



The Oulton Park Gazette

December 2025: Vol 1 Issue 9



A LOVE OF SPEED

Married Life in the Fast Lane with the Mathers

Maria's Motorsport Destiny

© Maria Goode/Facebook



Behind the scenes at the Neil Howard Rally



Christmas Quiz



Christmas Books

WELCOME

Hi...

November was a tough month for me due to my mum passing away, so I am indebted to Dan Chilvers and Michael Broadbent for “manning the fort”. They provided plenty of content for the final magazine of the year.

Dan has produced 3 amazing articles on a trio of legends from Oulton Park – Kim Mather, Allan “Faz” Farrimond and Maria Goode. For Maria to be called a legend when still a teenager is pretty impressive but when you read the piece, I am sure you will agree that she is.

Meanwhile Michael has devised a Christmas Motorsports quiz to test the brain cells after all the turkey has been eaten... it also gives us an insight into what goes on inside his head! Furthermore, he has provided 4 pages of Christmas gift ideas.

At the start of November, I enjoyed following the battle for the lead of the Neil Howard Single Venue Rally. My report is supplemented by a couple of fascinating behind-the-scenes features from Ian Davies, Radio Controller of the event, and James Swallow. The latter is Chairman of Bolton-le-Moors Car Club who organised the rally and was also the co-driver of Car 7. He recounts a very busy but enjoyable weekend.

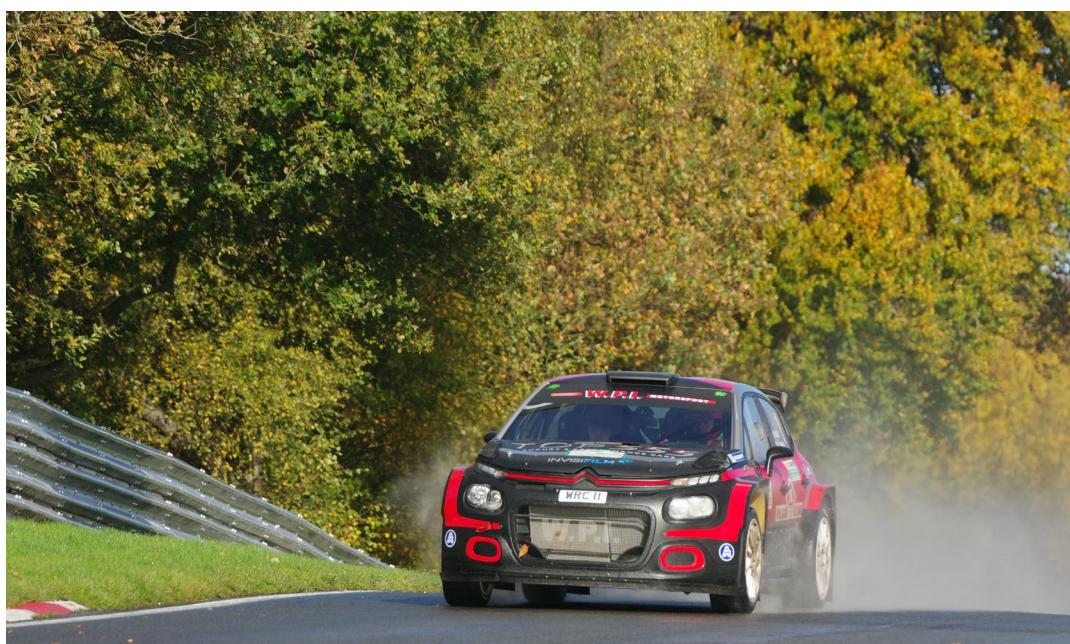
A week after the Neil Howard, the RAC Rally of the Tests visited Oulton Park as part of its mammoth 750 mile journey around Northern Britain. [LloydiaPhotography](#) provided a selection of fabulous images of the magnificent classic cars taking part.

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All photographs provided by PS Images unless otherwise credited

CONTENTS

| | Page |
|--|------|
| Kim Mather – Autumn Gold | 4 |
| A Christmas Motorsport Quiz | 7 |
| Comeback Kings – Neil Howard Rally Report | 8 |
| Radio Controlled – Managing rally communications | 9 |
| James Swallow – A Hands-on Chairman | 13 |
| Classic Visitors – RAC Rally of the Tests | 15 |
| A Leader of Racers – Allan “Faz” Farrimond | 16 |
| Living the Goode Life with Maria Goode | 18 |
| Broadbent’s Book Corner Part 1: Where to buy books | 19 |
| Broadbent’s Book Corner Part 2: Christmas Gifts | 21 |
| A Christmas Motorsport Quiz – Answers! | 23 |



AUTUMN GOLD



Kim & Yvonne Mather continue to enjoy their motorsport over 50 years since the first met

Kimberley Stuart Mather was born on 12th July 1951, and with a dad who was a competitive rally driver, his future was almost inevitable. Kim's father competed throughout the 1950s in the UK's premier, RAC-organised rallies such as the Rally of Tests and the Monte Horseman Rally, which he won. This success earned him an entry into the world-famous Monte Carlo Rally where he completed in a Morris Minor.

As soon as Kim was old enough, he began rallying in a Mini before progressing to Mk.1 Escorts and Cortinas. At just 18, Kim entered his first event with a professional navigator - The Moorland Rally – and won. Then Kim's brother, Mike, came up with a plan "to become the next Jackie Stewart" and the family moved its motorsport focus to circuits.

Kim recalled that the family's time racing was a "wonderful part of our lives". It began with victories in Mike's Formula Atlantic car in Formula Libre, before finances brought this to a halt. Then, out of the blue, David Taylor appeared and, impressed by Kim's pace, offered him a drive in an ex-Jackie Oliver BRM P153 F1 car. The partnership flourished with Kim winning races and setting circuit records at Aintree and Longridge (where he still holds the outright lap record). Even the Three-Day Weeks of 1973-74, didn't deter Kim's racing as he purchased

an old BDA F2 and Chevron from Derrick Bennet. Further Formula Libre racing followed, including a memorable win at Oulton Park. Kim explains that "in my mind (Oulton Park) has always been my second home, whenever I go over that bridge, it brings excitement to me" because it's still "a real drivers circuit". He names the Foster's layout as a personal favourite because it cuts out the long straights to and from the Shell Hairpin thereby reducing the advantage of more powerful machinery.



*In the 1970s, Kim raced in top-level domestic single seaters.
Photo: Kim Mather*

Three years of racing in the Aurora AFX British F1 Championship were a "fantastic experience" with its hard racing against proper drivers and cars until Kim's efforts came to an end when sponsorship deals fell through. Kim fondly recalls a memorable race at Mallory Park in his Chevron F2. "It was a

damp misty weekend, in qualifying we did our usual 3 or 4 laps then came in, we couldn't afford to just keep going around." Only then did someone tell Kim he was on provisional pole, so he headed back out and secured second on the grid. Though a few Formula 1 cars slipped past during the race, Kim held onto an impressive top 5 finish. Bad luck followed immediately at Zandvoort, when a crankshaft snapped while testing.

A return to gravel roads seemed inevitable for the now experienced Kim and it came courtesy of a written-off (but still driveable) Porsche 911. In true rallying spirit, a modified Escort roll cage was fitted into the Porsche for a single venue rally at Oulton Park. Kim said the "event was great fun - and that started it all." A following trip to the local salvage yard resulted in the purchasing of a Lotus Sunbeam, as it was "something different". More rallies followed with both gravel and tarmac events being tackled in 1983.

Never wanting to be left behind, Kim saw rallying's shift to all-wheel drive domination and had an idea - a twin engined Mk.2 VW Scirocco called Hurrey. In 1986 and 1987, Kim took the radical beast to victory in all 20 ANWCC Championship rallies, taking 2 titles with ease. But then in 1988, with no explanation, Kim never received a rally logbook and by 1989 the car was outlawed. The new rule banning engine relocation rendered Hurrey and Andy Burton's Ferrari-engined Alfa Romeo GTV6 illegal overnight.



Kim and his amazing twin-engined VW Scirocco taking part in a "Rally Car" race at Oulton Park. Photo: Alan Cox

Kim met his wife Yvonne through motorsport in 1973 and feels "so lucky to have a partner that shares my love of motorsport." Yvonne has long been the team's "organizer, pit boss, parts scrounger... and long-suffering navigator." The pair are supported by mechanics Chris Clemson and Mike Storrar in their "O.A.P rally team" especially at show events like the Goodwood Festival of Speed.

Today they enjoy one "last fling with cars that are almost as old as we are" and they feel immense pride that the cars are "being used for the purpose they were built for and not just sat in a collection or museum."

Asked to choose between his two noble steeds, Kim admits he can't: "The Sunbeam is great fun to drive but the Scirocco is a unique experience". The Sunbeam is "very demanding to drive on the limit". It can prove quite "snappy" meaning you must anticipate its next move at every turn. However, it has proved to be "very controllable when sliding." The VW, an "animal", demands total commitment - "understeer in, oversteer out". He calls the noise a "sensual experience" as the twin engines harmonics battle like a "twin-engined plane or boat". However, Kim notes when the Scirocco is on good tyres it has "incredible traction" and very high grip.

Kim brought his beloved Lotus Sunbeam (which ran in the 1979/80 Castrol Autosport Championship) to Oulton Park's Neil Howard Rally. After a cautious first stage due to dropped oil, Kim found 30 seconds of pace on the next showing "how tentative" he'd been driving. Years in single-seaters have given Kim perspective: he "makes it a rule not to look at times/position until after the event" this means he "just drives as fast I can safely in a genuine 45-year-old car." The Mathers' Lotus Sunbeam came home 31st out of 90 entries and finished 7th in class 3, a result the pair were delighted with.

More than 50 years on, the Mathers remain as determined as ever. Kim vows to continue "as long as I am fit enough to drive." They now enter around seven events a year including some hill climb events with the twin-engined Scirocco. Kim's dream is to drive an F2 once again - to relive those early days spent tearing around Europe's greatest circuits.

With a career spanning single seaters, rally and sports cars, it's little surprise Kim has driven some extraordinary machines. He's driven "3 F1 cars, almost all of the March F2 cars ever produced, various Chevron F2 cars and (he) even raced the famous breadvan Ferrari." Not bad for starting a mini in amateur rally.

The Gazette would like to thank Kim Mather for sharing his remarkable motorsport journey.

A Christmas Motorsport Quiz



Image generated by Perplexity AI

Motorsport Trivia

1. Who was the first F1 driver to be sponsored by Red Bull?
2. Who was the last Frenchman to win an F1 GP?
3. Who is Tom Ingram's long-term sponsor?
4. Who was the first person to exceed 200mph on land?
5. How do you get from Tyrrell to Mercedes?
6. Who was the manager of the pre-war Alfa Romeo Grand Prix team?
7. Who was the last person to race a Brabham F1 car?

Make, Model or Both

8. An underage traditional English Dancer
9. A Dependent Bird
10. Cold household storage area before fridges
11. 70's US Chrysler muscle car and large predatory fish
12. An Italian Ski-ing destination and the 1956 Winter Olympics venue.

16. The car in front is a....
17. The Relentless pursuit of perfection
18. Hand built by Robots.
19. Grace, Space and Pace.
20. The Silent Sportscar

Animals, Birds and Badges

Name the creature associated with these brands:

21. Lamborghini
22. Peugeot
23. Abarth
24. Suzuki
25. Alfa Romeo

Name the manufacturer:

26. A Viking Ship
27. Six Stars and an Oval
28. A Winged Arrow
29. Three Diamonds
30. Three Eclipses
31. An Exultant Nude

Advert Slogans (some old, some new)

13. Everything we do is driven by you.
14. Zoom, Zoom, Zoom
15. The Power of Dreams

Continued on next page

More Useless Trivia (Nerd Section!)

32. Said to be the world's first purpose-built racing venue.
33. A small car allegedly banned from production sports car racing because it was too fast.
34. Who was the first driver to win Indy 500 in a rear engined car? Car, driver, year
35. Name all the countries who hosted an F1 race in Africa.
36. Which F1 manufacturer designed and built military missiles?
37. 2025 was the last season for DRS, but when was it introduced?
38. Name all the tyre manufacturers who have supplied tyres to F1 teams.
39. Which race car manufacturer's name translates as 'She Moves?'
40. If Fred Agabashian (or Christijan Albers) is the first, then who is the last?
41. How many circuits have been used in the USA to host F1 championship races and name them?
42. How many Japanese manufacturers have built F1 engines? Name them.
43. What race car could you put a canary in?

First and Last Corners

44. Knockhill
45. Mallory Park
46. Donington Park Grand Prix Loop
47. Mondello Park
48. Croft
49. Lydden Hill
50. Thruxton

Picture Round

Name the driver

51.



52. (Car 27)



53.



54.



55.





COMEBACK KINGS

Joe Cunningham and Josh Beer bounced back from dramas on SS3 to win the 2025 Neil Howard Stages

On 1st November, the 2025 Salford Van Hire Neil Howard Stages at Oulton Park got underway on a dark and dismal November day after a torrential downpour drenched the Cheshire venue just before the first stage got underway.

Joe Cunningham, co-driven by Josh Beer, coped best with the conditions early in the morning with their ex-Mads Osberg Ford Fiesta WRC. They were fastest in both of the opening stages.

As the sun came out, the track, Rally School Circuit and service roads that were used to create the stages began to dry out.

Cunningham/Beer appeared to be on their way to a comfortable victory but then it all went wrong on stage 3 when they suffered a puncture and a driveshaft issue. To make matters worse, they had two spins and received a 10 second penalty for clipping a barrel.

This saw them plummet down to fourth on the leaderboard. Not for long however as their mechanical issues were quickly resolved enabling

them to power their way back up to second by the end of the next stage which marked the halfway point of the event.

There was another Fiesta now in the lead – that of former BTRDA Champions Steve Simpson and Chris Williams. They didn't have the pace to keep Cunningham/Beer behind them as the repaired Ford won 3 stages on the bounce.

With darkness closing in and the hardy spectators beginning to look forward to the iconic fireworks display, the fastest car on the final 2 stages was the Citroen C3 Rally2 of reigning Protyre Circuit Rally Champions, Michael Igoe and Will Atkins. This was the first round of their title defence.

Igoe/Atkins had struggled to find a rhythm earlier in the day but now the little Citroen was flying along.

They demoted Simpson/Williams down to third place and were just 7 seconds away from snatching victory away from Cunningham/Beer in a thrilling climax to Oulton Park's season. Cunningham was delighted with the win after a very dramatic day.

RADIO CONTROLLED



Photo: Ian Davies

Words by Ian Davies

MSUK Radio Controller – Call sign: GEM23

It's Friday afternoon – 31st October – and I wend my way across the Mersey Gateway Bridge and on to Oulton Park to meet up with Ian Winterbuen aka GEM 4 to set up Radio Control for this popular event. This year the event is the first round of the 2025/26 Protyre Circuit Rally Championship, making for a quality and full entry. As ever when setting up multiple masts the weather is not on our side, with frequent showers and quite a strong wind. The latter is somewhat of a challenge as we try and get one of the aerial leads across from the first floor of the Control Tower, over the gateway into the pits and up to the top of the adjacent media platform. Past experience tells us that we need some height clearance in case the circuit telehandler needs to pass through the gateway. This year we have three radio channels to set up, the principal MSUK safety & medical frequency, a sector marshal high band channel and finally a second high band channel to the Clerk and his organising team. After a couple of hours grafting, we have everything set up, tested and ready for the rally.

I had an early 5am start on a cold and wet Saturday morning as I head back to Oulton Park and head straight to the Rally School cabin to sign on the radio, rescue and recovery teams, whilst the other Ian heads to the tower to complete the final Radio Control set up. At the Rally School I meet up with the Chief Marshal – yet another Ian! – and start to sign crews on at a steady trickle. I must at this point thank the organising club Bolton-le-Moors and their sponsors for the goody bags, which are most sought after and appreciated. Whilst working through signing on a rather down Eagle 9 calls in to advise that his new van has broken down in the Paddock and he has called the AA out to attend. John has come a long way to the event and this is not good news for him, thankfully I have a spare radio crew and put them on standby in case Eagle 9 can't be helped in time.

By 07:20 everyone is signed on and I unfortunately have to replace Eagle 9 with GEM 16 over at Post 10. I rejoin Ian W in Radio Control and meet up with 'circuit' Ian who will be our link to Oulton's maintenance staff and assist us in operating MSV's electronic flagging system.

All of these 'Ian's' make for some slightly confusing calls when the shout goes out for one of us across

now four radio channels (the fourth being the circuit management operational radio).

At 08:00 I complete the safety radio checks and Ian W completes the management channels and we get the safety cars into the stage. Clerk of Course, Jack, soon gives us the metaphorical green light and we instruct Swift 39 on the Start Line to let Car 1 go at 08:30. Bang on schedule for the first of eight planned stages.

Up in the tower we are afforded a grandstand like view of the pit lane and main straight, with the comprehensive and expended CCTV monitors allowing sight of much of the rally stage. The CCTV system allows both a real time 'live' view of the action, but also the facility to replay action and incidents, something that the Clerk and his team make use of throughout the day as various potential penalties are challenged.

Our first loss of the day appears right in front of the tower complex, as Car 22 stops in the chicane in front of us. Thankfully only one car is delayed slightly, whilst the marshals push the car on the grass and up against the barriers. How the car came to stop is revealed as the CCTV recording shows the car approaching the chicane but then suddenly flicking to the left, hitting the pit wall hard, before ending up in the middle of the chicane. Crew out and OK.



Photos: Ian Davies

Swift 40 the nearest radio updates us and we then arrange for the crew members of Car 22 to safely cross the track into the dry, as their car will not be recovered until the end of SS2. Next to call in is GEM 9 who reports a spinning but restarting Car 7 out at Post 8.

More seriously Maverick 31 out on the Rally School circuit calls in that Car 15 has pulled off with them, apparently with "low oil pressure". The car is pushed close to where we signed on earlier where it can be recovered when the stage ends by their own

Service Crew and not be a call upon the three event Recovery Units (but more of them later). MoMo167, with Staffs Rescue at the mid-point Post 7 then calls in that Car 46 has stopped with them with an unknown mechanical issue. In the end we see a total of 105 cars into the first stage and a total of 102 out past Oak 8 at the Stop Line.

With Jack's permission as Clerk we swiftly get SS2 underway at 09:39, as the rain pelts down against the tower windows. I really feel for the marshals out on stage as they must at this point be getting a real soaking. As the stage continues, we get updates that both Car 15 and Car 22 which stopped in the previous stage can self-recover, but we advise only at the end of SS2. Stoke Rescue at the Start report a spinning Car 39, although they manage to somehow get back on the tarmac and continue. Clip 3 out at Post 5 reports that the BMW Car 73 is "trailing their rear box" and we watch the sparks fly as the car passes beneath the tower and on to the Stop Line. As we get towards the end of this second run we get the Clerk to find the crew of Car 22 so they can get back to their car and recovery it from the pit straight at the end of the stage.

Multiple calls now come in of a major oil spill all the way from around Post 2, past the start and finish line and up towards Lodge Corner. With all 102 cars safely reported out by Oak 8, we get Tiger Recovery

from the start to make their way to the stricken Car 22.

We also send in the organiser's vehicles. Both to set the layout for the next 2 stages and to assess the oil spill. Ian from the circuit offers his team's assistance but in the end the heavy rain disperses much of the oil and the Chief Marshal checks the braking areas and clears the stage to run, with a verbal warning at the Start.

With all of the changes made, SS3 starts at 11:06 and the action resumes, just as there is a brief break in the weather. The change of layout seems to

puzzle some crews and various Judge of Fact (JoF) Reports are made. Jack joins us to review several incidents where barrels in the chicane are hit. Pleas of “I didn’t hit nothing” are soon overruled, as the camera never lies and is worth a thousand JoF Reports! The camera certainly doesn’t lie...

Next, we watch in horror as two marshals casually cross the stage to rebuild the chicane at Old Hall as a MK II Escort comes flying towards them. They only see the car at the last moment and just have time to scramble to the side of the stage. The Clerk witnesses the incident and words will be had with the Sector Marshal later. The rest of SS3 is incident free and by 12:06 all now 103 starters are back with Oak 8 on the Stop Line.

Just before we get SS4 operational, Ian from the circuit advises that the main gates into the circuit have been temporarily closed as the available car parks are full! Those waiting will only be allowed in when we complete SS4 and can release the Rally School area as further car parking capacity. We get SS4 underway at 12:11 and it proves to be quite eventful. Caron 3 is first to call in out at Post 11, when Car 12 stops but then restarts, but not for the last time. They then ‘stop start spin’ out at Post 10 with GEM 16, repeating the same again at Post 16 with Maverick 31 before finally getting to the Stop Line. Staff Rescue out at the mid-point at Post 7 then call in that Car 40 has stopped and retired with them. Hardly has my pen been put down and GEM 16 calls in that Car 69 has stopped out at Post 10, another one for the recovery log. Not to be left out, Bulldog Recovery calls in that Car 76 has stopped at Post 9 and then Stoke Rescue calls in a stopped Car 101 just after the Start. This all means of the 103 starters only 99 this time make it to the Stop Line. As the metaphorical dust settles, I get Bulldog, Tiger and Marlan 51 Recovery into the stage to begin the collection of cars that had gone astray as the set up crews prepare the venue for stages 5 & 6.

During the afternoon, the weather takes a turn for the better. Clearing skies and a strong wind make for a quickly drying track. SS5 blasts off at 13:45 and the reverse direction really challenges some of the crews as we are alerted to various JoF reports, which due to the miracle of modern tech, via a QR code and photo can be sent straight through to the Clerk. Needless to say, this all means some more review of the CCTV recordings to bust yet more pleas of “I didn’t hit any barrels”!

The circuit radios then alert us to a possible accident in the Paddock area and the circuit staff investigate and liaise with the Clerk, although thankfully no injuries result and the circuit team deal with the matter very professionally and compassionately with regard to the spectators involved. Despite the challenges of the new layout all 99 starters are clear of the stage by 14:43 and we quickly move towards SS6.

Stage 6 begins quietly enough, as the Clerk and Deputy make one of their frequent visits up into Rally Control. On one of the CCTV monitors we then all watch Car 10 fly off into the deep gravel at Post 3 Cascades and become stranded where GEM 59 is located. Via the radio we get the marshals and crew from the car safely behind the barriers and Jack judges that the car is clearly visible and can stay to the end of the stage.

Moments later, Car 8 suddenly pulls off the stage at Post 9 and the driver leaps out to attend to his co-driver. We watch for several moments before the co-driver emerges. Both crew members look very unsteady on their feet.

Jack makes the swift decision to halt the stage, I action the stage stoppage, deploy Red Flags (supplemented by the circuits electronic Red Flags) and immediately deploy Stoke Rescue from their mid-point location to the scene. Stoke Rescue and the Chief Medical Officer reach the incident in less than 90 seconds. After initial assessment the casualty is escorted into the Rescue Unit and taken for further assessment to the Medical Centre. Meanwhile the remaining cars in stage progress non-competitively to the Stop Line and the decision is made to scrub the rest of the stage and begin the changes for the final pair of tests.

As SS6 is cleared and the set up crews begin to prep for SS7 and 8, we take a moment to draw breath and advise the circuit team of the impact upon the schedule for the rest of the event. With some of the first cars through SS6 and onto Service before the Red Flags, the decision is made to stick more or less to the original time schedule for the event, meaning we have plenty of time to make the stage changes, complete recoveries and get things in order for the remainder of the rally. Whilst all of this is going on we get the good news from Stoke Rescue and the Med Centre that the unwell co-driver is recovering, with no immediate further action required.

At 15:58 SS7 is finally underway as the light begins to fade and the action resumes in earnest. A busy and alert Stoke Rescue then calls in that Car 25 is stuck in the middle of the Bus Stop Chicane at Post 4, briefly blocking the car immediately behind them. Ian soon has the cameras directed to the scene and we eventually watch the marshals get the car pushed out of the chicane and up against the barriers. After much ‘tyre kicking’ the car eventually restarts and the crew safely make it out of the stage. GEM 16 then calls in that Car 44 has stopped out at Post 10, with a possible gearbox issue. Whatever the problem, the car is soon observed being fired up and the crew head out along the grass and back onto the stage. Much less fortunate is Car 83 who we watch fly off onto the grass before Druids and then deep into the expanded gravel trap. The car then digs itself neatly into the kitty litter and is going nowhere fast. With darkness now nearly upon us we call Jack back up into Rally Control to assess the position of Car 83. We all agree that it is not in the best of places and will need to be pulled out, before the final stage. As the last car gets to the Stop Line I mobilise Marlan 51 Recovery to the scene, minus their trailer, to pull

the stricken Car 83 back on to the tarmac where it then drives out of the stage.

As the circuit prepares for the spectacular bonfire and fireworks, we get the final stage underway at 17:07. By now all is dark outside and we have to rely upon the radio crew’s ‘Mk 1 eyeballs’, rather than the cameras to monitor progress around the stage. Unlike in previous years the final stage passes off without any incident and a very respectable 90 cars make it to the end of the event on the stroke of 18:00.

As we stand everyone down, Ian W and I set about the lone task of derigging the radio systems and masts, not the easiest of jobs on a cold, damp November evening. Thankfully the Chief Marshal swiftly collects the Sector Marshal handheld radios and the organisers gradually return their radios as we lower the masts and wrestle with the long aerial cables down from the first floor and media platform. By about 19:30 all is safely packed away and after a most enjoyable event it’s time to join the long queues to exit the venue after the fireworks.



A HANDS-ON CHAIRMAN



By James Swallow – Co-driver to Car 7, and Chairman Bolton-le-Moors Car Club.

Every year on the first weekend of November, I help set up and then compete on Bolton-le-Moors Car Club's home rally – the Salford Van Hire Neil Howard Stages. It is always a superb weekend!

As is always the case, transforming Oulton Park to host a Single Venue Rally was a breeze thanks to the vehicles supplied by our sponsor, Salford Van Hire. With the added assistance of a pick-up courtesy of KH Hire for barrel hauling duties.

Many people don't realise the time and effort that goes into putting on one of these events. Whilst the circuit acts as a superb canvas, the adding of the details such as the chicanes and other furniture like junction arrows and merge/split boards takes a small army of volunteers from the club. Making a start shortly after breakfast on Friday morning, the layout on which Stages 1 and 2 would run was completed and undergoing final checks shortly before nightfall... and then we were ready to go!

I arrived Saturday morning with my competitor's head on, co-driving for Kieran Hankin in car 7, a Citroen C3 Rally2.

We were greeted by a surprisingly dry(ish) circuit and tyres quickly became the hot topic around the paddock as everyone umm'd and arr'd over what would be best for a stage that comprised of a mainly dry circuit, but included wet and greasy infield sections through the rally school and surrounding access roads.

Shortly before the start of SS1 however, that decision became pretty obvious. It hammered it down, so wets it was.

Everywhere felt very green and slippery, however, we got everything working. Our spirits took a dive when we had a huge spin on the fast run down to Knickerbrook but Kieran collected it up well and we cracked on. Stage 1 had woken us both up!

Stage 2 promised to be just as greasy. On the rally school track, we had another low-speed spin which led to a stall. We again recovered well, finding ourselves just outside the top 10.

We pushed hard through the new configuration that was used for stages 3 and 4 trouble free, to find ourselves lying 10th at the halfway point.

As the afternoon progressed the stages dried up and we switched to super softs. With this, a setup change, and thanks to stages 5 to 8 being run in the same direction as that used for race meetings, we pushed hard as Kiaran felt a lot more comfortable in the car and climbed up a position to 9th.

We had a solid run through stage 7, and found ourselves up to a safe seventh with the last stage in the dark left to go.

The feeling in the car was spot on, and with large time gaps either side of us, we decided it best to just bring the car home without any issues.

After the awards presentation, it was time to celebrate another successful event back at the Chinese restaurant that was close to our accommodation.

Like the setup beforehand however, a lot of tireless effort is needed the day after the event, as everything needs to be cleared away. Thankfully as a club we've become a polished unit, that can get organised and make a large task seemingly effortless, but we assure you it's not.



The KH Hire pick-up hauled barrels and cones into position.

Photo: James Swallow

It is however very rewarding for all involved, the positive feedback received every year makes the effort all worthwhile, and as I'm fortunate enough to see the fruits of our labour first hand out on the stages, I know why Bolton le Moors Car Club is so proud of its flagship event at Oulton Park.

If you haven't been lucky enough to see our event first hand yet, I strongly recommend you do so, next year on Saturday 7th November.

It helps show off this fantastic circuit in ways you perhaps don't see during a BTCC or BSB weekend, even when it's raining!



The organisation of the rally was made much easier by vehicles supplied by event sponsor, Salford Van Hire. Photo: James Swallow

CLASSIC VISITORS



Words by Dave Williams

Pictures by LloydiaPhotography

A week after the Neil Howard, a very different type of rally visited Oulton Park on 8th November as competitors in the “RAC Rally of the Tests” used its facilities on their epic 3-and-abit day journey which took them from the start in Windermere, down through the Pennines, across the Peak District followed by a meander through Shropshire before driving across North Wales to finish at Llandudno.

Rather than being a flat-out blast against the clock, this was all about map reading and precision driving tests on private land such as at Oulton Park.

More than anything, it was the opportunity to drive some wonderful machinery through beautiful countryside.

The event was open to any car that had been on sale before 1991 although only pre-1968 vehicles were eligible for overall classification.

Organisers, HERO-ERA, arrange rallies across the Globe for classic and historic cars. Including major enduros such as their Paris to Peking event.

All levels of experience are catered for. Cars are even available for hire if entrants don't have a suitable vehicle.

Even though the “RAC Rally of the Tests” was UK-based, competitors still travelled no less than 750 miles. Overall, first place went to John King & Matthew Vokes in a 1967 Lotus Elan Plus 2.



A LEADER OF RACERS

By Dan Chilvers



Powered by Haribos, Oulton Park's Safety Car Driver - Allan "Faz" Farrimond – shared a car with Chris Harris at Anglesey's Race of Remembrance

Tracing one's interest in motorsport back to a single car or driver is often surprisingly simple; Senna in a McLaren, Plato in an Astra, Mouton in a Quattro - the list goes on. For Allan 'Faz' Farrimond, it was a Land Rover on a rally stage that first lit the spark.

The nickname "Fazza" (or "Faz") began with the MR2 Drivers Club North West, where Allan was one of three different Alans in the club. His surname was shortened to distinguish him and the name stuck. It followed him into marshalling too, where Allan jokes "there are even more Alan's than you can shake a stick at, and let's face it, it's easier than saying Farrimond."

Growing up in the 70s as the son of a military mechanic who built a stripped, caged Land Rover for competition, Allan was surrounded by motorsport. That 3.5-litre V8 machine opened his eyes to a world of mechanics, and he would go on to follow his fathers' footsteps by becoming an army mechanic.

After a job change in 1997, Allan met Derek Machin, who persuaded Allan to try rally marshalling later

that year. By the middle of 1998 Allan "turned up at Oulton Park with a set of orange overalls" and was posted to Water Tower alongside another Oulton Park Legend, Nadine Lewis. Asked whether any moments stood out from his time in orange, he echoed a familiar marshal answer: a Legends race. Posted at Shell as Incident Officer, he remembers "the full pack of Legends on lap 1 arriving at the corner and one of them flying through the air and landing on the flag point as the Marshals scattered - that one will always stick in my mind". Thirteen years into his marshalling career, Allan made a decision that changed everything. BRSCC North West needed a safety car observer, and Allan stepped forward. After a few outings and a conversation with the outgoing Safety Car driver, Allan earned his ARDS License at Anglesey and took over the driving seat the following season.

One memory came instantly to him, A Gold Cup meeting where he was called into action following an incident and collected the leader. Only this was no usual deployment - he found himself leading the "heroes of my childhood" in the first ever Super

Touring race at The Gold Cup with the likes of John Clelland and Patrick Watts piloting the outrageous icons of the 90s just behind him. On a less glamourous note, Allan recalled the extremely wet 2023 British GT meeting where while leaving the pit lane in a very powerful Ginetta G56 he promptly pirouetted the car. This “little mishap” was not only seen by the spectators, drivers and marshals but also the British GT broadcast team. Returning to the pit lane, he received a good-natured round of applause from the pit lane marshals (myself included) and parked up, taking it all in stride.

In early 2025, circumstances changed, and Allan finally found the funds to go racing which meant he could “scratch the itch” he’d had since the 70s. He chose an arrive-and-drive MEV Exocet (a Mazda MX-5 based track car) for a three-race 750 Motor Club meeting. He collected two 3rd in class podiums and a best overall finish of 9th, proving that years of safety-car laps translated well to racing. Now firmly bitten by the racing bug, it was only a matter of time before racing came calling again.

Every November, Anglesey Circuit hosts the Race of Remembrance (RoR), a 12-hour endurance event raising funds for Mission Motorsport. The money raised goes towards providing respite, rehabilitation, support and training to veterans using motorsport. The race spans Saturday to Sunday, with an overnight pause and stops again at 10:30 for a special pitlane Remembrance service for the 150 drivers plus teams, marshals and officials. Allan has had the honour of safety car driver since the very first RoR in 2014. This year things were different. While travelling to Snetterton for MSVR Safety Car duties, he received a call from Operations Manager Mark White, offering him the chance to drive the #101 Mazda MX-5. The car is the only one to have competed in all 11 editions of the endurance event and is owned by Mission Motorsport.

Allan joined a five-driver lineup: Anthony Eyles, his son Harry Eyles, Daniel Graham and Chris Harris. Harris is best known for his recent Top Gear role alongside Freddie Flintoff and Paddy McGuiness. Harris later joked on his Cars with Friends podcast that racing at the event changes how you battle as “there is always the suspicion the person you are up against is a trained killer”. Allan was initially “apprehensive, not knowing how to approach him (Harris), with him being a celebrity driver”. However, this nervousness was quickly dispersed as Harris

“put the whole team at great ease and was very supportive”. During a wet session, Allan and Harris both reported the same issues, which reassured Allan that his driving “wasn’t that bad after all”.

The Race of Remembrance is both a solemn reflection with light-hearted fundraising. The annual Biathlon of Foolishness showcases this perfectly, as hundreds of brave (or crazy) people run then plunge into the freezing Irish Sea in ridiculous costumes. Team #101 joined in when they encouraged a team member who hated bananas to eat one of their yellow nemeses - raising £500.

Allan got the job of starting the race and noting it felt “unusual for me in that I wasn’t actually leading the pack” for the rolling start. After gaining places, he got caught up through Peel, slipped off the racing line and half-span onto the grass. Restarted, the Mazda found itself dead last. By the end of his stint, Allan had clawed back nearly all the lost ground. Team #101 peaked at 13th and finished #25th overall (7th in class). More importantly, the car “finished in one piece... having now completed all 11 Race of Remembrances.

In the days after the event, the team WhatsApp group buzzed with plans for next year, and it seems a Citroën C1 race car has already been sourced. Harris mentioned on his podcast that he’d love to return in the little French city car. Whether that plan comes to life remains to be seen but Allan is adamant that “whatever class or category (I’m racing in), the thing’s got to have a bloody roof on it!”

From watching his dad race a Land Rover to sharing a car with Chris Harris, Allan has had quite a journey, and he plans to continue his safety car duties for many years to come. The Gazette would like to thank Allan speaking to us.



The team with the legendary #101 Mazda MX-5

LIVING THE GOODE LIFE

By Dan Chilvers



It was somewhat inevitable that Maria Goode would follow the rest of her family and live her best life in motorsport. Photo: Maria Goode/Facebook

Engines roar, wheel guns chatter, spectators buzz with anticipation, and yet one voice cuts through it all. Oulton Park's paddock PA system springs into life, signalling the start of the day. "All cars for the next session to assembly please" is the command issued by a young Maria Goode. Maria is part of a true marshalling dynasty led by start line chief turned scrutineer Nicola and assembly chief Peter. She first visited Oulton Park at age 5 and a passion for motorsport naturally followed.

After watching her brothers take up their parent's hobby, it was only a matter of time before Maria joined them. Once she reached the required age, she immediately signed up with the British Motorsport Marshals Club as a cadet. Due to her family background, she already knew what she was doing from day one. Maria's role varies from meeting to meeting, but she always enjoys "training up new cadet marshals" when they join the off-track team. The assembly marshal role is unique; the cars arrive at the assembly area, before taking part in a session out on track.

They are checked for compliance with noise limits before qualifying and then released to pit lane for the session to start. Once it becomes time to go racing, the assembly team expertly orders the cars into numbered bays that relate to their grid positions. It gets very busy in the area especially when there are large entries of 30-plus cars and yet

Maria always takes it in her stride. Her work has not gone unnoticed, as she won 2023 North West Cadet of the Year. Maria's marshal career is constantly developing as she learns from everyone around her. After four seasons in assembly and Maria looking forward to next season when she will be out on the circuit with a flag in hand.

Her older brother, Jamie, has competed in various championships such as the Focus Cup. Inevitably, she hopes to follow suit. Early in November, Maria took part in the 2026 BRSCC Fiesta Junior Championship Scholarship at Blyton Park. This event, which is spread across three days, aims to provide young drivers with the opportunity to take their first major step into touring car style racing. The winner of the competition earns a fully funded season with a professional team.

Maria revealed the scholarship day was an amazing experience as she received "really good support and feedback" from drivers and performance coaches. The day covered all aspects of being a successful racer and climaxed on track behind the wheel of a Fiesta race car with coaching from BTCC driver turned pundit Jade Edwards and British GT GT4 Champion Jack Mitchell. Maria felt the experience was "really well organised and super fun". Although Maria wasn't awarded the scholarship, she remains determined to compete in other racing categories in the future.

BBC – Broadbent's Book Corner

This month Michael Broadbent is looking forward to Christmas!

What should you ask Santa Claus for???

Well... rather than me ramble on about specific books I wanted to delve into the broader world of books to see what's on offer.

With over 200,000 new titles published every year in the UK (not all motorsport related!) there is plenty to choose from. So, start your Christmas list and let's see if you have been on the naughty or nice list this year!!

There has been an increase in the number of boutique publishers in the UK who release some exceptional books. These cover a wide range of topics from the quite obscure to more familiar subjects.

In no particular order:



Performance Publishing: [Books Section](#)

They are more well known for publishing magazines. However, they have branched out to include subjects including Jim Crawford, Mike Spence, Stephen South and Gerry Birrell. (just a few to choose from). Not all of these drivers are household names. To my generation, they represented some of the best drivers who never quite made it. However, they were highly talented, but in the wrong car at the wrong time. The name Jim Crawford may be familiar to some, being a Lancashire lad driving for Chevron.



BHP Publishing: [Motorsport Books](#)

This publisher broke new ground by publishing a wonderful book about the life & times of Tom Pryce from Ruthin. His name may be familiar to some as the first (and only so far) Welsh F1 driver who won an F1 race (albeit a non-championship event). He was tragically killed in 1977 at Kyalami race circuit, way before he was able to show his talent in a competitive car. His name carries on at Trac Mon – Tom Pryce Straight and there is a wonderful memorial to him in Ruthin.

Please also refer to the excellent book The Lost Generation by David Tremayne – published by Haynes which tells the story of Tom Pryce, Roger Williamson and Tony Brise. You know the ending before you read this book, but it draws you in straight away.

Other books include Bob Evans – F5000 champion 1975, Roger Williamson, Knockhill and a couple of books of memoirs of mechanics, journalists, photographers and Oxford Speedway.

PORTER PRESS

Porter Press: [Motoring Books](#)

Founded by Philip Porter in 2005 and based in rural Tenbury Wells, Porter Press has established itself as a leading publisher of high-quality books on a wide range of subjects, including autobiographies (a book about one car), such as the Ford GT40, JUE 477 (1st Land Rover), Ferrari 250LM and Porsche 962 to name a few. Other books include the Hesketh Story (think James Hunt in the early 70's), James Bond cars, Vanwall, Prodrive and Doug Nye's excellent BRM books. They even branch out to publish the JCB story, Barry Cryer memoirs, Martin Brundle, Murray Walker, Graham Hill & Stirling Moss scrapbooks.

Prices range from £5342 to £4.99. so, there is something for everyone!



Palawan Press: [Collectable Limited Edition Books](#) - [Palawan Press Publishing](#)

Where to start! Palawan Press have an excellent reputation for publishing high-quality limited-edition books on a broad range of motoring subjects. These include Aston Martin, Bentley, Fraser Nash, Gullwing Mercedes and Facel Vega. There are also publications on photograph collections, including Louis Klementaski, Brian Joscelyne and LJK Setright. There is even a book about rare pheasants. These are not cheap books. However, what you pay for is high quality journalism, photography and presentation on high quality art paper and beautifully bound.



Evro Publishing: [Evro Publishing - High quality motorsport books](#)

Again, one of the newer publishers, they have burst on to the scene with some excellent books including the history of F2 (not the modern formula – but 1967-1984), F3000, Tyrrell, biographies about Derek Warwick, David Hobbs, Brian Redman (the World's fastest Lancastrian!), Jochen Rindt, Niki Lauda, Colin Chapman, Reid Railton, Shadow Cars (1970s F1 and Can-Am cars) and Gerry Marshall.

The website is well worth a visit as there something for everyone, even the story of GT racing. The picture on the front of the book is well worth the price!

There is also the Autocourse and Motocourse series which are excellent annuals recounting the F1, WRC and Moto GP events of the year. All the information you need in one well-presented volume.

There are plenty of new biographies & autobiographies to choose from as well, including Susie Wolff, Lewis Hamilton, Eddie Jordan, Lando Norris, Max Verstappen, Charles Leclerc plus factual books about the present and past racing seasons. The list is endless!

Anyhow I can ramble on about all the other smaller publishers – however, I would bore you to death! So, where can you buy these books? Well, all of them have their own online shop to help you. There are also some specialist retailers including Hortons Books, Chaters and various second-hand retailers as well. Some decent books appear on Ebay, Abe Books, Oxfam online, Waterstones and (whisper it) Amazon.

Part of the fun buying books is seeking out the more obscure titles from various outlets; Oxfam online has been a happy hunting ground for me buying the Goodwood books and various other titles. However, I would encourage you to choose an independent business as they rely on the likes of you and I supporting them.



GIFTS FOR PETROLHEADS

By Michael Broadbent



A selection of prints from Lazenby Visuals. All images in this feature are from some of the mentioned retailers

So, since the start of the Oulton Park Gazette, I have been writing about books and more books. However, there is more to our hobby than just reading about it.

Here are a few ideas for a last minute Christmas treat for you or a loved one.

Art



Historic Car Art. [Home To The Best In Automotive Art & Prints | Historic Car Art](#)

If your preference is for a nice picture of your favourite driver/car/circuit or event – then this site will be a happy hunting ground for you. The site is easy to navigate, and offers a wide range of styles,

subjects, posters and sculptures. You can also buy originals as well, if you have deep pockets! Surely there will be something for everyone.

Alex Reade. [Alex Reade Motorsport - Brands Hatch](#)

This is a retail outlet at Brands Hatch with an excellent online offering, including pictures, memorabilia, clothing, models and books.

Other sites include:

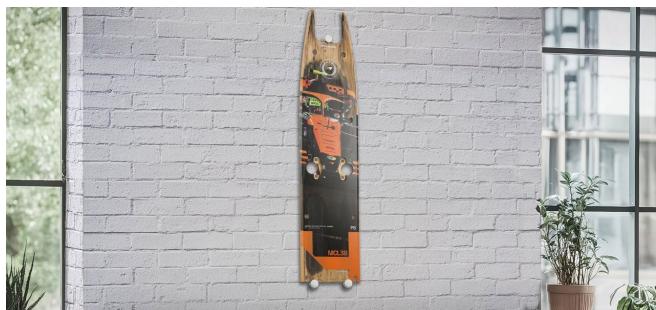
[Shop Motorsport Wall Art | Posterlounge.co.uk](#)

[Motorsport artwork from a range of artists, covering art from Formula 1 to endurance racing. — Lazenby Visuals](#)

[Motor Racing Art by Martin Tomlinson - Motorsport Art](#)

In fact, there are numerous sites, just type in motorsport art into your favourite search engine for numerous rabbit holes to fall into!

Memorabilia



This is where it gets interesting, and expensive should you want to.

F1 Authentics [F1 Authentics Sale](#)

This site offers everything for the F1 fan from wheel nuts to a full sized F1 show car (POA!!) The business of selling stuff has become its own business and provides a valuable revenue stream for teams, selling clothing, bits of car, wheels, bodywork, nose cones, simulators – the list goes on. Suffice to say that if you are seeking something different to hang on your wall, put in your living room or even the smallest room, there is something there for you.

Models



The granddaddy of websites has to be [grandprixmodels.com](#) They do a weekly newsletter inviting you to spend your hard earned money on some stunning models, ranging from diecast to complex models of mainstream and obscure racing/road cars. They champion the smaller manufacturers as well – including Marsh Models who make superb Can-Am car kits. Well worth a look.

They also stock some of the more obscure Tamiya kits as well which is well worth looking at if modelling is your thing.

For the ultimate in kits – there is Pocher. They do a stunning model of the Porsche 917 which is er, not cheap. However, you do have to pay for quality!

Other Stuff



Well, there is always Lego! They have produced a wide range of race cars now to adorn your shelves ranging from pocket money prices up to £900+ Yikes!

For those of you who prefer the real thing, including tinkering about with your classic car, there is a bewildering choice of tools, garage equipment and tool chests to choose from. The prices range from loose change to a second mortgage, as there will always be that tool which may be useful sometime in the future – just in case!



This is by no means an exhaustive list, but a mere scraping of the surface to encourage you to indulge in your hobby in various ways. I've not even mentioned watches, car and memorabilia auctions, car meets, race events or magazine subscriptions. Suffice to say, there is something for everyone.

So happy hunting... and you never know what you will find in your stocking on Christmas Day!!

A Christmas Motorsport Quiz

Answers



Advert Slogans (some old, some new)

Motorsport Trivia

1. Who was the first F1 driver to be sponsored by Red Bull? *Gerhard Berger*
2. Who was the last Frenchman to win an F1 GP? *Esteban Ocon*
3. Who is Tom Ingram's long-term sponsor? *Hansford Sensors*
4. Who was the first person to exceed 200mph on land? *Sir Henry Segrave*
5. How do you get from Tyrrell to Mercedes? *Tyrrell, BAR, Honda, Brawn, Mercedes*
6. Who was the manager of the pre-war Alfa Romeo Grand Prix team? *Enzo Ferrari*
7. Who was the last person to race a Brabham F1 car? *Damon Hill*

Make, Model or Both

8. An underage traditional English Dancer *Morris Minor*
9. A Dependent bird *Reliant Robin*
10. Cold household storage area before fridges. *Lada*
11. 70's US Chrysler muscle car and large predatory fish. *Barracuda*
12. An Italian Ski-ing destination and the 1956 Winter Olympics venue. *Cortina*

13. Everything we do is driven by you. *Ford*
14. Zoom, Zoom, Zoom *Mazda*
15. The Power of Dreams. *Honda*
16. The car in front is a.... *Toyota*
17. The Relentless pursuit of perfection. *Lexus*
18. Hand built by Robots. *Fiat Strada*
19. Grace, Space and Pace. *Jaguar Mk 7*
20. The Silent Sportscar *Bentley*

Animals, Birds and Badges

Name the creature:

21. Lamborghini *Raging Bull*
22. Peugeot *Rampant Lion*
23. Abarth *Scorpion*
24. Suzuki *Rhino*
25. Alfa Romeo *Snake eating a man*

Name the manufacturer:

26. A Viking Ship *Rover*
27. Six Stars and an Oval *Subaru*
28. A Winged Arrow *Skoda*
29. Three Diamonds *Mitsubishi*
30. Three Eclipses *Toyota*
31. An Exultant Nude Rolls Royce

More Useless Trivia (Nerd Section!)

32. Said to be the world's first purpose-built racing venue. *Brooklands*
33. A small car allegedly banned from production sports car racing because it was too fast. *Lotus 7 (was deemed to be a kit car, not a production car)*
34. Who was the first driver to win Indy 500 in a rear engined car? Car, driver, year *Jim Clark Lotus 38 1965*
35. Name all the countries who hosted an F1 championship race in Africa. *South Africa, Morocco*
36. Which F1 manufacturer designed and built military missiles? *Matra*
37. 2025 was the last season for DRS, but when was it introduced? *2011*
38. Name all the tyre manufacturers who have supplied tyres to F1 teams. *Goodyear, Pirelli, Bridgestone, Michelin, Firestone, Continental, Englebert (Avon?)*
39. Which race car manufacturer's name translates as 'She Moves?' *Elva (Elle Va)*
40. If Fred Agabashian (or Christijan Albers) is the first, then who is the last? *Renzo Zorzi*
41. How many circuits have been used in the USA to host F1 championship races and name them? *Sebring, Riverside, Indianapolis (Oval), Indianapolis GP loop, Long Beach, Detroit, Dallas, Phoenix, Austin, Miami, Las Vegas (Caesers Palace car Park 81-82) and the current Las Vegas street circuit.*
42. How many Japanese manufacturers have built F1 engines? Name them. *Honda, Toyota, Yamaha*
43. What race car could you put a canary in? *Maserati Birdcage*

First and Last Corners

44. Knockhill. *Duffus Dip and Taylors Hairpin*
45. Mallory Park. *Gerrards and Devils Elbow*
46. Donington Park Grand Prix Loop *Redgate and Goddards*
47. Mondello Park. *Honda and Dunlop*
48. Croft *Clervaux and Hairpin*
49. Lydden Hill *Paddock Bend and Hairy Hill*
50. Thruxton. *Allard and Club*

Picture Round

51. Ash Sutton
52. Scott Stringfellow
53. Mark Thatcher
54. Keith Fine
55. Nick Whiting

