bulletproof, of course they require maintenance, but it is much less per kilometre. Mainly, "The prep tends to go into the maintenance of the aero pieces that get worn. And behind all shiny motorsport, everything's shiny and clean, there's a lot of cleaning goes on and the cars have to be stripped down, inspected and cleaned". This means it takes a couple of hundred hours to build from a car from a bare chassis, and it takes 2 mechanics 2 days to turn a car around (which is handy with Barwell's packed schedule of 7 events in 6 weeks) When asked about workload, Lemmer said travelling is "Pretty fierce... It's a buzz, but it's tough on the gut... Long hours".

In the #1 car Barwell have racing veteran and defending GT3 champion Rob Collard (Am) and rising GT racing star Hugo Cook (Pro). This creates a dynamic that "is a bit reverse because Rob's the guy with experience but Hugo's got a very wise head on his shoulders. He's a fast learner". After spending the opening of the season trailing behind the

dominate 2 Seas Motorsport, Barwell needed a strong display at Oulton Park. Lemmer explains the team will "need points on the board" but "I've got a very simple approach to trying to win a championship and that's we don't even look... at the points until the last race until then it's just if we're in it, we're in it and if we're not, we're not. Straight out of the blocks in qualifying Barwell showed pace with one pole and one 2<sup>nd</sup> place across the two races. The pole was converted to a win in race 1 with a dominant drive from the #1 car of Collard and Cook and P5 for the #78 of Sandy Mitchell and Alex Martin, leading to a big haul of points for the team. Unfortunately, the typically damp Oulton Park weather was not in the team's favour later in the day and both cars struggled with a failed strategy gamble in a wet/dry race leading to only 1 point. They remain in 2<sup>nd</sup> behind the 2 Seas Mercedes and will hope to close the gap in the future.

The weekend proved to be a story of two halves for the team as they now turn their attention to Monza in Italy for round two of the GT World Challenge Europe Endurance Cup on May 30-June 1 and the next British GT round at Spa in late June. Thank you for the whole Barwell team and Mark Lemmer for providing an insight into the brutal world of GT racing.



*Rob Collard and Hugo Cook secured victory for Barwell in the first British GT race at Oulton*

# BRAVING THE WEATHER



Alex O'Grady drove magnificently in difficult conditions to win in GB4

Aside from British GT, the other races on the Bank Holiday programme provided close battling and great entertainment. The very changeable weather spiced things up and often made brave tyre choices the key to success.

GB4 was the main support championship to British GT. The first of their Triple Header took place on the Saturday just after a shower had crossed the circuit. Many of the cars at the front of the grid started on slicks but this proved to be the wrong choice as the first driver using wets, sixth placed Alex O'Grady, was leading at the exit of Cascades. Luca Magnussen and Megan Bruce made the same tyre choice as O'Grady and by the time the Safety Car appeared on lap 3, they were second and third having started from eleventh and nineteenth respectively.

After a few laps, the race went back to green and O'Grady took the win from Magnussen but Bruce lost her place on the podium when Enzo Hallman passed her at Old Hall on the last lap.

Conditions were drier for the second GB4 encounter but this didn't prevent one driver from losing control on the green flag lap. He crashed into the barriers on the Lakeside Straight causing the start to be delayed.

Guinchard took the win from pole. Leandro Juncos battled his way through from fifth on the grid to claim second on the opening lap. Soon there was a Safety Car period due to Mayer Deonarine going off on the exit of Shell.

While the field was under caution, drizzle began to fall so when the field was unleashed O'Grady was once again able to show his mastery of low grip conditions and made good progress up the order into fourth. Ahead of him, Alex Kattoulas passed Juncos round the outside at Cascades to take second but Juncos got the position back almost immediately at Shell. However, the latter pass was made in a yellow flag zone.

O'Grady impressively had the presence of mind to note the significance of what had happened ahead of him. Having dived in front of Kattoulas at Old Hall on the penultimate lap, he deliberately didn't attempt any risky manoeuvre on Juncos as he expected to inherit the runner-up position after the race had ended. The stewards agreed with O'Grady's reading of the situation and disqualified Juncos.

There was another damp track for the final GB4 race of the weekend and it featured a partially reversed grid. Again, due to a car becoming stranded on the green flag lap, the start was

delayed. This gave all those starting on slicks the opportunity to go into the pits for wets. Everyone had to take this decision except 5 cars towards the back of the grid that had gambled by having wets already fitted when they left the Assembly Area. The other 19 runners started from the pit lane.

Ironically, such are the vagaries of the weather on an English Bank Holiday Monday, slicks would have been the fastest tyres as the track dried during the course of the race.

So, the “front row” of the grid was now actually nearly under the bridge on row 9! Hallman was on “pole” in seventeenth position. He was beaten to the first corner by Tom Ingram-Hill but Hallman was soon ahead having braved it around the outside at Druids and Lodge in a mega move on the first lap. His team mate, Dayton Coulthard, then took second place at Old Hall.

Guinchard made it up to third from the pit lane by passing Ingram-Hill. He didn’t maintain that position however. Callum Baxter was one of the many to head for the pits for wets at the start but when his team realised he was at the back of the queue to leave, they changed back to slicks. As the track dried out, these were very much the tyres to have. He charged up the order and was a tenth of a second away from taking second place from Coulthard at the finish. He was so much faster than the leaders, he would have won had race been a lap longer.

Rocco Coronel is the man to beat in Ginetta Junior this season, the Red Bull driver had only been beaten once prior to the series arriving at Oulton Park. He won 2 of the 3 rounds in Cheshire but in the final race Fred Green pipped him having gone round the outside at the final corner.



*The man to beat in Ginetta Junior is Rocco Coronel*

The flagship Ginetta series, the Protyre Motorsport Ginetta GT Championship had a brace of rounds on

the programme and both had changes to the podium positions on the final lap.

The first encounter was a 10 lap sprint on Saturday. Robert Cronin took the lead at the first corner in very wet conditions and was never headed. Meanwhile, on the last circuit the battle for second was resolved when Harry Gamble went round the outside of Jack Collins at Cascades, survived a huge wag of the tail on the exit kerb and completed the move at Island.



*A rumbling grid of Ginetta GTs prepares for action*

The track was damp on Monday for the 40 min Feature race but there was a threat of more rain. The start was chaotic with lots of cars running wide including the front row starters Cronin and Collins who made contact. Just behind them, Cameron Pratt-Thompson and Mike Taylor had a collision serious enough to cause both to retire and bring out the Safety Car. Through all this chaos, Archie Clark emerged in the lead.

Out of position, Cronin and Collins both pitted to have slick tyres fitted while the Safety Car was out. This was to be a decision they would regret as the rain began within a lap of the race going back to green leading to Cronin spinning off at Brittens later on.

As the track became wetter, Gamble had great speed and took the lead from Clark around the outside at Lodge before taking a comfortable victory.

The Ginetta GT Academy had one race on Saturday and two on Monday. Saturday’s encounter saw Sam Shrimpton take the lead from pole-man Jamie Caudle at Island on the opening lap only to go off on the exit of Brittens immediately afterwards leaving Caudle to take the win.

James Nicholas was actually the fastest in qualifying but had to serve a six place grid penalty due to a misdemeanour at the previous meeting.

He improved to finish fourth, his progress was thwarted by the final couple of laps being run behind the Safety Car.

Nicholas made amends on Monday by winning both races with Caudle his closest challenger.

The trio of Ginetta series, GB3 and GB4 regularly support the British GT Championship however GB3 didn't visit Oulton as they were competing at Zandvoort the week before the late May Bank Holiday and at Spa the following weekend. In their places, the Legends Championship guested on the programme. With 2 Heats and a Final on both days of the meeting, they provided far more overtaking than GB3 would have done!

On Saturday both Heats were decided at the last corner. In the first, Will Gibson's paddle shift went up 2 gears at once which meant he lost speed exiting Lodge and was pipped to the line by Stephen Treherne.

In Heat 2, Jamie Moylan dived down the inside of Tyler Read on the approach to Lodge. Read locked

his brakes and ran wide allowing Moylan to take the win as Read dropped to fifth.

The Final was held in wet conditions. Once Chris Needham got into the lead, he focused on not taking too many risks on the treacherous track. This proved to be a great strategy as he took a comfortable win as most of the rest of the field had brief off track excursions – I have never seen so many cars taking to the escape road at Hislops!

The first Heat on Monday went to Oli Schlup by the narrowest of margins over Gibson but the second was comfortably won by Read after Molyan and Treherne both had mechanical failures when pursuing him.

For the final, the rain had arrived. Schlup was gasping for breath when he got out of his car in parc ferme having charged through from twentieth on the grid to take the win. Needham was looking to snatch the laurels away from him exiting the final corner but like Gibson the day before, he had a gearbox issue and lost speed.



*Typically fraught Legends action!*

# RACE REPORTS

## BMW LIVE – 31<sup>st</sup> May



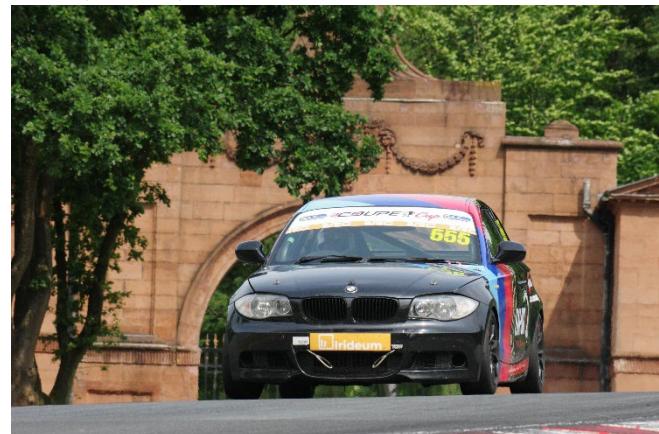
# Bavarian Motoring Wonders!

By Dan Chilvers

Bavaria is well known for many things: beer, sausages, lederhosen, and Oktoberfest immediately spring to mind but Saturday 31<sup>st</sup> May served as a reminder why BMW deserves to top that list. The 750 Motor Club (750MC) served up a plethora of BMW and mixed marque racing while Oulton Park was awash with German Super saloons, sports cars and the odd microcar! This can only mean it was BMW Live!

The morning saw all the cars go out and complete qualifying sessions to re-acquaint themselves with the track before racing began with the 116 Sprint and 120 Coupe Cup, a mixed race of two separate but very similar championships with the faster 120s dominating proceedings. Championship leader Matt Highcock (BMW 120) took pole and gave a dominant performance from lights to flag while Tarporley based Antony Seddon came back from last in class after a poor start to take an impressive 2<sup>nd</sup> in Race 1. This battle for 2<sup>nd</sup> between Seddon, Rob Carvell, Alan Corfield and David Williams let Highcock build a 10 second gap to win. Meanwhile Peter Keen (BMW 116) took class honours after improving 2 places. This pace for Keen carried into Race 2 with another win but only after James Wareing muscled Ethan Hall out of a podium with Hall in the gravel at Shell. The 120s showed a

familiar scene, as despite Seddon's best attempts, Highcock (who was battling overheated tyres for most of the race) once again won to extend his championship lead.



*Matt Highcock increased his championship lead*

More hatchbacks emerged onto the circuit later; however, these ones hail from France not Germany. The Clio Sport Championship provided 1/3 of the race distance as actual action due to a Safety Car immediately off the start in Race 1. Class B was won by Darren Ransom (Clio 197) in the class built for newer Clio 197s and 200s and he would end the day with a 2<sup>nd</sup> behind Jack Kingsbury (Clio 197) in Race 2 with a lead he held coming out of turn one for the entire (again truncated) event. Ransom got a poor start after he hit the limiter in second gear

which gave Kingsbury the space he needed to put his brand-new tyres to good use. Mark Ridout and Lewis Richardson (Both Clio 182) won class A in Race 1 and 2 respectively.



*Jack Kingsbury leads the way*

Next up came the unique Armed Forces Race Challenge where rather than the race winners taking the points instead the result is based on a driver's total race time divided by their personal fastest lap rewarding consistency over pace. It also contains an inter-championship competition between different branches of the armed forces

and does not allow Safety Cars as they would massively affect average lap times. Both races were won by Mark White (Civic Type-R) as he drove a rather lonely race when his closest rival and Tank Commander John Cobley (Ibiza Cupra) fell foul to issues in both races. Race 1 was also interrupted rather fittingly by the Avro Lancaster Bomber flying overhead during its 80<sup>th</sup> Birthday celebrations.

Then out came the big Beemers running in the BMW Car Club Racing Championship, a field of E46s, E36s, E92s and even a Z3 roared around showing off the German Marques fastest and finest. Although M3s classically controlled the series, a few M235is showed strong pace collecting podiums in both races. However, Paul Cook (M3 E46) took Race 1 in a clean win while Charlie Dark (M235i) and Ben Pearson (M235i) fought for 2<sup>nd</sup>. A fight that got so heated they allowed Steven Schweikhardt (M3 E46) to steal 3<sup>rd</sup> and gain crucial points for his championship lead. A word for Jason Rees (M3 E92) who qualified 20<sup>th</sup> but finished an incredible 7<sup>th</sup>. Cook would go on to win again ahead of Pearson and Schweikhardt (who split the M235is once again). Race 2 featured some daring moves with Schweikhardt taking 3<sup>rd</sup> from Dark into Cascades



*Mark White leads John Cobley*

and Cook retaking the lead into Shell from Pearson as they battled traffic in the lower classes.



*Paul Cook took 2 wins in the BMW Car Club Racing Championship*

The final non-BMW series on the roster was the Historic 750 Formula Series, the series that gave its name to the 750MC and features a mix of Austin 7s, original vintage cars and modern recreations. The Village V2 of Sam Wright is already a proven winner with two wins (albeit with another driver) at Donington Park earlier in the campaign but after a close-cut battle with Gregg Catton (Dison Type 64) around the entire circuit, Wright managed to seal the race win with a move into Island. Unfortunately, Catton was battling gearbox issues for the whole day. Nevertheless, Wright won his debut in the Village proving it as a highly capable machine.

Wrights luck would not continue though as a 10 second jump start penalty was earned in Race 2 before he retired in the pit lane handing the win to Catton. Richard Verheyden (Merlin Miss Moneypenny) didn't make this easy for Catton as



*Sam Wright won on his debut in the Village V2*

they battled till the line with just a slender 0.121s gap between them as the flag fell.

Finally came the headline race, the 40-minute mini endurance Ultimate BMW Race featuring cars from the BMW Car Club Racing Series, 116 Trophy and

120 Coupe Cup. The race featured a mandatory 60 second pit stop with some teams optioning for two drivers. The Lewis/Cook E46 M3 qualified on pole but didn't move off the line when the lights went out causing it to drop to last before blasting up to 5<sup>th</sup> on the first lap. This meant Micheal Cutt (E36 M3) inherited the lead but not without drama as his front bumper took a knock on the pit straight and was dragging from then on. A mid race Safety Car brought out a flurry of pit stops with Lewis/Cook pitting last. With Lewis now in the car the fight was on, Cutt was overtaken by Jason Rees (M3 E92) in the pit stops and a second Safety Car bunched the pack up. Lewis stormed to the lead before Cutt was taken out at Shell by Rees who then took Lewis over



*Jason Rees' victory completed a fabulous day of racing*

hilltop. Rees would stay 1<sup>st</sup> till the end followed home by John Brown (M3 E46) and Lewis to end a fantastic day of racing.

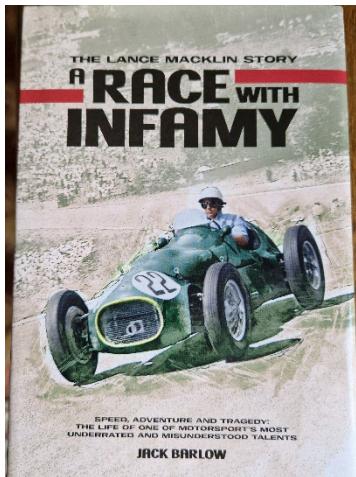
The 750 Motor club will be back out at Oulton Park on 20<sup>th</sup> September, and the BMW Car Club Racing Championship will resume action at Donington Park in late June.



*All eyes were on the sky when the Lancaster bomber flew over!*

# BBC – Broadbent's Book Corner

Michael Broadbent review his favourite books



## A Race with Infamy. The Lance Macklin Story by Jack Barlow

Veloce Publishing  
Available Here

I have chosen this book as the story co-incides with the most tragic and controversial motor sport crash that happened at Le Mans in 1955, seventy years ago.

The accident has been well documented over the years, including an excellent documentary made in 2010 called The Deadliest Crash, made by the BBC. Several books have been written, including: The Amazing Summer of 1955 by Eoin Young, Haynes Publishing and Le Mans '55 by Christopher Hilton, Breedon Books. They tell their story through the eyes of a journalist and remain reasonably impartial, yet objective.

However, this book tells the story of one of the main characters surrounding the accident at Le Mans in 1955.

The Macklin family had quite the adventurous lifestyle, living in Australia, then moving to the UK so that Lance's father, Noel could be educated at Eton. He fell in love with cars and bought a Fiat called Mephistopheles (think the Beast of Turin but more crude) and raced it at Brooklands. He then persuaded Oliver Lyle (he of Tate & Lyle fame) to invest in a new car company called Invicta in 1925.

These were the high-performance cars of the period and sold well after demonstrating their prowess both on the racetrack and on the road.

Thus, Lance was brought up with cars front and centre. He discovered motorsport and went on to race with HWM, Aston Martin, Maserati and Bristol. His involvement moved on to drive for Donald Healey's team at Le Mans in 1955. He enjoyed the life of a titled Englishman and did not worry too much about gear ratios, tyres, fuel etc. He left that to the teams and mechanics. His job was to race, and fast. He did have some success at national and international level. However, it was always Le Mans that was the pinnacle of motorsport to many.

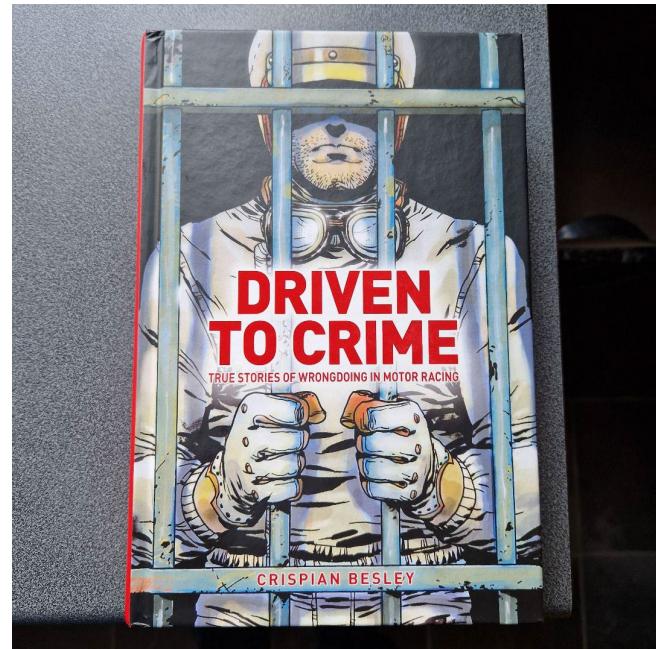
The book goes into detail about the accident in 1955 without sensationalising it and tells the story from Lance's perspective.

However, Le Mans 1955 proved to be the watershed for all the wrong reasons. Motorsport was banned immediately in Switzerland, Mercedes Benz pulled out of all motorsport at the end of the season after the team manager withdrew all its surviving cars from the race as a mark of respect. Accident processes were changed at race events, along with spectator control and marshalling as a result of the event, along with triage processes for the injured.

The book will challenge your views on the infamous race as it shows how people approached motorsport in an almost gladiatorial basis, and accepted death as part of the challenge. It was not until Jackie Stewart shook the establishment in the late 1960's by challenging that mentality and changed the sport for the better (which will be the subject of a future review).

Without giving too much away, Lance carried on with motorsport for some time and had a life outside sport and the book goes into detail about his eventual demise.

The book is not just about motorsport. It's about an individual who went motor racing and was front and centre of the most controversial and tragic event that still courts opinions even today, seventy years on.



## Driven to Crime – True Stories of Wrongdoing in Motor Racing by Crispian Besley

**Evro Publishing**  
[Available Here](#)

Crispian Besley, who as a lifelong motor racing fan started watching live racing at the British Grand Prix in 1974. You may know of him when the HSCC comes to Oulton Park as he races a variety of Formula Junior cars from his stable. This is his first foray into writing.

This intriguing book, the result of years of research, encompasses not just those who have been 'driven to crime' in order to pay for their sport but also characters within motor racing who have been involved in wrongdoing, sometimes through no fault of their own. The true stories include fake suicides, money laundering, smuggling, drugs, fraud, the Great Train Robbery, the owner of British Home Stores – just to name a few!

The book is split into 66 easy to read chapters and the author gets straight into each subject and moves the story on in crisp easy to read dialogue. It is the kind of book where you can read a couple of chapters and put it down for a couple of days.

The stories recount misdemeanours of drivers and teams you will be familiar with, and some you will not and some that will leave you thinking – 'How?'

Overall, it is an excellent book, well presented with some illustrations and is a very different subject to how people go about their racing.

For a first time author, Crispian manages to capture the spirit and the essence of each story in an open and easy to read text and is well worth the £40 cost.

Interestingly enough, your reviewer managed to get caught up in the periphery of one of the characters in the book. Fortunately, he escaped with his reputation intact!



Crispian Besley. Photo: Race Retro