

Classic and Competition Car

April 2015

Issue 55

BTCC is back



British GT Media day



VSCC Herefordshire Trial



Shelsley Breakfast Club



Mallory Park Open day

Classic and Competition Car Facebook Group

We now have a Facebook Group - Classic and Competition Car - where you can join and keep up to date with additional Photographs, postings, and extra event photo galleries. Please feel free to add personal postings and your own photos.

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© Mick Herring

Our Team.

Simon Wright - Editor.
Simon has been photographing and reporting on motor races for many years. Served an engineering apprenticeship many years ago. Big fan of the Porsche 917



Pete Austin.

Pete is the man for Historic racing, with an extensive archive of black and white images covering the last few decades of motorsport in Britain. Very keen on BRM.



Mick Herring

Mick's first love is GT racing, including Historic, especially the Lola T70. Has an extensive knowledge of all things GT.



Janet Wright.

Janet has been taking photographs for many years, and is also very skilled in video. She likes Aston Martins.



Lucy Owen-Moczadlo.

Lucy runs Jucy Rally Photography and joins us to expand our rally coverage. She loves anything to do with Subarus and even tries her hand at a bit of autotesting in her modified Proton.



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Front Cover. Colin Turkington Flying at the BTCC Media day in his new Volkswagen CC © Simon Wright

British GT Media day © Mick Herring. Herefordshire Trial © Simon Wright. Shelsley Breakfast Club © Janet Wright. Mallory Park Open Day © Pete Austin

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E-mail simonwright57@hotmail.com
Tel 07905 435973

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Editorial.

This issue is a Trials special with reports from two Vintage Sports Car Club events and a modern Trial at Shelsley Walsh. These events are entertaining as men and women plus machine challenge nature as they attempt to climb steep inclines in treacherous conditions which most modern road cars would never attempt. Well worth a look. Another motorsport that the weather doesn't stop is rallying and we continue to cover this very popular category of motorsport.

The circuit racing season is now back and we have previews of two of Britains biggest national series, The British Touring Car Championship and the British GT Championship.

© Simon Wright



New Honda Civic Type R breaks cover.

Before the road car is even available in Britain, the Honda Yuasa team unveil the new Civic Type R at the BTCC Media day at Donington Park. The team will enter two of the new model in the British Touring Car Championship for their regular drivers Matt Neal and Gordon Shedden. This will be the sixth season for this successful pairing of former BTCC Champions.



© Mick Herring

Nissan withdraw from Silverstone and Spa.

After a few problems in testing, Nissan have decided to concentrate on the Le mans 24 Hours race with its new front engined front wheel drive Nissan GT-R LM Nismo and have withdrawn from the WEC races at Silverstone and Spa. Initial tests at Sebring in America were cut short after a problem related to the engine mounting of the twin turbo V6 engine.





Max move from F1 to P1.

Britain's Max Chilton has switched from Formula 1 to the FIA World Endurance Championship to drive the new Nissan GT-R LM NISMO in the LM P1 class. He will team up with fellow Brit Alex Buncombe in the third of the new front engined Nissan cars.

Max has just completed two seasons in Grand Prix driving for Marussia, where in his first season he finished every race. Meanwhile Alex has raced GT and also worked as a mentor at the Nissan GT Academy since the programme began in 2008.

Nissan now have their range of drivers announced for their LM P1 programme that have come from F1, LM P2, GP3, V8s, GT500 and Playstation 3. The line up of Marc Gene, Michael Krumm, Jann Mardenborough, Olivier Pla, Harry Tincknell and Max Chilton will make their debut for Nissan at Silverstone on 12th April 2015. Alex will join the team for Le Mans with Tsugio Matsuda and Lucas Ordóñez.

Flying Scotsman Rally soars north in 2015.

This years Flying Scotsman rally is taking its most northern route in its seven year history when it starts in Leeds on April 17th. Over 110 pre-war cars will tackle the 750 mile route over 3 days to finish in Gleneagles on the 19th April 2015.

The Flying Scotsman was started in 2008 by the Endurance Rally Association (ERA) and is the only long distance rally aimed solely at vintage car enthusiasts. This years route is over 150 miles further than 2014 and starts with a tour of the North Yorkshire Moors and a visit to Goathland and "Scripps Garage" made famous in the TV show "Heartbeat". This will be followed by a fish and chip dinner on Whitby seafront before the overnight stop at Newcastle.

Day 2 sees the crews head north to Alnwick castle and Lindisfarne before heading for the Jim Clark museum and finishing the second day in Edinburgh. The final day heads over the Forth Road Bridge towards Fife before the finish at the famous Gleneagles hotel on the Sunday afternoon.

Competitors have entered from all around the World, including the Netherlands, Australia and the USA. With 113 confirmed entries spanning three decades of motoring, ranging from a 1917 La France American Speedster to a 1948 MG TC, the most popular vehicle seems to be a vintage Bentley with 23 on the entry list.

© Janet Wright





Impressive air power for Pageant.

The Cholmondeley Pageant of Power which runs from the 12th to the 14th June 2015, will have air displays from the last flying Vulcan bomber and from the Red Bull Matadors Aerobatic team. The last remaining flying Vulcan XH558 is scheduled to appear on Sunday 14th June as a high-light to the action packed weekend that has power on land, water and in the air. For the first time, the event will include a 1,000 bhp plus class on the famous Cholmondeley track. The delta winged Vulcan was operated by the RAF between 1956 and 1984 and could be started in just 27 seconds and be airborne in 2 minutes of a scramble. This one was the last to leave the RAF.



In addition the Pageant will celebrate the Lotus marque on the Friday, American Muscle cars on the Saturday and Eighties super cars on the Sunday. for more information see the web site at www.cpop.co.uk

Super-veteran Smith sets new record.

Seventy Three year old Ken Smith showed he has lost none of his speed at the New Zealand Grand Prix meeting at Feildings Manfeild circuit where he set a new category lap record on his way to his third clean sweep meeting of this years Tasman Cup Revival series. The three times former series champion already held the lap record at 1 minute 01.770 seconds which he set two years ago. He set a new record in race 2 with a time of 1 minute 01.629 seconds. However, he only contested three of this years six rounds and therefore was not in with a chance of winning this years title.

© Fast Company/Alex Mitchell.



Ken Smith (Lola T332 #11) leads the field at the first Gulf Oil Howden Ganley F5000 Festival meetings at Hampton Downs



Stratford Motoring Festival.

Taking place over the May Day Bank holiday weekend of Sunday 3rd and Monday 4th May 2015, the Stratford Motoring Festival has been filling up fast. With street closures giving parking for 300 vehicles in the centre of Stratford upon

Avon and a run that includes visiting Chateau Impney near Droitwich, the event is proving popular with classic car owners. This year, cars returning from the run will be given the chance to drive round the centre of Stratford as they return, before parking up. for more information visit www.stratforward.co.uk

Aston Martin have unveiled the ultimate track day car at the Geneva Motor Show - The limited edition, track only 7 litre V12 Vulcan. Developing over 800 bhp, the all carbon fibre car promises truly extreme performance. Only 24 will be built of this front mid-engined, rear wheel drive sports car, equipped with a carbon fibre monocoque and body, integral limited-slip differential, magnesium torque tube and carbon fibre propeller shaft and carbon ceramic racing disc brakes. The power is transmitted through an Xtrac six speed sequential shift gearbox. Owners will be offered the opportunity to take part in track driver training prior to taking delivery of their car, using progressively more powerful Aston Martin models before unleashing the power of their Vulcan.

ASTON MARTIN VULCAN PREPARES FOR TAKE-OFF



The McLaren 675LT made its debut at the Geneva Motorshow and re-establishes the McLaren longtail heritage, with optimised aerodynamics, increased power, light weight and track focused dynamic. The 3.8 litre V8 twin turbocharged engine produces 675PS, connected to a 7 speed transmission, allowing the car to do 0-62 mph in 2.9 seconds and 0-124 mph in just 7.9 seconds. With a power to weight ratio of 549PS per tonne, it has a top speed of 205 mph. The active 'Longtail' airbrake is 50% bigger than the one on the 650S but lighter in weight due its carbon fibre construction.

McLaren 675LT



Porsche have introduced a new model in its high performance GT range, the Cayman GT4. This is a first for Porsche, a GT based on the mid-engined, two seater Cayman Coupe. It shares many components with the Porsche 911 GT3, and has already set a lap time of 7 minutes 40 seconds round the Nurburgring Nordschleife circuit in Germany. It is powered by a mid mounted 3.8 litre flat six engine producing 385 bhp, mated to a six speed manual gearbox. It can do 0-62 mph in 4.4 seconds and has a top speed of 183 mph and has a NEDC fuel consumption figure of 27.4 mpg. The body is 30 mm lower than the standard Cayman to improve handling dynamics.

Porsche Cayman GT4



McLaren confirm young driver programme for 2015.

McLaren GT rookies Ross Wylie and Andrew Watson will contest the Avon Tyres British GT Championship in a McLaren 650S GT3 run by customer team Von Ryan Racing. Andrew is 19 years old and from Northern Ireland while Ross is 23 and from Scotland, and the pair will drive in all seven rounds of the championship, starting over the Easter weekend at Oulton Park.



Ross Wylie and Andrew Watson

This young driver pairing has impressed with their rate of progress and commitment shown since joining the programme and they are looking forward to a successful first season. Von Ryan Racings other car will be driven by English driver Euan Hankey and Salih Yoluc from Turkey.

Coventry Motoring Festival demise.

After 30 years, the Coventry Festival of Motoring has been cancelled for 2015 and 2016 due to lack of funding from the City council. The event attracted 40,000 visitors in 2014 at Stoneleigh Park, after moving there several years ago from its original venue at Memorial park in Coventry. The free heritage event was due to take place in August. Organised by Culture Coventry in



© Simon Wright

conjunction with Coventry Transport museum, it is hoped to organise more smaller events to help celebrate the relaunch of the Transport museum in June, after its £9m redevelopment.

Retro Kings to Rule at Snetterton.



A new event for 2015 for retro and classic cars will be held at Snetterton racing circuit near Norfolk on Sunday 31st May 2015. Organised by Time Attack in conjunction with the Retro-Rides online community, the Retro Kings show will combine both a static show and the thrill of on track action. The show will welcome car club displays including all types of retro cars, from pristine standard cars, through to modified classics. Sponsored by Miller Oils, K+N, Goodridge and many other popular parts and accessories brands, with prizes awarded to the best cars and stands. Individuals will also have the chance to enter the show and shine with the lucky winner getting a Trophy and car cleaning products from sponsors Kleers Car Car, but will also be invited to display on the best of the best display at Petrol & Pistons held at the Croft circuit in Yorkshire on Saturday 22nd of August 2015.

The on track action will consist of a Retro Drag Celebration and a Retro Rides Sprint competition which owners can enter for £35 for 3 timed runs of the circuit infield. There will also be the second round of the Time Attack competition for standard and modified road cars. New for 2015 is an additional class for Classic and Retro Time Attack cars. For more information see www.retrokings.co.uk



© Simon Wright

Dave Coe in his Time Attack Subaru Impreza Sti at Donington in 2013

The 2015 MSA British Rallycross championship is set for an exciting season with a bumper entry list and top level TV coverage. This years series is being run jointly by the British Automobile Racing Club (BARC) and Lydden Hill Motor Club (LHMC). The eight round championship starts at Croft on 15th March and ends at the same venue on 10th October.

2015 MSA British Rallycross Championship calendar:

- 15th March 2015 Croft.
- 6th April 2015 Lydden Hill
- 10th May 2015 Pembrey.
- 27/28 June 2015 Mondello Park.
- 26th July 2015 Pembrey.
- 31st August 2015 Lydden Hill.
- 10/11 October 2015 Croft/MSA British Rallycross Grand Prix.

For further information about British Rallycross go to www.rallycrossrx.co.uk



Classic and Competition car April 2015

Abarth 500 Bi-Colore

New version of Abarth's stunning 500 is available for £15,990 OTR. Only 50 of the 500 Bi-Colore will be available in the UK, using a unique Scorpione two tone Black over Record grey paint finish, 17 inch 10 spoke diamond finish alloy wheels, Abarth sports seats with natural leather trim and rear privacy glass. The Bi-Colore is based on the Abarth 500 Custom and powered by the 1.4 litre Turbo T-Jet 16 valve engine which produces 135 bhp which is delivered through a 5 speed manual gearbox. It does 0-62 mph in 7.9 seconds and has a top speed of 127 mph.



Jensen returns

The first official model in 13 years will be the new limited edition Jensen GT. Tim Hearley, Executive chairman of the Jensen Group is delighted to relaunch the marque, with an Interceptor 2 due to follow in 2016. The GT will be built by Jensen International Automotive.



Historic Jaguar Series.

Jaguar and the Historic Sports Car Club (HSCC) have announced details of the Jaguar Heritage Challenge Series which is open to pre - 1966 Jaguar cars. This will include the likes of the Mk1 and Mk II saloons, C-Type, D-Type and early E-Type sports cars as well as XK models in races across five weekends during the year. Contestants will get to race at some of the greatest circuits in the UK and Europe, starting at Donington Park in May.

The series is split in to five separate classes: Jaguar XK series cars; Pre-66 saloons, C-Type, D-Type and XKSS, and two separate E-Type classes for E-Type Period E Homologation 34 Specification and E-Type Period F Homologation 34, 100 or 184 Specification. Each race will last 40 minutes with a mandatory pitstop and optional driver change. The dates are

2nd-4th May Donington Historic Festival

16th-17th May Silverstone International (GP circuit)

11th-12th July Brands Hatch Super Prix (GP circuit)

7th-9th August Nurburgring Oldtimer Grand Prix, Germany

29th-31st August Oulton Park Gold Cup.

Further information at www.hsc.org.uk/jaguar-heritage-challenge



Aston Martin Lagonda Taraf now available in Europe.

Originally only available in the Middle East after being launched in Dubai late last year, the 6 litre V12 engined Taraf will now be available in strictly limited numbers to customers in Continental Europe, the UK and South Africa. It has been re-engineered to be available in either left or right hand drive, and series production will remain limited to 200 bespoke limousines.

Freddie Hunt in his fathers Hesketh at Goodwood

The 73rd Members meeting at Goodwood saw Freddie Hunt drive his fathers Hesketh in the Formula 1 demonstration runs. See page 43 for highlights of the Goodwood meeting.





© Simon Wright



© Simon Wright

© Simon Wright



© Simon Wright



© Simon Wright

Contera MD1

Spotted in the paddock at the BTCC media day at Donington Park was this rare Contera MD1. Built by Contera Cars Ltd in Chatham, Kent, this 3 seater sports car sports a central driving position like the McLaren MP4 12C. Built by David Halford and Michail Papastergiou, who was the chief designer, the car has been built with racing in mind for the future. The engine bay could take various size engines including V8 Chevrolet or even a V12 engine if required. It is powered by an imported Yamaha/Lexus twin turbo engine which produces around 300 bhp. It is mated to a Porsche gearbox.

Seat Leon Eurocup

Now in its 2nd season, the series will run on seven legendary circuits around Europe.

April 25-26 Paul Ricard (France),

May 9-10 Estoril (Portugal) June 6-7

Silverstone (GB)

July 4-5 Red Bull

Ring (Austria) September 19-20 Nurburgring (Germany),

October 3-4 Monza (Italy), October 31-November 1 Barcelona

(Spain) More information at www.seat-sport.com/eurocup



Pre 80 Endurance Series

Organised by the HSCC on behalf of Automobiles Historique Ltd, the Pre-80 Endurance series is open to Sports Racing, GT and Touring cars of a type that would have

competed in the World Endurance Championship, the FIA GT Championship, the FIA 2 litre Sports Car Championship or other International championship up to 31st December 1979. There is also an Invitation class for Sports 2000 cars built up to 31st December 1984 that conform to SRCC regulations. All cars must have a valid FIA HTP except for the Sports 2000 cars. The series is split in to 10 classes: GT1 for GT and Touring cars up to 31/12/1974; GT2 for GT and Touring cars built between 1/1/1975 and 31/12/1979; SP1 for Sports Racing cars built up to 31/12/1971 under 2 litre (Excluding BDG powered cars); SP2 for Sports Racing Cars built up to 31/12/1971 over 2 litre; SP3 Sports Racing Cars built up to 31/12/1979 under 2 litre (including BDG powered cars); SP4 Sports Racing Cars built up to 31/12/1979 over 2 litre; SP5 Up to 2 litre Continuation Sports Racing Cars built to the original design and specification before 31/12/1979; S20 Sports 2000 invitation class complying with SRCC regulations built prior to 31/12/1984; INV Invitation Class for Sports Racing Cars built prior to 31/12/1984 which may be accepted at the organisers discretion.

There are 4 events planned for 2015

16-17 May Silverstone GP circuit

11-12 June Brands Hatch GP circuit

29-30 August Zandvoort Historic Grand Prix, Netherlands

3-4 October Dijon France.



Alfa Romeo 4C Spider

Making its debut at the Geneva Motor Show, Alfa Romeo unveiled the 4C Spider, which will be available in the UK for £59,500 OTR from this summer. The main difference from the coupe is in the rear design with a large buttress and body coloured engine cover with 3 heat extractors and a subtle rear spoiler. The carbon fibre monocoque also features a new aluminium rollover structure and carbon fibre windscreen frame.



© Janet Wright

Hopefully we might get cars out like this Ferrari 365 GTB/4

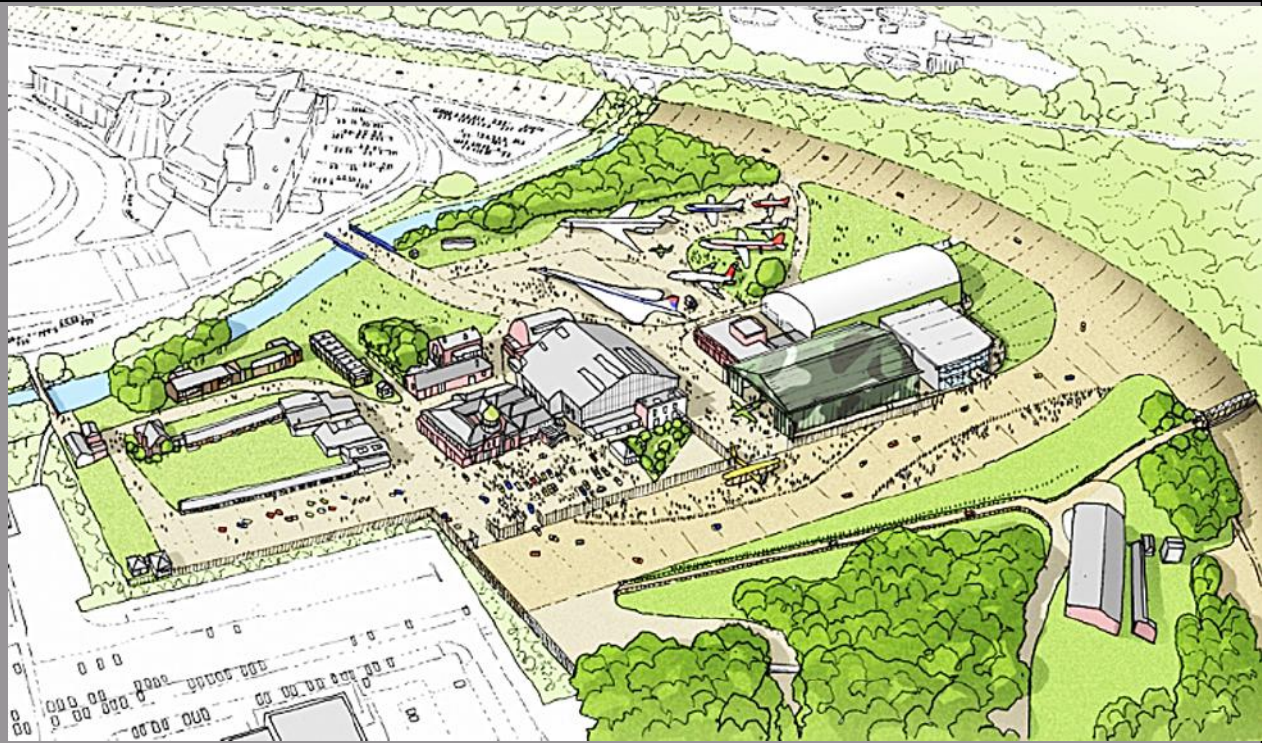
Brooklands developments

By Pete Austin

The Brooklands Museum received some welcome news in February when the Heritage Lottery Fund confirmed a grant of £4.681m towards the Brooklands Aircraft Factory and Racetrack Revival project. This involves dismantling the listed Wellington hangar which currently covers part of the finishing straight, restoring it and moving it to a new adjacent site. This building will then be presented as an aircraft factory displaying the development of aircraft at Brooklands from the earliest biplanes to Concorde. The finishing straight will then be restored so that it can be used for a variety of motoring and motor sport activities. Full details of the development can be found on their website:

www.brooklandsmuseum.com

On a smaller scale but still significant for the residents of Clifton upon Dunsmore in Warwickshire is the naming of a new private road in the village 'Brooklands'. This reflects the connection we have with L.C.G.M. Le Champion who successfully raced at Brooklands in the early to mid 1920s. This road leads to a small development built on land which once belonged to the house 'Letchworth' in which he lived from the mid 1930s until his death in 1938. In the first photograph the original house can be seen adjacent to the new road. With me in the second photograph is chairperson of the Clifton upon Dunsmore Local History Group and parish councillor



Lynda Palmer who was instrumental in getting the road name approved. If you would like to know a bit more about Le Champion you may like to read my article in the November 2011 issue of Classic and Competition Car. This and other back issues can be downloaded at www.classicandcompetitioncar.com



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2014/15 MSC New Zealand F5000 Tasman Cup Revival Series Round 6 (Final)

60th annual New Zealand Grand Prix meeting.
Manfeild, Feilding, New Zealand 13-15 February 2015

SMITH THE FASTEST MAN ON THE TRACK AT MANFIELD

© Fast Company/Lyall Chinnery



Ken Smith (Lola T332 #11) on his way to one of his three MSC NZ F5000 series race victories at the NZGP meeting at Manfeild this weekend.

MSC NZ F5000 series pacesetter Ken Smith (Lola T332) was the fastest man on the track on the first day of competition at the 60th annual New Zealand Grand Prix meeting at Manfeild. Easily eclipsing both the pole time and new track lap in the head-lining Toyota Racing Series (TRS) 1.8 litre slicks-and-wins junior formula category, the 73-year-old in his 57th year of national-level motor racing lapped the 3.33km Feilding circuit in his 1976 ex Danny Ongais stock block 5.0 litre V8-powered Lola T332 in a best time of 1.01.325 to claim pole position for the first MSC NZ F5000 Tasman Cup Revival Series race then won it with the fastest lap of 1.02.185. By way of comparison, 21-year-old Frenchman Brandon Maisano claimed pole for the first TRS race with a best time of 1.02.502 then set a new class lap record - 1.02.653 - on his way to winning the first race. Earlier in the day MSC series champion elect Steve Ross

(McRae GM1) from Dunedin shadowed Smith in qualifying, both drivers in the 1.01s and Ross only 0.216 of a second behind. Defending series champion Andrew Higgins (Lola T400) from Auckland was third, just under a second back then another second-and-a-half covered UK-bases series regular Greg Thornton (Surtees TS11), the Lola T332s of Russell Greer and Sefton Gibb, and the similar Lola T330 of Brett Willis.

Smith got the jump on Ross off the rolling start at the beginning on the 8-lap race then Higgins found a way past Ross for second through the in-field on the second lap. Russell Greer, meanwhile, got the jump on Greg Thornton and held fourth for two laps before Thornton pushed him back to fifth, then Sefton Gibb followed a lap later to slot Greer back to sixth.

Further back, Hampton Downs circuit co-owner Tony Roberts made up four places on the first lap in his newly completed high-wing McLaren M10A before being shuffled back down the order, first by Calven Bonney in the New Zealand-made Begg 018, then Brett Willis, Aaron Burson in his Talon MR1A and finally series returnee Stu Lush

© Fast Company/Lyall Chinnery



Early on Tony Roberts (McLaren M10A #7) led Brett Willis (Lola T330) and Aaron Burson (Talon MR1A)



Leading Smith and Andrew Higgins (Lola T400 #10) early in the second race is 2015 champion Steve Ross (McRae GM1)

MSC RACES AND RECORD TO SMITH, SERIES TITLE TO ROSS

Super-veteran Ken Smith (Lola T332) and fellow MSC NZ F5000

Tasman Cup Revival series fast-man Steve Ross (McRae GM1) both had reason to celebrate after the final round of the 2014/15 series at the New Zealand Grand Prix meeting at Feilding's Manfeild circuit.

For three-time former series title holder Smith, 73, from Auckland, it was a new category lap record and his third round clean-sweep of the season. For southern man Ross, a relative youngster compared with Smith at just 58 years of age, it was winning the MSC F5000 series for a third time. "Not a bad result, was it?," Smith said as he was surrounded

© Fast Company/Alex Mitchell.



Brett Willis (Lola T330 #16)

by well-wishers after winning the feature race MSC race, held just before the 60th annual NZGP, a race won by Canadian Lance Stroll, a mere 57 years his junior. A three-time winner of the New Zealand Grand Prix himself, Smith arrived at the meeting keen to further lower the F5000 category lap record - 1.01.770 - he set two years ago. He and Ross both lapped under it in qualifying on Saturday morning but only Smith was able to beat it in a race, Smith winning the second eight lap prelim on Sunday morning with a best lap time of 1.01.629.

Ross got the jump on Smith off the rolling start of that race - after Smith admitting baulking a gear change - but the Dunedin man only managed one lap in the lead before Smith made up the deficit, scythed past and started pulling away. With Smith only contesting three

of the six rounds of this season's trans-Tasman series, he was never in the running for a fourth series title, however.

Ross did do every round and after a dominant performances of his own - in Smith's absence - at the penultimate series round at the Skope Classic meeting in Christchurch last weekend, a record-equalling third MSC title was his for the taking before his McRae GM1 even turned a wheel this weekend. Despite that Ross showed in qualifying, where he was the only other driver outside Smith to break the 1.02.000 barrier, that he was going to fight for every point, and fight he did, grabbing the lead in the morning

race, then being forced to work his way back up through the field after an early passing move in the 12-lap final went wrong. "We've always raced to win championships," the New Zealand Pre- 65, Osca and TranZam class title holder said as he helped pack his car for the return trip south. "In an ideal world you win races too, but Kenny's a hard fellow to beat anywhere, and when he's on his favourite circuit he was obviously hot to trot, but you know, we gave it a good go!

For the record, Ross's brand of speed, consistency and commitment to do all six rounds of this season's MSC series saw him add the 2014/15 title to those he won in 2011/12 and 2012/13 with a final score of 764 points, 271 more than Russell Greer from Blenheim in his ex-Graeme Lawrence Lola T332 (493) and 335 more than third placed Greg Thornton in his freshly rebuilt ex Sam Posey Surtees TS11.

Greer, who stepped up to contest the MSC series after an early career rallying and later interest in historic racing, was 'over the moon' with second in the series points standings, paying tribute to Christchurch

© Fast Company/Lyall Chinnery



Enjoying two strong finishes today was Shayne Windelburn seen here leading the similar Lola T400 of Glenn Richards.



preparation specialist John Crawford and his team from Motorsport Solutions who have run the car for Greer this season.

"I've actually more than achieved my goal. I set out to try and get a good result but never dreamed I'd get up to second. I got quite a few good results this season but really the main thing was being consistent."

Greg Thornton was also well pleased with third place in the series points standings, having rebuilt his ex-Sam Posey Surtees TS11 from the ground up after it was badly damaged in a workshop fire two years ago, and made the commitment to commute back and forward from his base at Stansted Airport north of London to rounds of the MSC series here and in Australia. "I'm really pleased about finishing third in the series," he said. "It (the Surtees) is such a brilliant car. It's one of the earlier ones, built as an F1 car in 1970 then converted to F5000 spec in 1971. The engine's solid rather than quick but it's very good under brakes and very nimble in the wiggly stuff, so it's been very good here."

Both races were entertaining affairs with Smith, Ross and defending





Tony Roberts in his recently completed high-wing McLaren M10A #7)

series title holder Andrew Higgins (Lola T400) locking out first-through-third places, Greg Thornton holding a watching brief in fourth, and a battle royal for fifth through tenth placings involving Russell Greer and Sefton Gibb in their evenly-matched Lola T332s, Brett Willis in his similar Lola T330, and another closely matched pair in Aaron Burson (Talon MR1A) and Calven Bonney (Begg 018). Also looking strong was one of the MSC series' originals, Shayne Windleburn who, after sorting a brake issue with his Lola T400 on Saturday night, spent both races moving forward today. ending up 10th in the race in the morning and ninth in the feature in the afternoon. With the MSC NZ F5000 Tasman Cup Revival Series over for another year, the series regulars are looking forward to joining their American counterparts at the annual Rolex Monterey Reunion historic and classic motor racing meeting at Laguna Seca in northern California between August 12 and 16 this year. Some members of the local association will also be competing at meetings in Australia next month.

The MSC F5000 Tasman Cup Revival Series is organised and run with the support of sponsors MSC, NZ Express Transport, Bonney's Specialized Bulk Transport, Mobil Lubricants, Pacifica, Avon Tyres, Webdesign and Exide.

Race 1 (Sat 8 laps)

1. Ken Smith (Lola T332) 08:25.298
2. Andrew Higgins (Lola T400) +01.119
3. Steve Ross (McRae GM1) +01.973
4. Greg Thornton (Surtees TS11) +20.167
5. Sefton Gibb (Lola T332) +23.768
6. Russell Greer (Lola T332) +24.197
7. Brett Willis (Lola T330) +27.528
8. David Banks (Talon MR1) +28.598
9. Calven Bonney (Begg 018) +30.741
10. Aaron Burson (Talon MR1A) +31.961
11. Stuart Lush (McRae GM1) +41.562
12. Tony Roberts (McLaren M10A) +55.337
13. Glenn Richards (Lola T400) +55.859 3
14. Shayne Windelburn (Lola T400) +2 laps



© Fast Company/Lyall Chinnerney

Ken Smith (Lola T332 #11) leading Andrew Higgins (Lola T400 #10) in the first MSC F5000 Tasman Cup Revival Series race at Manfeild on Saturday afternoon.

Race 2 (Sun 8 laps)

1. Ken Smith (Lola T332) 08:21.033
2. Steve Ross (McRae GM1) +03.622
3. Andrew Higgins (Lola T400) +06.741
4. Greg Thornton (Surtees TS11) +18.112
5. Brett Willis (Lola T330) +21.600
6. Russell Greer (Lola T332) +22.842
7. Sefton Gibb (Lola T332) +24.744
8. Calven Bonney (Begg 018) +34.630
9. Aaron Burson (Talon MR1A) +35.176

10. Shayne Windelburn (Lola T400) +37.700
 11. Glenn Richards (Lola T400) +43.710
 12. Stuart Lush (McRae GM1) +47.113
 13. Tony Roberts (McLaren M10A) +01:07.873
- DNS. David Banks (Talon MR1)

Race 3 (12 laps Sun)

1. Ken Smith (Lola T332) 12:36.899
2. Andrew Higgins (Lola T400) +8.629
3. Steve Ross (McRae GM1) +24.048
4. Brett Willis (Lola T330) +25.510

5. Greg Thornton (Surtees TS11) +25.919
6. Sefton Gibb (Lola T332) +27.009
7. Russell Greer (Lola T332) +34.535
8. Aaron Burson (Talon MR1A) +41.765
9. Shayne Windelburn (Lola T400) +44.013
10. Calven Bonney (Begg 018) +52.146
11. Stuart Lush (McRae GM1) +53.582

12. Tony Roberts (McLaren M10A) +1 lap
 13. Glenn Richards (Lola T400) +2 laps
- DNF. David Banks (Talon MR1)

Final series points after 6 of 6 rounds (provisional)

1. Steve Ross (Dunedin/McRae GM1) 764 points
2. Russell Greer (Blenheim, Lola T332) 493
3. Greg Thornton (Stansted UK, Surtees TS11) 429
4. Paul Zazryn (Melbourne Aust, Lola T332) 407
5. David Banks (Auckland, Talon MR1) 402

Prepared by FAST
COMPANY of behalf of
the New Zealand Formula
5000 Association

www.F5000.co.nz

Mid-field action in the second race as Brett Willis (Lola T330 # 16) leads the Lola T332s of Russell Greer and Sefton Gibb.



Line up of racing cars in the paddock



Mallory Park Open Day.

1st March 2015.

By Simon & Janet Wright with additional photos by Pete Austin.



MG TF

Twelve months after the circuit re-opened with a grand open day in 2014, which drew large crowds of circuit supporters, the circuit owners decided to have another free open day this year to showcase what the circuit can offer in 2015. The organisers offered free exhibition space in the circuit paddock for clubs, events and traders to display anything relating to Mallory Park, and while there was a reasonable turn out, several exhibitors who had planned to attend, did not turn up on the day. The crowd was not as big

as last year either and the event lacked the buzz of the previous year, when every one was excited that the track had been saved from closure. Having said it was smaller than last year, there was still an interesting selection of vehicles to examine in the paddock. Mallory Park is mainly a motorcycle circuit at the moment, with only one car race meeting held at the venue in 2014. There will be more car meetings at the circuit in 2015, and there were a few different types of car on show. Four original Austin Mini cars represented the swinging sixties era, while a nice Riley Brooklands was a fine example of a Vintage race car. One of the

most popular forms of car racing at Mallory Park is Formula Ford, the single seater race cars always provide close and exciting racing. There was an ex-Danny Sullivan Elden Formula Ford parked up next to the classic GT Racing E-Type Jaguar, both representing the types of cars that raced at Mallory Park in the past, and will race there again in many of the historic racing series that will utilise Mallory Park again. There was also an Elva Formula Junior single seater racing car on display, that pre-dates



Lloyd Dickinson
Marlboro
Yamaha



Jaguar E Type, Elden Mk8 Formula Ford, Elva 100 Formula Junior and Jaguar D Type



© Janet Wright

Formula Ford as the beginners single seater racing category, and has had many close races round the tight Mallory Park circuit. Disappointingly there was only a couple of rally cars on display this year, while last year there was a selection, as the Rally of the Midlands frequently use Mallory Park as a stage in their rally during the summer.

Fiat 2000 Rally car

There were three classic cars lined up under the glass training room from the local racing school, which offers the public the opportunity to drive any or all of these classic British cars around the Mallory Park circuit. The choice were a 1380 cc modified Mini Cooper S, a modified MGB GT or a Mk II Jaguar. They also had a couple of modern racing saloons which are available for race training. With motorbike racing having played a major part in the history and continuation of Mallory Park, it was no surprise to

© Pete Austin



Classic Minis



© Simon Wright

Brackley Festival of motorcycling display

see lots of racing motorcycles on display. It was interesting to see how the bikes have developed over the years, with bikes from the 50s and 60s seeming to be much smaller than their modern counterparts, and how technology has improved.



© Simon Wright



© Simon Wright

Comparison of large old drum brake and modern disc brake

Some bikes had large drum brakes both front and rear, then there were twin discs on front and rear and now on the modern bikes you have thin, ventilated and shaped disc brakes both front and rear.

Unlike last years bright sunshine, the weather forecast had not been good for the day and the cold grey morning gave way to rain later in the day, which may have been the cause of the smaller attendance, but it was still an interesting event.



Classic cars for hire on track Jaguar Mk II, Mini and MG B



Elva 100 Formula Junior

If they decide to hold the event again next year, then it might make it more interesting if they could add to the event with some track action, even it is some slow parade laps from interesting classic cars and motorbikes. In the mean time we can look forward to a season of four wheeled and two wheeled action at Mallory Park in 2015. For more information on events see www.malloryparkcircuit.com



Clive Temple's vintage Riley



BARC Rescue unit



Simon Mauger and Jon Hawkings in BL Metro won by 1 second!

of Epynt.

The Rally had a dramatic finish as defending champions Damian Cole and Jack Morton in a Ford Focus WRC had a 9 second lead as they started the final stage. But 14 miles later, a last minute charge by Simon Mauger and Jonathan Hawkings in the Metro 4M4 saw them snatch victory by a single second, beating them by 10 seconds on the last stage. This validated Mauger's switch from his Ford Escort Mk II to the four wheel drive Metro for this season. Both crews won their respective classes.

After an early off in the treacherous conditions which dropped them down to 96th overall, John Indri and Peter James fought their way to third in their Darrian T90 GTR, almost 4 minutes behind the winner, first of the two wheel drive cars and 1st in class.

The first retirement from the Rally was Steve Simpson and Patrick Walsh, driving a Subaru Impreza WRC which retired in the first stages

© Lucy Owen-Moczadlo

Melvyn Evans Motorsport Tour of Epynt.

Sunday 8th March 2015. Photos by Lucy Owen-Moczadlo

Held in torrential rain during the morning, the Tour of Epynt proved to be a challenging event for the crews taking part in this first round of the 2015 REIS MSA Asphalt Rally Championship. It was also part of the 2015 J.D. Tyres Welsh National Tarmacadam Championship and the 2015 King of Epynt Championship. Based out of Llandoverly, this high speed blast covered around 80 miles of tarmac rallying over 5 loops

11th – Alex Laffey and Andrew Roughead in Ford Fiesta R5+



53rd – Cathy Sewart and Colin Stephens Talbot Lotus Sunbeam

© Lucy Owen-Moczadlo



© Lucy Owen-Moczadlo



2nd – Damien Cole and Jack Morton in Ford Focus WRC 05

66th – Mark Rowlands and Keegan Rees – Ford Escort Mk2



Retired – Richard Felgate and Mark Mason Suspension top mount broke on their BMW M3

after getting stuck in a tight chicane.

The local Welsh built Darrian cars proved to be ideal for Tarmac rallying, with another Darrian T90 achieving class victory with Richard Merriman and Kath Curzon finishing 9th overall to win class B11, and David Morgan and Richard Suter winning class B9 in a T9 in 33rd overall.

The highly competitive Group N was won by David and Mathew White in a Subaru Impreza, finishing 16th overall ahead of Wynne Watkins and Sherryn Roberts in another Impreza, who had a slight off in to a field at the Link Road triangle and then a brush with a bank on Burma Road during the last stage. They finished 18th overall.

The other class winners were David Earthly and Maria Rayner in a Citroen C2R2 Max in 29th, Pat Jerome and Ron Morgan in an MG ZR who were 45th, Gus Greensmith and Michael Gilbey in 22nd overall at the wheel of a Ford Fiesta and Ceri Jones and David Percival in a Ford Escort in 28th overall.

See more photos at www.jucyrally.co.uk



41st – Wayne Bonser and Rich Aston – Ford Escort RS



3rd – John Indri and Peter James return to rallying in the Darrian



51st - Ken Monaghan and Chris Purvis Ford F2 Maxi Escort



Retired – Phil Turner and Siobhan Pugh – Ford Escort Mk2 – Fuel line snapped



35th – Mike Taylor and Peter Grant Talbot Lotus Sunbeam.



VSCC Herefordshire Trial 14th-15th March 2015.

By Simon Wright.
Based at How Caple Court near Ross on Wye and running in the Wye valley, the 110 Pre war cars faced a tough challenge over a range of different hills for the weekend. Starting at lunch time on Saturday afternoon and then running Sunday morning, the Competitors headed out in overcast but dry conditions, to very muddy climbs which would challenge even the most experienced teams. The action for the outright victory was between the short wheelbase class favourites David Golightly and Donald Skelton, who battled their Ford Model T and Austin 7 Sports to see who would gain the advantage, with both having taken a victory already this year. By the end of Sunday it was victory for Golightly and the 1927 Ford Model T to take the Herefordshire Trophy



Miss Rebecca Smith Ford A Tudor Sedan



Miss Harriet Collings Bentley 3/4 1/2 litre

on Saturday, but was beaten in to 2nd place by Miss Harriet Collings in her 1925 Bentley 3/4 1/2 who won the Andrew Blakeney-Edwards Trophy.

The other Short Wheelbase class winners were Nicholas Beck in his 1929 Austin 7 AD Chummy, Kraig Mycock in a 1929 Riley

and Moffatt Mug with a score of 370. Donald Skelton was a close 2nd in his 1930 Austin 7 Sports on a score of 363 to at least take a class win. Current Champion Matt Johnston was in the mix in his Austin 7 with maximum scores on seven of the first eight hills before retiring. In the Long wheelbase class, reigning champion Paul Jeavons in his 1924 Vauxhall 30-98 Tourer took the early advantage



Andrew Fox Austin 7 Special



David Rolfe MG M Type



Mk IV, Mrs Emma Wall in a 1934 Austin 7 Special and Richard Houlgate in a 1930 Austin 7. In the Long wheelbase section, the class winners were Dennis Bingham and John Wiseman both in 1930 Ford Model A saloons in the Standard car class,

© Simon Wright



Richard White Morris Major

while in the Long Wheelbase Modified and Specials the other class winners were Gareth Graham in a 1925 Bentley 3/4 1/2, Graham White in a 1929 Lea-Francis 12/40 STR and Norman

© Simon Wright



Mark Smith MG J2

Lloyd in another 1925 Bentley 3/4 1/2. The entry didn't consist of only Austin 7 and Ford Model A cars, and one of the



David Aston Ford Model A

more unusual entries was the French built 1930 La Licorne 8CV of John Fenton who finished 3rd in the Long Wheelbase standard cars class.

© Simon Wright



Stewart Rich Austin 7



Miss Sarah Gibson Austin 7 Chummy



Matt Johnston Austin 7



Stephen Jones Austin 7



John Fack Ford Model A



Bob Thompson Austin 7 Chummy

Avon Tyres British GT Media Day

Brands Hatch 25th March 2015. By Mick Herring.



A sunny and warm (except in the pit lane's shade), Brands Hatch today showcased the Avon Tyres British GT Championship ahead of the season openers at

Stephane Ratel and Jonathan Palmer Oulton Park over Easter. The moment I heard and saw a GT3 car scream past the pits today, I knew I was in the right place again.

© Mick Herring



Rory Butcher with Liam Griffin Aston Martin



Alistair MacKinnon and Lewis Plato Mercedes AMG SLS GT3

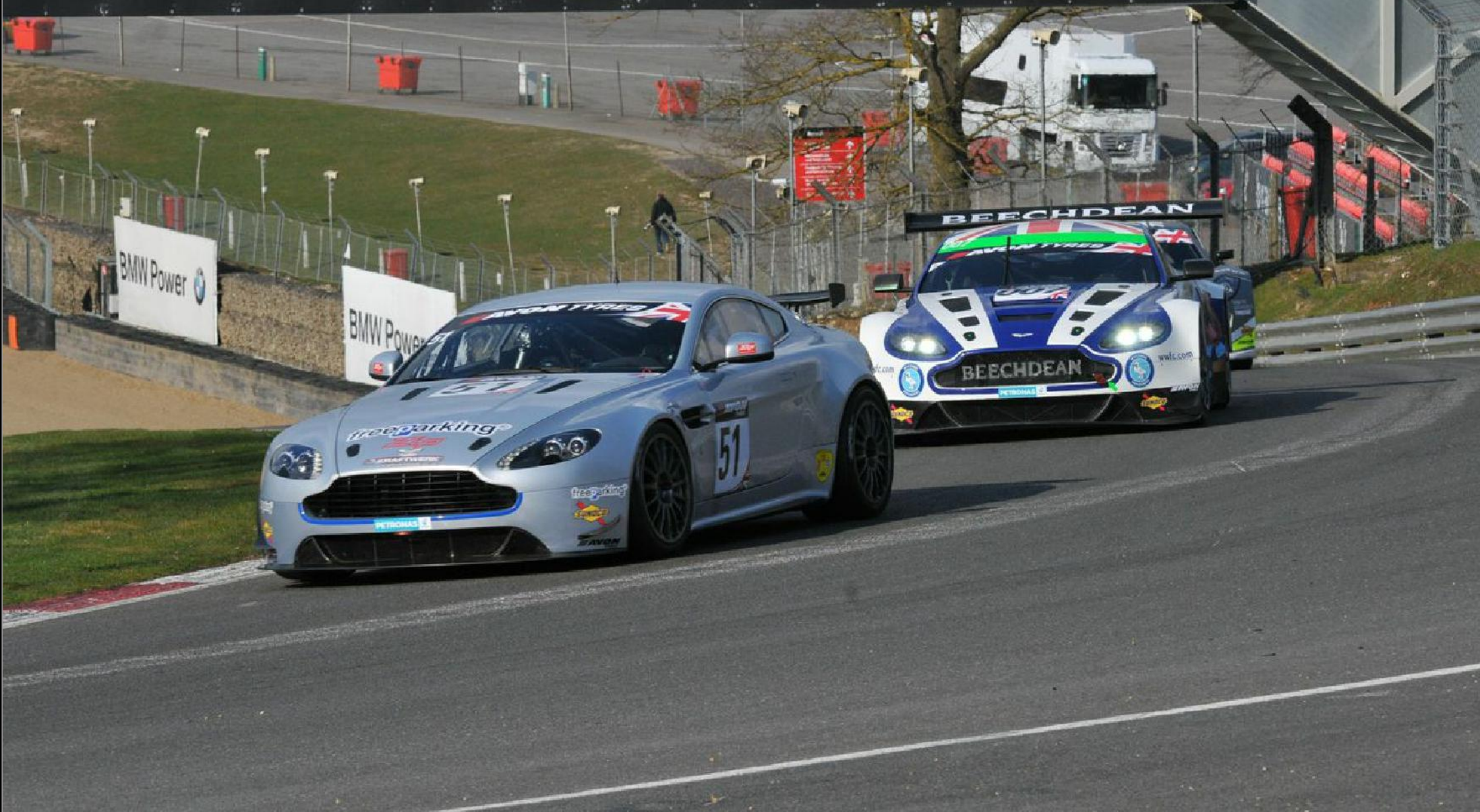
The press conference jointly hosted by MSVR boss Jonathan Palmer and SRO supremo Stephane Ratel went on to explain his delight at the capacity thirty-four car grids that are expected, equally split between GT3 and GT4, featuring cars from ten different manufacturers including Ferrari, McLaren, BMW, Mercedes, Aston Martin, Porsche, Lotus, Ginetta and Toyota.

© Mick Herring

Reigning champion, Marco Attard will return to defend his title against a host of familiar drivers, a returning champion, a lot of new ones and, for the first time, four lady drivers. This trend is also echoed amongst the teams with 2012 victors, Motorbase Oman Racing Team, fielding three Aston



Lady drivers Jade & Chloe Edwards GT4 Aston Martin



GT4 and GT3 Aston Martin



and the aim is to reverse the English trend by greater promotion. The speed of GT cars is proven, with their ability to lap 5-6 seconds faster than a BTCC car. The annual Balance of Performance (BoP) tests, carried out at Paul Ricard in the south of France, is designed to equalise the performance within classes to promote close racing without the need for artificial measures. Introduced in 2004 to stem the Maserati MC12's domination of GT1 racing, SRO now hire out their services in this respect to many global championships, be they GT or Australian Supercar

© Mick Herring



Martins. Rob Bell drives the McLaren 650S
Avon have introduced a new tyre compound which all competitors will run on.
Once again there will be a mix of 2x1hour, 2 hour or 3 hour races in the UK plus a 2 hour at Spa.
Stephane then went on to reveal some interesting facts and statistics in that GT racing is bigger globally than Touring Cars



V8. Stefan Hodgetta Toyota GT86 awaiting class confirmation
Blancpain Sprint and Endurance championships have 56 cars registered.
The return of fuel supplier Sunoco (with Petronas) will see registered drivers eligible for the Sunoco 200 Challenge and the Sunoco Whelen Challenge again.
This year's winner, British GT (although winning the prize in a

Lotus Evora GT4 Gavan Kershaw Oz Yusuf



Graham Johnson/Mike Robinson Ginetta G55 GT4

Radical) driver Phil Keen, was on race pace at Daytona, with its 31 degree banking, within eight laps in a Daytona Prototype he had never seen before and went on to achieve 4th position in class at the end of the 24 hour race.



© Mick Herring

Jake Giddings 2014 GT4 Champion now with Keiran Griffin Aston Martin



Kieran Haggerty F4

The conference concluded with details of the newly announced title sponsorship of the DUO BRDC F4 Championship. With firm commitment from BRDC president, Derek Warwick to promote F4, the championship has secured headline title sponsorship via Alex Moss, former racer and boss of DUO, a company heavily involved in the building industry materials handling and processing sphere. Having formed an alliance with British GT, the high profile and cost effective single seater formula will replace F3 on the race schedule following its demise in the UK. The 20 car grid will run on Pirelli tyres and is scheduled to introduce a carbon fibre Tatuus chassis ahead of its winter series. Four F4 drivers have previously been nominated for the annual McLaren/Autosport awards.



© Mick Herring



Mercedes Benz SL and Ferrari at Shelsley

Shelsley Breakfast Club. Sunday 8th March 2015.

By Simon & Janet Wright.

The weather was not as kind as in previous months, with the dull start turning to a fine drizzle half way through the morning. There was however, still a fantastic turn out, with the paddock full by 9:30am. Apart from the usual Aston Martin, Ferrari, Lamborghini and Porsche super cars, there was an interesting selection of classic cars on display. These included a nice red MG A sports car and an immaculate 1960s 3 litre Alvis TE21 parked just off the return road on the hill climb course. The Alvis TE21 model was built between 1963 and 1966 during which only 352 were produced before the company disappeared in the British Leyland/Leyland cars empire. The 2 door saloon was powered by an Alvis 3 litre straight 6 engine developing 130 bhp

and giving a top speed of 107 mph, using an automatic or 5 speed manual ZF gearbox driving through the rear wheels. The elegant body design was by Graber of Switzerland. Independent coil spring suspension on the front and leaf springs on the rear and disc brakes all round gave the car great handling.



© Simon Wright

Alvis TE21

Contrasting the new with the old, there were several TVR sports cars parked up together, showing how the design has evolved to produce different models from the same design pattern.

Parked on the hill were a pair of very unusual vehicles, a Tempest sports car and a Tempest Van which proudly proclaimed on the side 25 Years of the Tempest Sports Car. The Tempest was originally built on a Reliant chassis and the car was designed in the early



© Janet Wright

Supercars lined up on the hill



Tempest Roadster

eighties by John Box and Ian Foster. It was a light weight roadster style design using Reliant Fox components and powered by the 848cc

The area by the entrance to the courtyard had three classic British sports cars - a Jaguar C Type, a Jaguar SS100 and a Triumph TR5. Suffolk Sportscars manufacture reproductions



1958 Buick Special

Reliant ohv engine, four speed gearbox, double wishbone front suspension, semi elliptical leaf spring and live axle rear suspension and instruments and heater.

The Americans used to build cars with real style, which set them apart from anything else in the market. Sitting on the hill was a classic two tone yellow and white 1958 Buick Special with rear fins

of the Jaguar C Type and Jaguar SS100 using period Jaguar mechanical parts and totally accurate bodywork fitted to a new chassis, allowing more people to enjoy the classic style of motoring without having to find and purchase a rare original. With so many cars attending, the classic display had spilled over in to the field behind the paddock, where there was a large

and plenty of chrome. In contrast, lined up in front of the Buick were three modern Aston Martin GT cars, with sleek lines and little or no rear fins and chrome, but just as desirable.



group of classic Mini saloons lined up together being watched over by a trio of modern Jaguar sports cars. There was even a

Jaguar C Type, triumph TR5 and Jaguar SS100



Triumph TR3



American Ford Country Sedan



Porsche 1600 Super and Porsche racer



Alfa Romeo 4C coupe



Porsche 911 in classic Martini racing colours



Bullnose Morris



Overflow display in the paddock field



MG A

1930 two door Rolls Royce 20/25 with bodywork by H J Mulliner. Rolls Royce introduced this 'Baby Rolls' after the depression as a means of boosting sales. In total 3827 were built between 1929 and 1936. The 3.6 litre 6 cylinder engine gave the car a top speed of 75 mph. An added attraction for the crowds at this Breakfast meeting was that the Peter Blankstone memorial Sporting Trial was being held above the main car park, see report on next page.



© Simon Wright

Rolls Royce is classic whatever it's age



© Janet Wright

E-Type Jaguar



© Janet Wright

Bull nose Morris straight from previous days VSCC John Harris Trial in Derbyshire



© Simon Wright

Toyota Supra



Winners Ian Bell and Russell Sharp (Hamilton) tackle one of the hills

The Peter Blankstone Memorial Sporting Trial,

Shelsley Walsh. Sunday 8th March 2015.

By Simon Wright.

Organised by the Midland Automobile Club (MAC), the trial was the club's first competitive event of the year. Held the same day as the March Breakfast Club meeting (report on page 36) meant that the trial attracted a large number of spectators, even though the weather was grey and wet in the morning, though the rain did stop in the afternoon. The wet weather made parts of the hill courses quite tricky and muddy, proving a real challenge to the large 36 car entry. The cars tackled a series of 9 hills up the steep grassy slope above the car park field at Shelsley Walsh. Each course had numbered markers to indicate how far the competitor travelled before he stops forward motion. These scores were added together to provide a winner.

Thirty five cars took the start and thirty three finished although

only thirty two scored points as John Fack had volunteered to test a new tyre and therefore did not comply with the series regulations to score points.

The entry was split over three categories, Red for Experts, Blue for Intermediary and Green for Novice. Ian Bell and passenger Russell Sharp took the overall honours with a score of just 36 in their Hamilton, also the best time of a 'RED - Expert' driver. Ronald Uglow in a Crossle had probably travelled the furthest to compete, coming from Cornwall, and finished 2nd on a score of 41, just ahead of Andy Wilks in an RCAP on 42.

The best 'BLUE - Intermediate' driver was Steve Courts driving

© Simon Wright



a Facsimile with a score of 88, showing the vast difference between the two categories. Paul Price was 2nd in class in a CAP on 91, and Martin Grimwood in a Crossle finished 3rd on 93, a much better result than the last event here in 2013 when he was taken out by air ambulance.

© Simon Wright



Ian Veale in a Sherpa finished 8th overall

© Simon Wright



© Simon Wright



Best (GREEN - Novice) driver was Alan Murton in a BAM with a score of 110, followed home by Richard Thomas on 115 and Dave Hailes on 126. The Novice class also saw the only female competitor Janette Rowlatt who achieved a very creditable 162.

© Simon Wright





Martin Grimwood in a Crossle finished 13th overall on 93 points



Goodwood 73rd Members' Meeting.

Report & Photos
courtesy of
Goodwood.

A sensational all-Porsche race for classic 911s and Freddie Hunt's run in his father James' Hesketh grand prix car were the highlights on a day when racing dominated proceedings at the Goodwood 73rd Members' Meeting.

Under bright blue skies, the second and final day of the Members' Meeting featured a nine-race programme featuring everything from 1920s Grand Prix Bugattis to early Can-Am cars; one of which – a Lola driven by Nick Padmore – set a new outright lap record.

The significance of the Members' Meeting, now in the second year of its revived format, could be seen in the quality of both cars and star drivers present. The Porsche race – the John Aldington Trophy – featured the very 911 that Vic Elford borrowed from to win the world's first rallycross event in 1967 – and Le Mans winner Richard Attwood. Both were soundly beaten by former British Touring Car champion Andrew Jordan.

Another BTCC champion, Matt



Freddie Hunt drove his brother's Hesketh 308B 73rd Members' Meeting



Andrew Jordan wins John Aldington Trophy at 73rd Members' Meeting Page 43



David Clark, Chevrolet Camaro Z28, Gerry Marshall Trophy

Neal, triumphed in a thundering Chevrolet Camaro he shared with David Clark in the Gerry Marshall Trophy race for Group 1 touring cars and there were also victories for some of the greatest names in motor racing history, such as Maserati, Lola,



Gulf McLaren F1 GTR long-tail Demo

Lister and BRM.

As on Saturday, there were superb high-speed demonstrations of Group C Le Mans racers, McLaren F1 GTRs and high-airbox Formula 1 cars; the highlight of which was an unexpected appearance by Freddie Hunt behind the wheel of a Hesketh 308 previously raced by his father – 1976 F1 World Champion



Start of the Graham Hill Trophy

– James. Honours in the battle for the Goodwood House Trophy were taken – for a second year running – by Methuen, Captained by former BTCC ace Anthony Reid.



T. Needell/P. Mallett, Rover SD1, Gerry Marshall Trophy



James Martin



Jaguar in the Group C Demo



James King, Chevron Ford B17, Derek Bell Cup



JP. Jarier, Shadow-Cosworth DN5, F1 Demo
Classic and Competition car April 2015



P. Pochciol/N. Minassian, Ford Capri III, Gerry Marshall Trophy

GOODWOOD 73rd MEMBERS' MEETING: ALL THE WINNERS

Goodwood House Trophy – Methuen (Captain: Anthony Reid)

Gerry Marshall Trophy Part 1– Nigel Garrett (Chevrolet Camaro Z28)

Taylor Trophy– Andrew Wilkinson (Lynx-Ford Mk3)

Graham Hill Trophy– Shaun Lynn/Emanuele Pirro (AC Cobra Le Mans Coupe)

Les Leston Cup– Chris Ryan (MGB 'Le Mans')

Sopwith Cup– Andy Wallace (Jaguar Mk1)

Derek Bell Cup– James King (Chevron B17-Ford)

John Aldington Trophy– Andrew Jordan (Porsche 901)

Earl Howe Trophy– Sean Danaher (Maserati 8CM)

Gerry Marshall Trophy Part 2 – Matt Neal/David Clark (Chevrolet Corvette Z28)

Bruce McLaren Trophy – Nick Padmore (Lola-Chevrolet T70 Spyder)

Hawthorn Trophy – Barrie Baxter (BRM Type 25)

Salvadori Cup – Sam Hancock (Lister-Jaguar 'Knobbly')



Sam Hancock, Lister Knobbly, Salvadori Cup



E. Pirro, Ferrari 312T, F1 Demo



anthony-davidsons-mercedes-f1-car-at-the-73rd-members-meeting



Yvan Mahé, Peugeot 905 Evo 1, Group C Demo

Archive Photo of the month.

By Pete Austin

This month's archive image was prompted by a talk given by John Surtees to the Marshals Club on March 19th at the White Horse in Silverstone. Amongst the many anecdotes were those referring to the politics within some of the teams he raced for including Ferrari and BRM. It was following his year at BRM in 1969 that Surtees decided to construct and run his own Grand Prix car in 1970. The Surtees TS5 F5000 car had already appeared in 1969 and the F1 TS7 made its debut at the 1970 British Grand Prix at Brands Hatch (shown here). Surtees was aiming for a potential top six finish until oil surge led to a bearing failure in the Cosworth engine.



BTCC Media Day, Donington Park. 24th March 2015.

By Simon & Janet Wright with additional photos by Mick Herring.



The BTCC Class of 2015 Back Row Left to Right Belcher, Depper, Welch, Scott, Lines, Martin, Gallagher, Wilmot, Cook, Abbott
Middle Row Moffat, Bushell, Ingram, Hawken, Palmer, Goff, Newsham, Jeff Smith, Hamilton
Front row Aron Smith, Morgan, Tordoff, Plato, Shedden, Turkington, Jordan, Neal, Austin, Collard



season spread across ten meetings, starting and finishing at Brands Hatch. The series will continue with live ITV television coverage of all races on ITV4.



Gordon Shedden with the new Honda Civic Type R

© Simon Wright



The 2015 Dunlop MSA British Touring Car Championship started officially at Donington Park at the media day launch event on 24th March 2015. During the morning, the teams, drivers, new liveries and new cars were unveiled for the press in a crowded pit lane, and then after lunch, the team took part in the first official test session of the season round the sweeps and turns of Donington Park. This will be the fifth season since the NGTC (Next Generation Touring Car) specification was introduced. There will be 30 races this

There are quite a few changes to the teams for 2015, with an impressive 32 car grid announced. Many drivers have changed team, new drivers have entered the championship and one new manufacturer has joined the series. Starting at the top, current BTCC Champion Colin Turkington has joined Team BMR alongside another former double champion Jason Plato. They are joining Aron Smith and team boss



© Simon Wright



Hunter Abbott and Rob Austin

Warren Scott all driving Volkswagen CC. The vacant seat at Triple Eight Racing MG, left by Plato has been taken by 2013 Champion Andrew Jordan who is joined by another newcomer to the team, Jack Goff.

WSR retaining Rob Collard and replaced Turkington with three times World



Samantha Gilham and Aiden Moffat

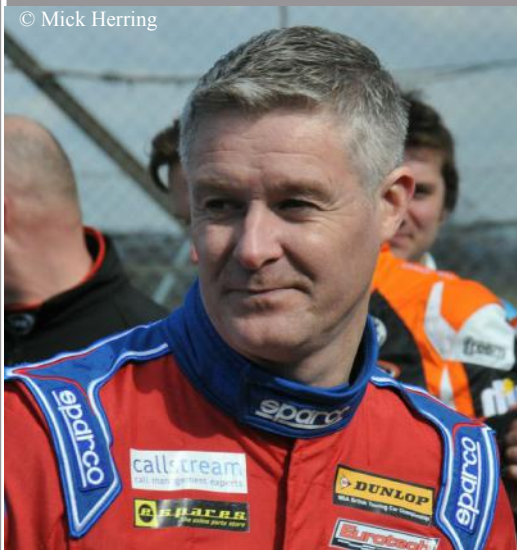
© Simon Wright
Touring Car Champion Andy Priaulx, who unfortunately was not at the launch day and also added Sam Tordoff to the line up. Also due to the support the team receive from BMW, they have been



The new Infiniti Q50

promoted to the manufacturer/constructor title rather than the independents title for this season.

The only top level team to retain its driver line up from last year are Honda Yuasa Racing with former champions Matt Neal and Gordon Shedden remaining as team mates for a sixth



Martin Depper

© Mick Herring
successive season. The main change in this team is the switch from the Honda Civic Tourer to the new Honda Civic Type R which won't be available to buy for the road until later this year. A new manufacturer is joining the series this year, with the prestigious Japanese marque Infiniti entering a couple of its Q50 models. They become the 12th manufacturer to be represented in the NGTC era.

Infiniti Support our Paras will also bring two new drivers in to the BTCC with Richard Hawken and Derek Palmer and they will be the third official manufacturer backed entry in the series. Unfortunately the cars were not completed in time for the test session, but were present for the official unveiling during the morning.

The Independent teams continue to flourish in the BTCC with a diverse range of cars from Audi, Ford, Mercedes, Chevrolet, Honda, Toyota, Volkswagen and Proton all on the entry list. Two stand out racers in this category are 2014 race winners Rob Austin in his Exocet AlcoSense Audi and Adam Morgan in his



© Mick Herring

Nicolas Hamilton brother of World Champion Lewis Hamilton WIX Racing Mercedes.

The other new significant driver in this category is Nicolas Hamilton, brother of current World Champion Lewis Hamilton. Nicolas will become the first disabled competitor to take part in the BTCC, as the 23 year old has the neurological condition Cerebral Palsy. He is planning to take part in just 5 rounds of this



years championship in an Audi S3 saloon entered by AmD Tuning.com, with a view to a full season next year. He was present at the launch, but his car was not fully ready and he was not able to take part in the test session. His season will start at Croft in June and he will then take part in the rounds at Snetterton, Rockingham, Silverstone and Brands Hatch. There are a few technical changes for 2015, but interesting changes are that the grid for race 2 will be based on finishers fastest lap time achieved in race 1 unless the driver has had to change tyres in race 1 in which case only lap times before the tyre change will be counted. This year the Jack Sears Trophy will be awarded to the top 'Rookie Driver'.

© Mick Herring



Moffat was 3rd fastest in the Mercedes Benz A-Class

Plato ahead by just 0.006 of a second. It was a bit like Noah and the Ark, with the drivers coming two by two. Next up were the two Mercedes A Class cars of Aiden Moffat and Adam Morgan

© Mick Herring



Gordon Shedden Honda Civic Type R was only 18th fastest showing good pace for the young drivers. Next up were the two MG cars of Jack Goff and Andrew Jordan, with Goff clocking up a large number of laps to get used to his new car. The only driver who did more laps in the afternoon session was Team BMR owner Warren Scott who completed 68 laps of the circuit and posted 8th fastest time of the day. He was just pipped to 7th

© Janet Wright

by Hunter Abbott in his Exocet AlcoSense Audi A4. Martin Depper was impressive in his Honda Civic to claim 9th fastest time of the day, just ahead of Sam Tordoff in his Team JCT600 with GardX BMW and Dave Newsham in the Power Maxed Racing Chevrolet. Honda Yuassa Racing were using the test session



Andrew Jordan in the MG 6GT was 6th fastest

The first official test session for the BTCC saw most of the teams take part round Donington Park. For some it was vital test mileage before the season starts at Brands Hatch over the Easter weekend on the 4th and 5th April 2015.

With quite a few drivers having switched teams since last season, there was a lot of interest in the test to see who was going to establish an early lead in the series. Showing that driver skills are a large part of the BTCC it was Jason Plato and new team mate and current champion Colin Turkington who set the pace in the Team BMR VW CC machines, with



Rob Collard BMW 125i M Sport was 16th fastest

as a development session for the new Honda Civic Type R with Matt Neal getting more running than Gordon Shedden and Neal finished in 12th on the time sheet but Shedden was down in 18th, only completing 11 laps. The top twelve were all less than a second apart. The remaining runners finished in the order Jeff Smith (Honda Civic), Rob Austin (Audi A4), Josh Cook (Chevrolet Cruze), Rob Collard (BMW 125i M Sport), Mike Bushell (Ford Focus), Gordon Shedden (Honda Civic R Type), Alex Martin (Ford Focus), Simon Belcher (Toyota Avensis), Paul O'Neil standing in for Andy Priaulx (BMW 125i M Sport), Stewart Lines (Toyota Avensis), Andy Wilmot (Proton Gen-2), Tom Ingram (Toyota Avensis) and Aron Smith (Volkswagen CC), with Kieran Gallagher (Toyota Avensis) failing to complete a lap.

© Simon Wright



Alex Martin Ford Focus was 19th fastest



© Simon Wright

Jeff Smith Honda Civic was 13th fastest just behind Matt Neal in the new Civic R Type
Classic and Competition car April 2015

© Janet Wright



Jack Goff MG 6GT was an impressive 5th fastest ahead of team mate Jordan

© Mick Herring



Mike Bushell Ford Focus was 17th fastest in the test session

© Simon Wright



Adam Morgan was 4th fastest in the Mercedes Benz A Class



Andy Wilmot was 23rd fastest in the Proton Gen-2



Dave Newsham bounces his way to 11th fastest in the Chevrolet Cruze



Hunter Abbott bounces over the chicane in his Audi A4 to 7th fastest



Tom Ingram had a few teething problems in his Toyota Aventis



Kraig Mycock Riley Mk IV
Classic and Competition car April 2015

VSCC John Harris Trial, Derbyshire.

Photos by David Goose and Stuart Yates of Motorsport-Imagery . The Vintage Sports Car Club (VSCC) made their annual visit to Derbyshire for the John Harris Trial in lovely sunshine and with muddy tracks, probably the perfect weather for a Trial!

As usual it was the short wheelbase cars that proved to be the masters of the conditions, with David Golightly in the Ford Model T that won the Dick Batho trophy with a score of 341. David Skelton in an Austin 7 Sports wasn't far behind with 333 to finish 1st in class with Phillip Tillyard in a Frazer Nash Super sports on 332, Matt Johnston Austin 7 on 328, Phillip Longhurst in a Riley 9 Special on 324 and finally in the Short Wheelbase modified and special cars, Alexandra Milne-Taylor in an AJS 2 seater Sports on 322, with them all finishing 1st in class. The Long Wheelbase modified and special cars were next in the scoring with Paul Jeavons winning the Patrick Marsh Trophy in a 1924 Vauxhall 30-98 Tourer on 308. John Fack in a Ford Model A on 300 and



David Marsh Morris Bullnose 2 seater



James Bickerstaff Austin 7 Ulster Special

Miss Joanne White in a Riley 12/4 Special on 298 both finished 1st in class.

The best of the short wheelbase standard cars was David Johnson in an Austin 7 Chummy on 274 and finally the best of the Long wheelbase Standard cars was Dennis Bingham in a Ford Model A with a score of 240. See more photos from this event at www.motorsport-imagery.com



Tim Hopkinson Austin 7 Ulster



Stephen Longden Ford A Speedster



Graham Carr Austin 7



Mike Fountain Riley 9 Trials Special



John Fort Austin 7



Anthony Costigan Vernon Derby



Matt Johnston Austin 7



Phillip Parkinson Riley 9 Special



racing events to see these heroes in action. With the location of Chateau Impney near to the town of Droitwich and not far from Birmingham and Worcester, thousands of people attended the event. The motoring press of the time hailed Chateau Impney as “the most picturesque of the country’s sprint and hill climb venues”.

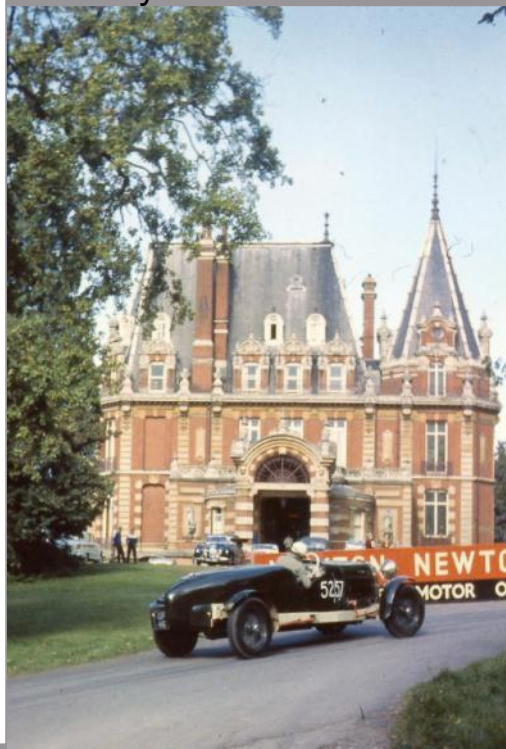
The event would continue for a decade with many highlights along the way. One of the victors in 1957 was the Jaguar XK120 “LOB 300” which won the over 2700cc Sports Car Class driven by Lewis Johnson



© Simon Wright

Tracey from Solihull in a time of 29.21 seconds. The car already had quite a motorsport history, having participated in the 1951 and 1955 RAC Rally of Great Britain, the International Rallye Soleil Cannes in 1952 and 1955 and the MCC National Motor Rally in 1956. It was also part of the team which finished 2nd in the 1952 750 Motor Club Six Hour Relay Race. It had also been placed 5th, 4th and 1st in races at the 1953 Sunbac Race Meeting.

In 1958 the event gained corporate support and saw the ladies almost take the outright victory, with Patsy Burt in a



The History behind the Chateau Impney Hill Climb.

By Simon & Janet Wright.

Historic images courtesy of Chateau Impney.

July 11th and 12th 2015 will see the revival of motorsport at Chateau Impney, Droitwich in Worcestershire, after a break of 48 years. The first Chateau Impney Speed trial



was organised by the Hagley & District Light Car Club on Sunday 29th September 1957. It was a time when amateur and professional drivers competed against each other in the golden era of motorsport and thousands of people flocked to motor



HMW Jaguar

1500cc Cooper Climax setting the 3rd fastest time of the day to win the Ladies award.

In 1959 Phil Scragg made it a hat trick of wins at Chateau Impney in his HMW Jaguar in the Sports Racing Car over 2000 cc class, having won in both 1957 and 1958. He was awarded the Miller Cup and a prize fund of £15. In 1960 the course was resurfaced which set records tumbling as 102 competitors rose to the challenge of the short 550 yard sprint course. Against stiff opposition such as

David Good and Austin May, it was the Fairley Climax Special driven by Reg Phillips who set a new course record of 22.08 seconds which was to remain until 1964. The Fairley Climax Special had started out as a Cooper 500 and was developed in to a hill climb special by Reg Phillips over a 7 to 8 year period. It was a methanol fuelled, supercharged climax engine in a lightweight single seater body which



Caesar Special



© Simon Wright

Fairley Climax Special



took it to the top of the British hill climb scene in the early 1960s. Reg Phillips had first run the car at Chateau Impney in the 1957 event, finishing 3rd in the Racing Cars Formula Libre over 2 cylinder class behind Tony Marsh and Jim Berry. Another Special which had competed at the Chateau every year from 1957 to



1960 was the Caesar Special which was driven by 'Doc' W.A. Taylor. The Caesar Special was originally built in the 1930s when it was built as a sports car by Dick Caesar and powered by an AC engine. It was converted in to a single seater racing car in 1936.

1961 saw changeable weather conditions which made the course quite challenging. Tony Marsh, who subsequently became the most successful driver ever in the British Hill climb championship, set fastest time of the day at 23.08 seconds, beating Reg Phillips and Tom Norton, but was a second off the current course record.

Moving back to September for the 1962 event saw dry weather for practice on the Saturday, but heavy rain on the Sunday made the course treacherous for the timed runs. Bill Bradley set the fastest time of the day in his Formula Junior Cooper to win the Cox Cup. In the road going sports car category, the wet weather did not stop Ray Meredith from completing his hat trick of wins in a Morgan Plus 4 after similar class wins in 1961 and



BRM P48

1962. In the Indian summer of 1963 it was Tony Griffiths who set fastest time of day in a BRM P48 in which he defeated former hill climb champions David Good and Tony Marsh, which he repeated in 1964 when he broke the course record in Phil Scragg's former car, the BRM P48 chassis number 487. His time of 22.07 seconds was never beaten and remains the course record to this day.

If it had been wet in 1962, it was even wetter in 1965 as 108 competitors tackled a washout on the circuit. The wet conditions meant that John Handley took outright victory in a 1293cc Mini Cooper S with a time of 26.86 seconds.

In 1966 the spectators were still enjoying the spectacle of speed at Chateau Impney, but in 1967 the weather was again unkind to the event and other local hill climb venues began to overshadow the short course at Chateau Impney. There was

some excitement at the last event as the Mini of Fred Jones crashed through the straw bales at Bridge Crossing, reportedly becoming momentarily airborne.

The original sprints finished with the 1967 event, but in 2013 a commemorative event to celebrate the event was held at Chateau Impney, see report in *Classic and Competition Car* issue 40, January 2014, which is available to download from our Previous issues page on our web site at www.classicandcompetitioncar.com. The exhibition attracted thousands of visitors and there was great public interest in reviving the original event at Chateau Impney.

Now after almost 60 years since the original event took place, the Chateau Impney Hill Climb will take place over the weekend of the 11th and 12th July 2015. The new course is more than double the size of the original sprint course, and with the increase in altitude from the start line to the finish line, the event is now classified as a hill climb. The 2015 Hill Climb will see 200 pre 1967 cars competing for the honour of the first victory on this new course. There will also be a Concours d'Elegance, a classic car auction and many other attractions

