

# CLASSIC & COMPETITION CAR

Issue 2 November 2010



VSCC See Red

Britcar 24 hours



HSCC Finals





© Mick Herring



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Next Month:

Reports from the BRSCC GT Race and Classic Sports car meeting at Donington Park, Birkett 6hr relay, The Walter Hayes Trophy and the Classic Motor Show at the NEC.

Details correct at time of publication.



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## Editorial

November and winter draws near. The season is over for many, though the hardy souls can still get their fix of motor racing with races still at Silverstone, and Donington Park have a few winter race meetings planned.

Many motor sport and classic car supporters, turn their attention to the nice warm indoor events, with the major shows based in the Midlands, and central for people to attend. The Classic Motor Show at the NEC brings together all the best in the classic car world, and this year the classic motorcycle show is getting bigger and better.

A particular favourite event of mine is Tour Britannia. Having been out covering every single Tour, it will seem strange not being out in the middle of the week next September watching cars in action. It will be interesting to see how the new format to the event plays out and that the Tour carries on moving around the country, next year they move to the West Country and Wales.

On a seasonal note, there should be plenty of fireworks at Silverstone on November the 6th and 7th for the Walter Hayes trophy. Formula Ford races have always been close and exciting with plenty of fireworks on the track. Straight after the meeting finishes, Silverstone is promising more fireworks and a bonfire to finish the season with a bang!

Pete Austin now has his own column Ramblings from Rugby, where this month he reflects on wet races.

We would love to receive your comments and suggestions and feed back, so please e-mail us at [simonwright57@hotmail.com](mailto:simonwright57@hotmail.com).

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## **Tour Britannia 2011.**

In a major change from tradition, the next Tour Britannia will take place in June instead of September, and run over a long weekend instead of midweek. As usual the Tour is going to visit a different part of the country next year, as it will be based around the West Country and Wales. Starting on Friday 17th June, it was felt that the new weekend format would allow the Tour to slot in to existing race meetings and give the crews the chance to race at different circuits and stages which would not be available for racing mid week. More details can be found at [www.tourbritannia.com](http://www.tourbritannia.com)



© Mick Herring

## **HSCC announce new 2 litre sports car series for 2011.**

The Historic Sports Car Club (HSCC) have announced a new sports car series to recreate the European 2 litre Sports Car series of the 1970's. Starting at the International Trophy meeting at Silverstone in May, the series will be based around four or five race weekends with the possibility of a European race added to the calendar. Each event will have a qualifying session and two races of around 30 minutes. Eligible cars must have been built before 1979 to FIA Appendix K specification and be open cockpit Group 6 sports racing cars with an engine under 2 litres. It is proposed to divide the entry in to two classes, one for winged cars with a minimum weight of 575kgs and one for non winged cars with a minimum weight of 500kgs.. At its peak, the European championship was a major battle ground for Chevron vs Lola and it is hoped that the new series will relive some

of these great races of the past. More details can be found at [www.hsc.org.uk](http://www.hsc.org.uk)

## **Donington Park announce 2011 major events.**



Andy Priaulx BMW at Donington in 2003

Donington Park under the ownership of Kevin Wheatcroft continues to restore its reputation with a couple of major announcements for the 2011 season. The World Touring Car Championship will race for the first time at Donington Park. The British round of the championship has been held at Brands Hatch since 2006, so Donington are proud to have been asked to host next years race, on the 17th July 2011. The World Championship is televised all around the World, with viewing figures of over 430 million, so it is a real coup for Donington Park. According to Kevin Wheatcroft. Donington Park hosted the European Touring Car Championship from 2002 to 2004, which was the predecessor to the current World Championship, and they also hosted the 1994 FIA World Touring Car Cup race meeting.

They have also announced that Donington will stage a major Historic Motorsport festival over the May Day Bank Holiday weekend of 30th April to the 2nd of May 2011. Details have yet to be announced, but it is expected to have races for most of the major historic racing series.



# Peter Warr (18 June 1938 – 4 October 2010)

by Pete Austin

Peter Warr, probably best known for his years as manager of Team Lotus in the 70's and 80's, died suddenly on October 4<sup>th</sup> at his home in the south west of France. He was 72. A former Guards officer he joined Lotus in 1958. Whilst there he raced Lotus formula Junior and sportscars in the early 1960's winning the 1963 Japanese Grand Prix in a Lotus 23B.

Before the start of the 1970 season he was appointed Team Lotus competitions manager, taking over from Andrew Ferguson to oversee the World Championships of Jochen Rindt and Emerson Fittipaldi.

Walter Wolf lured him away to run his team in 1977 with Jody Scheckter winning on their debut in Argentina. Peter was reacquainted with his former driver when Emerson Fittipaldi took over the Wolf team at the end of 1979 and managed the team until, following the death of Colin Chapman in 1982, he was asked to run the Lotus team again. During this second tenure at the team he had an uneasy

relations  
hip with  
Nigel  
Mansell  
and  
replaced

him with Ayrton Senna in 1985. When Senna left to join McLaren in 1988 he was replaced by Nelson Piquet. At this time the Lotus Grand Prix team was starting its steady decline and Warr left after the British Grand Prix in 1989.

Warr continued his connection with the top level of the sport by becoming FISA permanent steward in 1992 and also taking up the post of secretary to the British Racing Drivers Club.



© Pete Austin



Peter Warr said that Ronnie Peterson was his closest friend amongst the drivers. © Pete Austin

Peter Warr enjoys a joke with Ronnie Peterson, Gunnar Nillson and Bob Evans at Brands Hatch 1976.

Image by Pete Austin



© Pete Austin

# Ralph Broad 1926-2010

By Simon Wright

Ralph Broad, founder of Broadspeed engineering has passed away at the age of 84. Ralph came to prominence in the 1960's after successfully racing one of the first Mini's to leave Longbridge in 1959. He won his class first time out in a Mini 850 at



Silverstone, breaking the 850cc lap record. Based in Sparkbrook in Birmingham, he inherited the family garage business after the death of his father in 1941. He formed Broadspeed Engineering in 1962 and specialised in performance tuning. His first successes came with the Mini Cooper, competing against works cars in the British Touring Car championship. The works cars were faster in a straight line, but the Broadspeed cars handled better. Ralph Broad was still driving and in 1964, Broadspeed gained factory support for his racing program and as the cars increased in engine size, they sometimes beat the works Cooper team. For the 1965 season Broadspeed were the works representatives for BMC in the European Touring car championship with the Mini Cooper S. They won their class at Monza, Spa and Zandvoort. In 1965 he switched from the Mini to the Ford Anglia and in 1966 John Fitzpatrick won the British Touring Car Championship at the wheel of a Broadspeed Ford Anglia.

In 1966 he manufactured the Broadspeed GT Coupe based on the Mk 1 Austin Mini Cooper 1275 S. Although only 28 were built by 1968, it is still one of the most desirable Mini derivatives ever built. Broadspeed turned its attentions to the new Ford Escort and continued to race them until the mid 1970's. John Fitzpatrick won four British Touring Car races in 1971 driving a Broadspeed Ford Escort RS2000.

After his premises in Sparkbrook had been demolished to make way for a ring road, Ralph moved his operation down to Southam in Warwickshire. As well as running a Ford dealership, he did development work for Rolls Royce, TVR and Opel.

In 1974 British Leyland approached Ralph to develop and run its works Triumph Dolomite Sprint team in the British Touring car championship. With Andy Rouse driving, the 2 litre cars gave the larger engined Ford Capri's and Chevrolet Camaro's a run for their money at most circuits and won the manufacturers title for British Leyland. Ralph felt strongly that Jaguar, the flagship marque of the British Leyland empire, should be racing again in 1975. He was given the task of preparing the Jaguar XJ 12C V12 coupe for Group 2 racing to take on the might of BMW Europe. The cars took to the track in 1977 but were overweight compared to the BMW 3.0 CSL Coupe's and also proved unreliable, even in the hands of experienced drivers such as Derek Bell and Andy Rouse.



In 1977 he sold the business and retired to Portugal where he passed away on the 17<sup>th</sup> September 2010.



# Past & Future.

## Events Diary.

List of up coming events. We do NOT organise any of these events and are NOT responsible for them. Before travelling, we suggest that you check with the venue that the event is taking place. We cannot be held responsible for event cancellations. An entry fee will apply for most events, contact the organisers for further details

6-7/11/2010  
Walter Hayes Trophy  
Silverstone, near  
Northampton



12-14/11/2010  
Classic Motor Show,  
National Exhibition Centre,  
near Birmingham



13/11/2010  
BRSCC Car races,  
Donington Park,  
Near Nottingham



14/11/2010  
750 Motor club  
race meeting,  
Donington Park  
near Nottingham



## Archive Photo of the month

This photograph was taken before the Race of Champions at Brands Hatch in 1970. Following the Lotus lead in 1968 B.R.M. gained their first commercial sponsor with the Yardley cosmetics firm in 1970 when a two year £50,000 deal was signed. This was the cars' first racing appearance in the Yardley colours and as can be seen was a rather low key affair. The shot was taken in front of the old Motor Racing Stables garages at the bottom of the old outside paddock at Brands. The BRM P153 is resplendent in its new colour scheme and included in this image are engine designer Aubrey Woods on the extreme left, next to him gearbox designer Alec Stokes and at the very back behind the Yardley girls by the garage door is team manager Tim Parnell. By Pete Austin



© Pete Austin



Winners GAMSKI/ROBINSON/GAW/DRYBURGH Ferrari 430

© Mick Herring

## Britcar 24 Hours, Silverstone

Photographs by Mick Herring

The highlight, in more ways than one, of the British GT racing scene is the annual Britcar 24 hour race at Silverstone. This year to add to the drama of the day and night race, the weather made a fairly dramatic statement and provided very heavy rainfall during the night and in to Sunday.

The Aquila SR1 took pole position, driven by the experienced team of Rob Huff, Kelvin Burt and Phil Bennett. The car continued to show its fast pace by opening up a 1 lap lead by the end of the first hour. Unfortunately it proved to be fast but fragile and as night fell, Bennett lost control when a suspension part failed. He managed to return to the pits where the mechanics worked for over an hour to repair the car. Burt took over the driving but just before midnight he crashed out at Bridge when the throttle stuck open.



© Mick Herring





MUSTILL/BENNETT/BURT/HUFF Aquilla CR1



AHLERS/BOCK/BOCK Morgan Plus 8



This meant that the battle for race victory was effectively between the JetAlliance Porsche of Michel Nykjaer, Marco Seefried, Martin Rich, Lukas Lichtner-Hoyer and Vitus Eckert and the MJC Ferrari 430 of Keith Robinson, Witt Gamski, John Daw and Phil Dryburgh. Both cars had problems during the race. The Ferrari incurred two one lap penalties for pit lane misdemeanours while the Porsche was held at the end of the pit lane for 2 minutes by mistake. This gave John Daw, who was double stinting, the opportunity to catch the leading Porsche and after a clever decision to switch to Intermediate tyres for the last ½ hour, he took the lead and victory. Robinson and Gamski had originally decided not to enter the 24 hours due to the high cost of preparing the car for 24 hours, but their late choice to team up with Gaw and Dryburgh gave them victory at the star event of the Britcar series. The other regular contenders for Britcar honours,

the Moslers, had dropped out of contention before quarter distance, though Ben Clucas, Andrew Beaumont, Pat Gormley and Henry







3rd placed **MORCILLO/CINTRANO/PERSSON/BARRE** Porsche 996 GT3 Cup



**MCINERNEY/MCINERNEY/KEEN** Mosler MT900R



Class winners **TOMLINSON/SIMPSON/LINN/MOORE** Ginetta G40

Fletcher did manage to reach the finish, in 4th place.

The works Ginetta G40 took victory in the smaller engined G4 class driven by Nigel Moore, Lawrence Tomlinson, Stewart Linn and Michael Spenser and finished a creditable 12th overall.



# VSCC See Red at Donington Park 2-3rd October 2010

By Simon & Janet Wright. Additional photos by Pete Austin & Mick Herring.

© Janet Wright



The Vintage Sports Car Club (VSCC) was one of the first clubs to organise a race meeting at the recently re-opened Donington Park at the beginning of October. They held their first meeting at Donington in 1937 and have always supported the circuit as a venue to enjoy historic racing. This year the circuit was hosting the final race meeting of the year for the VSCC and drivers were keen to add to their points tally in the Motor Sport Brooklands Trophy and also the Longstone tyres Vintage Racing Trophy. The race meeting over the weekend was a tale of two days. Saturday was bright and sunny, while Sunday was monsoon

conditions with horizontal rain! The drivers were all keen to get out and try the slightly revised layout with the new chicane entry to the start straight being a little earlier from the main straight. This caused a few problems on Sunday as a lake formed in the heavy rain due to the slight dip.

**Majzub was back in sixth place, about ten seconds adrift**



Stephen BARLOW BMC MK1 FJ

The variety of cars at the meeting represented nearly a century of motor sport as the Force organisation brought a collection of modern

turbo charged period Grand Prix cars spanning the period from 1977 to 1996 to demonstrate between the various races. First race was for the Austin 7 Challenge which showed how the humble Austin 7 could be used as a basis for a variety of body types and designs.

John Skeavington in his Austin 7 Ulster Replica. Took the victory. The 1950's Sports Racing Cars was the highlight of the Saturday meeting. Darren McWhirter took an early lead in his 1959 Jaguar Lister by squeezing out the 1958 Sadler of Julian Majzub. At the end of the first lap the Jaguar had a huge lead from the little Lotus 11 Le Mans of James Paterson and Majzub was back in sixth place, about ten seconds adrift of the leader. The Sadler used every part of its 5.4 litre engine in what was to be a remarkable drive. By lap five, Majzub was back to second place, but still about 10 seconds behind. He continued to chip away at the



Winner Julian Majzub 1958 Sadler MKIII

© Simon Wright

© Simon Wright

gap and closed up right on to the tail of the Jaguar through Redgate and chased through the Craner Curves.

Once in the lead, the Sadler maintained a slight lead for the last couple of laps to take victory. He completed an extra lap as he missed the chequered flag.

© Mick Herring



© Simon & Janet Wright

© Simon & Janet Wright



1 <sup>st</sup> Julian Majzub	Sadler Mk III	12 laps 17mins 02.15 secs
2 <sup>nd</sup> Darren McWhirter	Jaguar Lister	12 laps 17mins 02.40 secs
3 <sup>rd</sup> James Paterson	Lotus 11 Le Mans	12 laps 17mins 49.44 secs

Other victories went to Charles Dean driving a Bugatti Type 51 to win the Williams Trophy for Pre-1934 GP Cars, and Brian Mitcham won the front engined Formula Junior race in his Mallock U2 MkII. An invited Pre-1960s Sports Car race had a small grid but an interesting mix of cars including a superb Aston Martin DB3S of David Bennett which took the win after the early leader Brian Arculus retired his Lotus Elite. The unusual Bristol 401 of Andrew Mitchell came home a distant second. The final race of the day was a two hour team relay event for Pre-war sports cars. Two Dogs team won by a clear two laps driving Fraser Nash cars and driven by Charles Gillett, Frederic Wakeman, Paul Bullet, and Phil Champion.



Jeremy Way Austin Mrs JoJo

© Simon & Janet Wright



© Simon & Janet Wright





Duncan Wood (Morgan Super Aero)

Sundays' weather made it appear more like power boat racing than car racing. Any driver who finished in the awful conditions was a winner by any standard. Jeremy Brewster won the Pre war sports car race in a Lea Francis Hyper, Gary Caroline led home a Morgan Super Aero 1-2-3 in the Vintage Racing Cars Set 1 race. The Pre-1961 front engined racing cars event proved a decisive victory for Duncan Ricketts driving an ERA E-Type, while the Scratch race for pre-war cars was won by Gareth Graham at the wheel of a Bentley  $\frac{3}{4}$   $\frac{1}{2}$ . The 1950s Sports Racing Cars had a second



Bryan Gill (Lea-Francis Hyper TT)

outing of the weekend, and this time Darren McWhirter made sure that he bought his Jaguar Lister home first ahead of John Ure in a Cooper Bristol T24/25. The Handicap race for Pre-war cars gave Graham Paddock a close victory in his McDowell Ford Track racer by just 1.77 seconds from Paul Weston in a Frazer Nash TT Replica. The final race of the meeting was a Scratch race for Pre-war cars and Pete Candy came home first in his Riley SPL Super Rat.

Gareth Graham (Bentley 3-4 1-2)



Darren McWhirter (Jaguar Lister)



Frederick Harper (Kurtis Indy-Roadster) is in there somewhere





William Way Austin 7 Ulster



Mrs Jane Metcalf MG N



Barry Davison Lotus 11



1996 Williams FW18



Stephen Bulling Sadler FJ Single Seater



Gareth Graham (Bentley 3-4 1-2)



Pre 1961 Front Engined Racing Cars lap 1



© Pete Austin



Eddie McLurg (Footwork Arrows FA13)



Duncan Ricketts (ERA E-Type) leads Tom Dark (Bugatti 73C)

© Pete Austin

© Simon Wright



Andrew Mitchell Bristol 401



© Janet Wright

© Janet Wright



Graham Oakins Alfa Romeo Giulia Sprint



Geoff Toms Balino MM

© Janet Wright

© Simon Wright



Start of the 1950s Sports Racing Cars race



J Goddard-Watts Bond Formula Junior Monococque

© Janet Wright



# Ramblings from Rugby

by Pete Austin

## Wet, wet, wet.....

The other week I attended the VSCC SeeRed historic race meeting at the newly re-opened Donington Park circuit. Held over a weekend the weather could not have been more of a contrast over the two days. Racing took place on the Saturday under a clear blue sky whereas drivers on the Sunday had to contend with horizontal rain and a track that was flooded in places.

This took me back to the 1993 European Grand Prix at the same circuit. Ayrton Senna's opening lap when he overtook four cars to take the lead on the opening lap and his mastery of the ever changing conditions will go down in history. It is never comfortable watching a race in appalling conditions but sometimes you are a witness to history being made.

Jacky Ickx and Pedro Rodriguez spring to mind as being past masters of a wet track. I still remember standing at Paddock hill bend at the 1974 Race of Champions at Brands Hatch and seeing Ickx overtake Niki Lauda on the outside of this tricky, downhill adverse camber corner on a streaming track to take the lead.

Jackie Stewart, who was a leading exponent in improving safety standards in the late 60's and during the 1970's, was no mean driver in the wet either. This is all the more remarkable when one considers that one of his worst accidents occurred in one of those typical sudden downpours at Spa Francorchamps where it could be bone dry on one part of the circuit and soaking wet on another.

The 1966 Belgian Grand Prix started in the dry but by the time the field reached the far side of the circuit

1970 BOAC 1000Kms, Brands Hatch Pedro Rodriguez Gulf Porsche 917 (10)



© Pete Austin



(in those days over 8 miles in length) they hit a wall of water. Stewart's BRM left the track and, covered in leaking fuel, he was trapped in the car. Having been freed by Graham Hill and Bob Bondurant he then endured very basic medical facilities and a terrible journey in an ambulance before receiving proper medical attention.

1968 saw some very wet races and, despite his previous experience, Stewart mastered a very wet Dutch Grand Prix at Zandvoort and later went on to win the German Grand Prix in even worse conditions. Pouring rain and fog had enveloped the challenging old 14 mile Nurburgring 'nordschleife' but Stewart proved himself a master of the conditions and all of this despite the extra 'inconvenience' of a damaged wrist. In that same year Jacky Ickx was also victorious in a very wet French Grand Prix at the demanding Rouen track.

Earlier in this piece I mentioned Pedro Rodriguez and one of the most memorable wet weather drives I have seen must be during the BOAC 1000 kilometres at Brands Hatch in 1970. The Porsche 917 was a difficult enough car to drive in the dry let alone in the wet. Early in the race Rodriguez had been black flagged for overtaking under yellows. Having been given a reprimand in the pits he set off on what must be one of the most amazing drives of his career and he tamed that 917 in the appalling conditions like no other to win the race (partnered by his co-driver Leo Kinnunen). Standing at the exit of Druids I can still vividly recall the sight of Rodriguez fishtailing his way down the hill towards Bottom Bend in a ball of spray. I was soaked at the time but can now look back on history being made that day.

Memories are made of this.

### **Launch of East Claydon School Racing Car Project By Pete Austin**



East Claydon School and Pre-School in Buckinghamshire has launched an exciting project which encourages the children to take an interest in the history of motor sport and even become involved themselves.

At the launch held at the school on 20<sup>th</sup> October head teacher Barry Rogers said that during the autumn the children's learning has been focused around the theme of racing cars. The curriculum has been devised so that the children can find out about the history of motor racing, research the origins of famous racing drivers, and learn about wheels and

axles by making their own model vehicles as well as helping with the design of the paintwork of two actual racing cars.

Two Formula Ford cars have been loaned to the school by James Beckett and will be raced on the schools behalf at the Walter Hayes Trophy being held at Silverstone in November. The drivers will be three times winner of the trophy, Joey Foster and James Wood. Both drivers were present at the launch and helped the children unveil the cars in their new colours. The children will also be visiting Silverstone before the event.

James Beckett gave a short speech about the history of the event and then received a gift from the children. The two drivers were also presented with Teddy Bears and a good luck card from the children.

From my point of view this event was like a breath of fresh air and the head teacher and James Beckett should be applauded for encouraging the children in this way. After all they are the future of the sport.





# Stourbridge Bonded Warehouse Open Weekend

By Simon & Janet Wright



© Simon & Janet Wright

The Canal network used to be very important to the industrial West Midlands for transporting materials. Stourbridge, in the heart of the Black

Country is famous for its Crystal manufacturing, and still has an active canal system. Every year to celebrate this canal network, the site of the old Bonded Warehouse holds an open weekend. A major part of this celebration is a gathering of classic cars that are displayed next to the part restored buildings next to the

Canal basin .This year there were about 50 classic cars and commercials on display, and the open weekend drew in over 3000 visitors.



© Simon & Janet Wright



Bean from Tipton

© Simon & Janet Wright



Wolsley

© Simon & Janet Wright



Austin Heriford

© Simon & Janet Wright



# HSCC Finals Silverstone 9th October 2010

By Simon & Janet Wright. Additional photos by Pete Austin

© Simon & Janet Wright



With all the championships already decided, the HSCC Finals day at Silverstone had an end of term feel, with everyone out to have some fun, and try to finish the season on a high point. The weather was overcast, cold with mist and drizzle when the cars took to the track. Using the National circuit meant that the racing was close and exciting and with the full range of championships on display in the nine race program. Road going Sports Cars had two different races for Historic Road Sports and 70's Road Sports, then races for Historic Racing Saloons, Guards Trophy for GT and racing sports cars, Classic Formula 3, Formula

Ford and Formula 5000 and Formula 2 heading the bill. Practice saw various cars spinning due to cold tyres, but once the racing started, things soon warmed up. The Historic Saloon race had plenty of action, with Dean Forward's 5 litre Ford Mustang muscle car being harried by Roger Cope in his nimble BMW 1800. The power of

the Mustang showed down the long straights

where the Mustang would open up a lead, but lap after lap, Cope would close the gap under braking in to Brooklands and pressure the Mustang all the way round Luffield only for the Mustang to power away through Woodcote corner. Cope never gave up the chase, and his persistence paid off, as he took the win, with Forward having to settle for 2nd place at



© Simon & Janet Wright

© Simon & Janet Wright



the flag.

The Derek Bell Trophy race for Formula 5000 and Formula 2 cars had another interesting battle as Lee Dwyer slotted his 2 litre Formula 2 March into the middle of the battle for the lead between his father Mark Dwyer's Formula 5000 Lola T400 and the earlier model Lola T332 of Neil Glover. Lee managed to engage Neil in

a battle for 2nd as his father slowly edged out a lead. The power of the Chevrolet engines round Silverstone soon told and Lee Dwyer dropped back to 4th place by the end as Frank Lloyd took the third podium position in another Formula 5000 Lola

The Guards Trophy race proved to be the high-light of the meeting. Michael Schryver led from the start in his black Chevron B6, but coming up the Wellington straight on the second lap, as he approached Brooklands,



© Simon & Janet Wright





Judy Lyons F5000 Lola T400

© Simon & Janet Wright



Mark Dwyer (Lola T400)

© Pete Austin



Chrispian Besley F2 Brabham BT38

© Simon & Janet Wright



John Hewitt (Surtees TS11) leads Judy Lyons (Lola T400)

© Pete Austin





Michael Schryver Chevron B6 spins out of the lead

he spun off handing the lead to the yellow Chevron B8 of Nick Fleming. The first three cars were all Chevron B8's with Grahame Dodd's pretty blue and orange Ginetta G16 also in the lead battle. Michael Schryver had managed to re-start in 5<sup>th</sup> place and was fired up in pursuit of the leading group. The battle for the lead was between Fleming and another Chevron B8 of Steve Hodges. With the short lap length, the leading group were soon lapping back markers and Michael Schryver had caught and passed James Schryver, in yet another Chevron B8, for 4<sup>th</sup> place. Next lap round he

was third having passed the Ginetta, the first four running nose to tail. Rounding Luffield, two chevrons went outside a lapped car, while Dodd dived for the inside and made up a place to 3<sup>rd</sup>. Next lap Hodges, Schryver and Dodd were all side by side for 2<sup>nd</sup> giving Fleming a slight lead. This battle continued until Schryver went for the inside at Luffield and passed Hodges for 2<sup>nd</sup> place. Fleming's lead soon disappeared and the first four were all together again. Under pressure Fleming ran wide and Schryver was through and so was Hodges. Then next time round Fleming was leading and Hodges had dropped back to 4<sup>th</sup>. Schryver was not going to be denied a win, and re-took the lead and Fleming was again back to 4<sup>th</sup> place and that was the order at the chequered flag with Schryver winning from Dodd and Hodges in 2<sup>nd</sup> and 3<sup>rd</sup> and Fleming was classified 4<sup>th</sup>. This exciting race had provided some warmth on a dull day. Ben Simms won a close fought Classic Formula 3 race driving his March 803 beating the year older March 793 of Jamie Brshaw. Get full results from the HSCC Web site at [www.hsc.org.uk](http://www.hsc.org.uk)



Classic F3 winner Benn Simms March 803B

Darren Burke (Macon MR8) leads Benn Simms (Alexis Mk14)



Darren Burke driving his Macon MR8 Formula Ford car completed a 100% success rate at Silverstone. Having already won the championship at Oulton Park, Darren completed the perfect season by winning the race at the Finals, giving him victory in every round this year.



# British GT 2 Hours Donington Park

Fourteen cars practiced on a bright, if somewhat cold, Friday.

With little or nothing to gain, only ten cars took to a slippery track on Saturday morning's free practice,

the big RPM Ford GT particularly struggling to get heat into its equally big tyres.

After their respective crashes at the last round at Brands Hatch the Rosso Verde Ferrari of Hector Lester/Allan Simonsen & the Ginetta G50 of Joe Osborne both looked in less than their usually immaculate condition.

The Ferrari had suffered major suspension & body damage for John

Buchan to repair & he told me that the cosmetics would be tidied up over the winter.



Winners Hector Lester/Allan Simonsen Ferrari 430 Scuderia

By Mick Herring

The last race of the season was always destined to be a low-key affair with some teams probably already having exhausted their budgets.

Whilst the grid was supplemented by a couple of entries or driver combinations not normally seen throughout the year, the most notable absentees were defending champions David & Godfrey Jones.

Illness on the part of one of the twins was cited as the reason but a series of engine problems throughout the year could also have played a part.

However, the runner up position in the championship was still to be decided.

David Ashburn/Glynn Geddie Porsche 997 GT3R



Meanwhile, team owner/driver Joe Osborne told me he had made four round trips from Milton Keynes base to Leeds to collect the required parts to repair his car.

He did mention the cost too £20,000.

A source of great interest was the new Chevron GR8 in the hands of owner Chris Hart & veteran BTCC & sports car driver Anthony Reid, who spent a part of his early career driving sports cars in Japan.

Qualifying for the fifteen cars took place after lunch, in drying conditions with the Lester/Simonsen Rosso Verde Ferrari on pole ahead of the similar car of Cameron/Griffin, with new champion David Ashburn & potential championship second place contender Glynn Geddie occupying the third slot.



Chevron GR8 Chris Hart / Anthony Reid





Stuart Hall/Tom Black Aston Martin DBRS9

The Ford GT was sixth & the Rollcentre Mosler in eighth, it's ballast & ride height combining to make the car difficult to drive.

The Invitation class pole (10th Overall) went to the Chevron, followed by the ABG KTM X-Bow & the other Speedworks Ginetta G50 of Johnson's



Martin Short/Gregor Fiskens Mosler MTR900

(Piers/Ron although they aren't related), (in this class rather than G4 due to it's modified specification).

The G4 class (Ginetta G50s) 1st Orange G50 of Vibe Smed/Nathan Freke, 2nd the lead Speedworks car of Champions Christian Dick/Jamie Stanley & finally, outgoing European GT4 Champion, Joe Osborne.

Drama befell the race before it had even started when a 2 minute to pit-lane closure call found six cars either still fuelling or without drivers installed.

The RPM Ford GT (last year's winners of a very wet race), the Rollcentre Mosler, the ABG KTM X-Bow & three of the Ginettas being the victims.

Due to a planned 30 minute grid-walk, there would have been plenty of time to have taken their respective grid slots but still all six would have to start from pit-lane.

The pace lap saw black clouds gathering & temperatures drop suddenly & with everyone

on slicks further drama would unfold.

At the start David Ashburn rocketed away to lead by 4secs at the end of lap 1.

He was ahead of what happened next at Coppice when pole-man Lester spun & was tagged by the fire-breathing Aston Martin, itself taking to the grass & through the gravel to avoid further problems. Lester was to perform a three point turn before he could resume in last position, having bent the exhausts & diffuser in the contact.

Dan Brown ran into the back of his Chad teammate Benji Hetherington's Ferrari causing damage that would put his car out 2 laps later with a broken radiator from contact with the rear towing eye of the other car.

The 6 that started from pit-lane did not escape damage either when Vibe Smed spun almost immediately across the front of the Ford & was pushed for 30 metres by it.

The light rain that had fallen was responsible for the track's slipperiness, the Christian Dick was surprisingly in fourth place but destined to go straight into the gravel trap at Redgate next time round.

Anticipating the rain to worsen Philip Walker's Ford GT, Vibe Smed's G50 & Phil Burton's Ferrari headed in for wet tyres.

This proved to be a bad call as the rain stopped but only Burton would make another stop for slicks before the driver changes.

The race settled down after 18 year old Benji Hetherington passed Duncan Cameron for the lead at

Redgate to open up a 20sec lead.

This was all negated when a safety car period to remove Vibe Smed's G50 from the Old Hairpin gravel trap caused those cars still on the same lap to close up. She would rejoin the race as had Christian



© Mick Herring





Stuart Hall/Tom Black Aston Martin DBRS9

Dick from Redgate's gravel. After the safety car came the pit stops window, the end of which saw Glynn Geddie's Porsche (handed over by Ashburn) lead Stephen Jelley (in Hetherington's Ferrari). Jelley passed Geddie at Redgate, third place Griffin(Cameron's Ferrari) tried to follow but had to drop back. Geddie then had a trip through the new Esses gravel trap resulting in a puncture & immediate call into the pits for rubber. In a cruel legacy from the first lap when his teammate ran into the back of the car, damaging a gearbox hydraulic line & which finally emptied itself, sending Stephen Jelley's Ferrari into retirement.

Whilst these three cars had been trading places & gradually slowing, Allan Simonsen had steadily reduced the one & a half lap deficit he inherited from Lester until he took the lead with 15 minutes of the race remaining.

Having taken the lead he could now back off his pace & cruise to a lucky victory, knowing the ailing cars behind him were no longer a threat.

So at the end of a drama-packed 2hrs the result was:-

1st Rosso Verde Ferrari 430 Scuderia, Lester/Simonsen

2nd Trackspeed Porsche, Ashburn/Geddie

3rd M-Tech Ferrari, Cameron/Griffin

4th Rollcentre Mosler, Short/Fiskens

5th Predator Ferrari, Burton/Wilcox

6th Vantage Racing Aston Martin

DBRS9, Hall/Black

7th (1st Invitation class) Chevron GR8,

Hart/Reid

8th RPM Ford GT, Walker/Mortimer



11th (1st G4) Speedworks Ginetta G50, Dick/Stanley.

David Ashburn was not on the podium after the race as he apparently hurt his leg or ankle at the driver change.



Martin Short/Gregor Fiskens Mosler MTR900



# Midland Breakfast Club meeting Cosford Air Museum 24th October 2010

By Simon Wright

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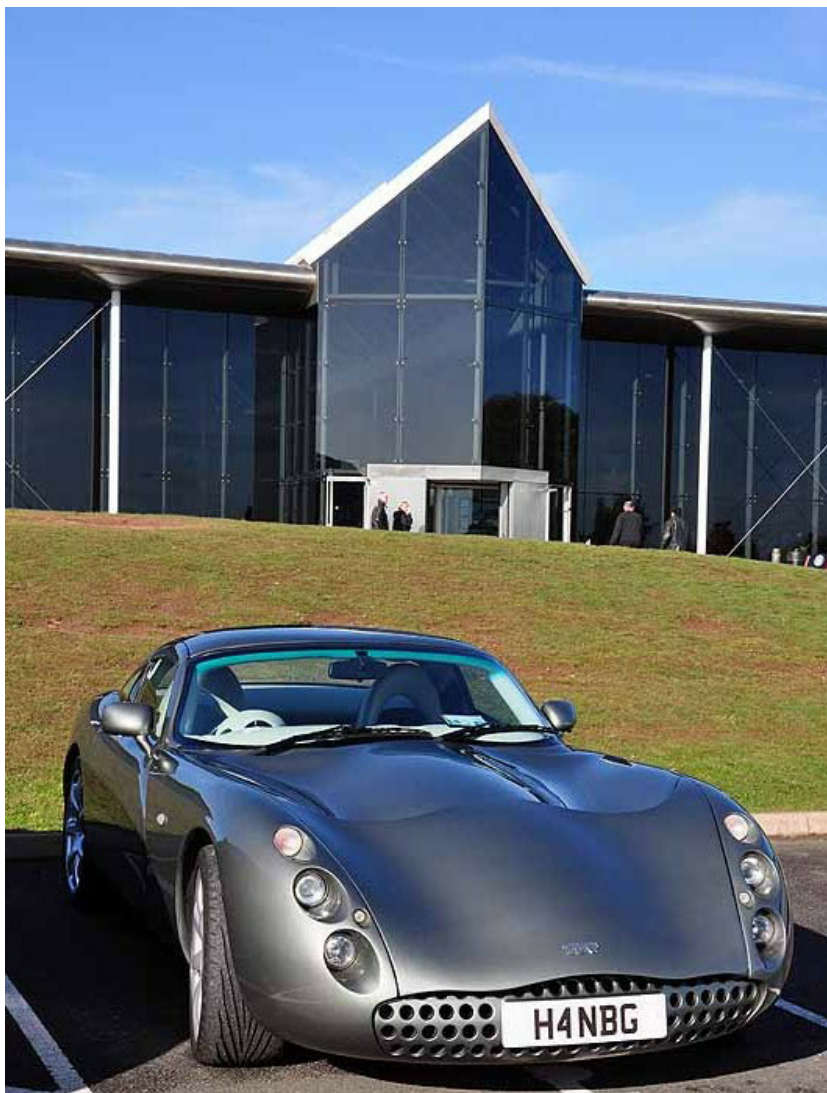
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The Midland Breakfast club is a meet for people with a passion for cars. Meetings take place at the Cosford Air Museum on certain Sunday mornings during the year. To get more information click here for their web site

[www.midlandsbreakfastclub.co.uk](http://www.midlandsbreakfastclub.co.uk)

