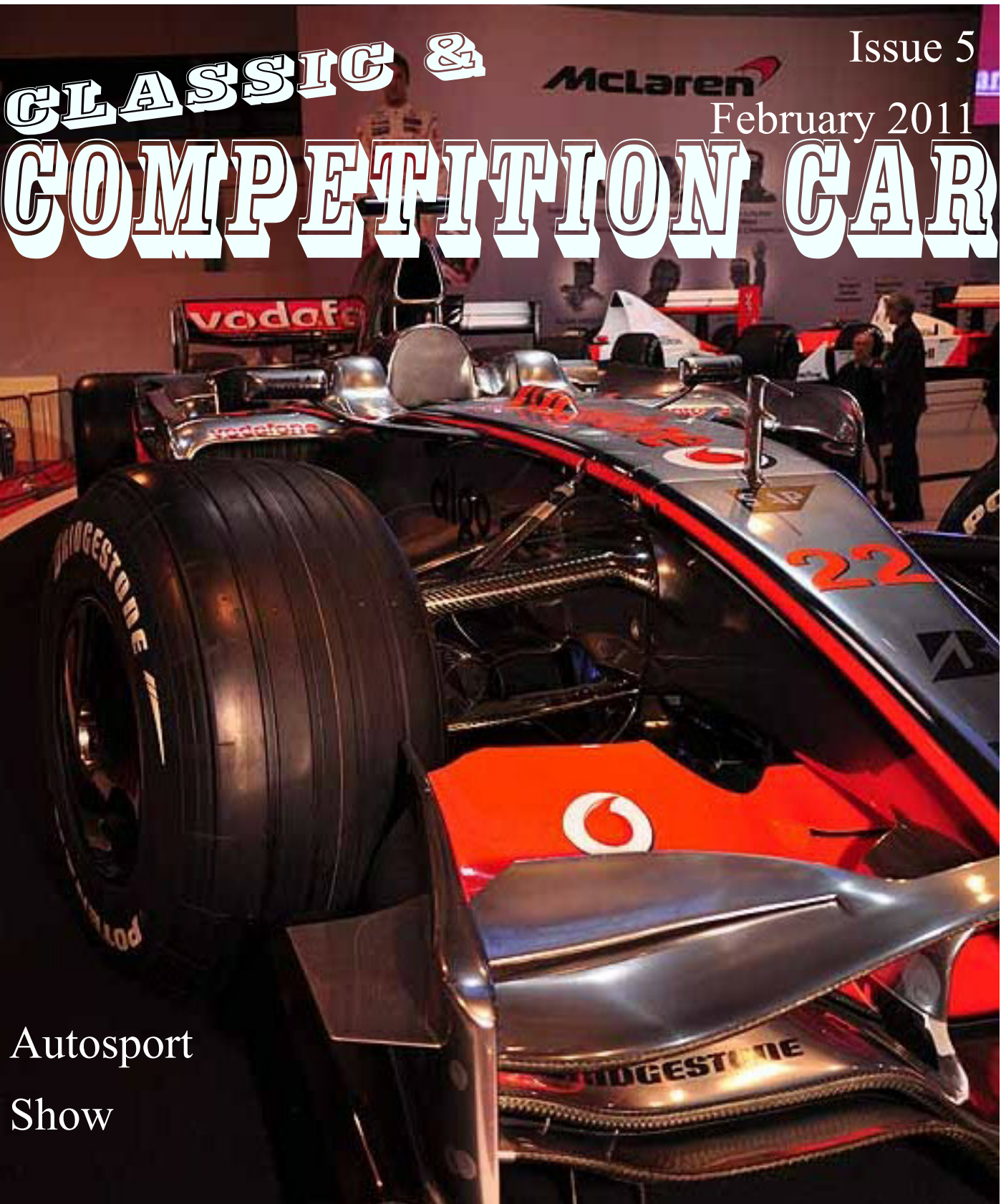


# CLASSIC & COMPETITION CAR

Issue 5

February 2011



Autosport  
Show

VSCC New Years Day meeting

HRCR Open Day







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*Ronnie Peterson - Brands Hatch 1977 Race of Champions (Derek Gardner Tribute)*





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 trip.

## Editorial

The annual Autosport  
 show takes up most of our  
 issue this month with a  
 report and pictures from  
 the show itself, plus  
 numerous stories and news  
 items that we picked up  
 from the show. We also  
 managed to cover a couple  
 of other events in January.

The VSCC organise  
 various New Years day  
 gatherings around the country and we popped in at one in  
 Herefordshire. The weather may have been cold, but the  
 welcome is always warm at the VSCC events and as usual  
 there was a good turn out of vintage cars. Come rain or  
 shine, the British weather does not stop vintage car  
 owners from enjoying their passion and letting the world  
 see their vehicle in all its glory. We also called in on the  
 Historic Rally Car Register open day held at the Heritage  
 museum at Gaydon, Warwickshire. This event is mainly  
 aimed at competitors, with many event organisers taking  
 stands to advertise their events. There are always a few  
 historic cars on display outside.

Finally this month, we visited Coventry Transport  
 museum which is currently staging an exhibition to  
 celebrate the Le Mans 24 hour race through the ages. We  
 will carry a full report next month, but it is definitely  
 worth seeing. With free admission to the museum and  
 exhibition it is well worth a visit.

We would like to start a letters page, so please  
 email us with your comments and views on  
 anything motor sport and we may well publish  
 your letter. [simonwright57@hotmail.com](mailto:simonwright57@hotmail.com).

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### Front Cover

Main Picture McLaren MP4-23 of Lewis Hamilton  
 at the Autosport Show- © Simon Wright

### Lower left

VSCC New Years Day Gathering - © Janet  
 Wright

### Lower Right

Historic Rally Car Register Open Day © Simon  
 Wright



Simon Wright  
 Editor/Photographer



## Silverstone Classic to be host to E-Type Jaguars' Golden anniversary celebration.

It is fitting that the World's largest classic motor racing festival the Silverstone Classic, held from the 22nd to the 24th of July, will be helping to celebrate the 50th Anniversary of the iconic Jaguar E-Type. Jaguar Owners clubs have chosen the meeting to be the main event worldwide to celebrate half a century of this iconic car. It is expected that it will be the largest gathering of E-Types ever assembled, with cars

coming from all around the world. There are also two races on the schedule, solely for the Jaguar E-Type, and the HSCC already have nearly 90 cars registered. It is hoped that a grid of about 50 race prepared cars will take to the track. "The response has been remarkable with huge interest from the UK as well as abroad," reports Grahame White, Chief Executive of

the HSCC. "As the Silverstone Classic is held on the full Grand Prix circuit we will be able to start what's almost certain to be the biggest grid of E-Types of all time – it promises to be a magnificent site and a marvellous celebration." First launched in 1961, it remains one of the most iconic and elegant cars ever built. It is hoped to have over one thousand racing and road going Jaguar E-Types at Silverstone over the weekend. There will be a dedicated infield parking area for E-Types, allowing owners to gather

together.

Nick Wigley, Events Director reckons "With so many E-Types on and off the track, it's going to be a fantastic occasion – the world's biggest and best celebration for one of the truly great sports cars."

It has also been announced that by using the new Grand Prix circuit layout for this year's Classic, grid sizes can be increased due to the longer lap distance. Maximum grid size is now 58, which will allow more competitors to take part.

The picture above shows part of the Silverstone Classic stand at the Autosport International Racing Car show held at the NEC, near Birmingham. The stand won the award for best Historic Motorsport stand at the show.

The stand featured the Jaguar E-Type above, plus a Group C Jaguar XJR9 and a Maserati 250F Grand Prix car plus a live stage where Louise Goodman conducted many interesting interviews during the show.

For more information go to

[www.SilverstoneClassic.com](http://www.SilverstoneClassic.com).





## **Brooklands Classic Breakfasts**

The Brooklands Motor Museum is starting a series of monthly breakfast meetings during 2011, allowing enthusiasts to come together with their classic or vintage cars, bikes or commercial vehicles. Starting in January, the next Breakfast is due on 20th February. Any pre-1973 vehicle will be eligible to assemble in the paddock area, and should enter the site via the Campbell gate on Brooklands road. Spectators are welcome.

Prices for Brooklands Breakfasts are: Adults & Seniors £13, Children (3 – 12 years) £6.50. For Brooklands Trust Members, the prices are £10 for Adults & Seniors with Children paying £5. All prices include the breakfast (served from 8 – 10am) and entry to Museum exhibits (open from 10am). More information is available via Donna Hopton on 01932 857381 ext 253 or e-mail at: [events@brooklandsmuseum.com](mailto:events@brooklandsmuseum.com)

Future dates for Classic Breakfasts at Brooklands are: March 20, April 17, May 15, July 17, Sept 25<sup>th</sup>, Oct 16<sup>th</sup> and Dec 18<sup>th</sup>.

## **Le Mans junior series aims for Championship status in 2012 .**

The Speed Euroseries looks set to become a European Championship in 2012. Currently supporting the Le Mans series, it gives drivers and teams the opportunity to gain experience in sports car racing on the major European Circuits. With a mix of 1 hour and 90 minute races for two drivers and global TV coverage, it gives both Gentleman drivers and young drivers a route to developing a career in Sports car racing.

A range of manufacturers, including Ligier, Wolf, Osella and Radical provide Honda powered cars running on control tyres and fuel, which helps to keep costs at a sensible level and provide close racing. It provides lots of track time and is a proving ground for drivers wanting to move up to the Le Mans series, in a similar way that potential Grand Prix drivers have the GP3 and GP2 route in to Grand Prix racing. Some of the major manufacturers involved in the Le Mans series are looking at the Speed series as a training ground for their young driver training programmes.

As well as supporting the European rounds of the Le Mans series, there are also plans to stage an additional race in June after the Le Mans 24 hours at Donington Park, which is not supporting an LMS race. The full schedule for 2011 is as follows

1-3 April 2011	Paul Ricard, France
6-8 May 2011	Spa, Belgium
17-19 June 2011	Donington Park, England
1-3 July 2011	Imola, Italy
9-11 September 2011	Silverstone, England
23-25 September 2011	Estoril, Portugal.

Further information can be obtained from the series web site at [www.speedeuroseries.com](http://www.speedeuroseries.com)



© Simon Wright



The series had a stand at the Autosport show which featured the new WF03 car from WFR Limited. Designed by Peter Elleray who also had a hand in the design of the Le Mans Bentley, it has proved quick in testing. It is built on an aluminium honeycomb tub with carbon composite crash structure for safety. It features pull rod front and rear suspension and is powered by a 2 litre 4 cylinder Honda Mugen engine matched to a Hewland 6 speed paddle shift gearbox.



# Race Retro show - Live action.

© Simon Wright



Double World Rally Champion Miki Biasion is set to star on the Live Rally Stage at the Race Retro Show, held at Stoneleigh Park, Coventry between the 25th-27th February. The Live action stage takes place on the Saturday and Sunday of the show, and will feature demonstration runs from some of the fastest rally cars from the Group B era, as well as other historic rally cars. Miki Biasion is



© Janet Wright

due to drive the Lancia Delta Integrale that he drove in the 1990s, to help celebrate the Lancia marque at the show. A Lancia Fulvia HF recreation is also due at the show after competing in the Monte Historique.

© Janet Wright



It is hoped that Jimmy McRae will be re-united with his 1978 DTV Vauxhall Chevette HS in which he finished 2nd on the Circuit of Ireland Rally, while Jeff Williamson should debut his recently acquired Group A Mercedes Cosworth 190 as driven by Danny Snobek on the 1987 Monte Carlo Rally. Only seven of these 2 wheel drive cars were built but they proved to be uncompetitive against the new 4 wheel drive cars of the period and were switched to circuit racing in

the European Touring Car series. Star of last years live stage, Mick Stafford, driving the Holden (Vauxhall) Firenza 5.3 litre V8 is also set to return with more sideways driving to entertain the crowds.

© Janet Wright



There will also be demonstration of historic Karts on part of the live stage area, which on Sunday should also include ex- Grand Prix drive Johnny Herbert.

Also remembered this year at the show will be the Birmingham Super

Prix, the only street race to have been held in mainland Britain in modern times. The race took an act of Parliament to be able to take place, and lasted for 4 years between 1986-1989. The feature race was for Formula 3000 single seater's, with British Touring Cars as support. More info at [www.raceretro.com](http://www.raceretro.com)



© Simon Wright



© Simon Wright



# VSCC Dates for 2011.

The Vintage Sports Car Club has announced the dates for its public events for 2011. Featuring its usual mix of races, hill climbs and speed trials, the events span most of the country, allowing access to these special vehicles to everyone. The season gets underway with the annual Spring Start meeting at Silverstone in April. The traditional high light of the year, the See Red meeting at Donington has moved forward to May.

23rd April	Silverstone
1st May	Curborough
8th May	Wiscombe Park
21-22nd May	Donington Park
4th June	Harewood
11th June	Cadwell Park
18-19th June	Brooklands
3rd July	Shelsley Walsh
16-17th July	Loton Park
6-7th August	Prescott
21st August	Mallory Park
3-4th September	Pembrey
22nd October	Goodwood

For more information see [www.vsccl.co.uk](http://www.vsccl.co.uk)



© Simon Wright

## Le Mans Through the Ages Exhibition

Coventry Transport Museum is celebrating the history of the Le Mans 24 hours race with a special exhibition until the 2nd of May 2011. A selection of cars which have competed in the famous race are on display including some built in Coventry.

The museum is open from 10am to 5pm daily, with last admission at 4:30pm. Entrance to the museum and the exhibition is free. Visitors to the exhibition also have the chance to enter a free competition sponsored by Peugeot UK and Travel destinations with a prize of 2 tickets to the Le Mans 24 hours race and return ferry crossing. We will have a larger



feature on the exhibition in next months issue. For further information on the museum click on the logo below or go to [www.transport-museum.com](http://www.transport-museum.com)



© Janet Wright





# Tour Britannia has new route and new date for 2011

As usual Tour Britannia heads for another part of the country with this years event. Never using the same route twice, this years Tour heads for the South West of England and South Wales before finishing at the



Heart of British motor sport at Silverstone. New venues this year will include Castle Coombe racing circuit, Wiscombe Hillclimb course, Pembrey racing circuit in Wales, Prescott hillclimb and various stages and stately home courses. The event also moves to a long weekend format instead of the usual midweek schedule of previous years. Starting on Friday 17th June from Tour HQ near the Severn bridge, the first day crosses in to South Wales. Races at Pembrey on the Carmarthenshire coast followed by stages over Epynt and Caerwent before returning to rally HQ. On Saturday the tour heads south to Porlock hill climb followed by Wiscombe hill climb, a fast

stage at Kemble Cotswold airport, then off to Castle Coombe racing circuit for both a special stage and race before returning to rally HQ. The final day on Sunday starts at Caerwnt for a different stage, then Chepstow race course for another stage, followed by Prescott for the famous hill climb and then the tour will finish at Silverstone. In between the major venues will be many miles of quiet roads and stately home stages.

The event consists of a Regularity class where competitors have to maintain a pre-determined speed on each test. The Competition class rewards the fastest competitors, and is based on an Index of performance, designed to give every one an equal chance of winning. The final class is the Targa Britannia category, an invitation class for modern GT cars. Further information can be found at [www.tourbritannia.com](http://www.tourbritannia.com)



## Derek Gardner

19th September 1931-7th January 2011

Derek first made his name as a designer of advanced transmission systems and entered the world of Formula 1 working for Ferguson Research on 4 wheel drive systems for Matra in 1969. It was here that he came in to contact with Ken Tyrrell, who was running a Matra chassis with the Ford Cosworth engine for Jackie Stewart. They won the 1969 World Championship, but then Matra teamed up with Simca, which was part of the Chrysler empire. They would not allow Ken to run rival manufacturers Ford's engine for 1970, so Ken who was backed by Ford, had to look round for another chassis. He eventually settled for an off the shelf chassis by new manufacturer March but decided it was time to build his own car. Despite winning the Spanish Grand Prix in 1970, Ken pressed ahead with his plans. He approached Derek Gardner, who was



now an independent design consultant, working out of his home in Lemington Spa.

As he was independent of the Tyrrell racing team, Derek was able to order parts without drawing attention to the Tyrrell team. Also with no prior Grand Prix design knowledge, Derek ordered parts from aero manufacturing companies and was one of



the first to use Carbon Fibre in the construction as well as normal car parts. The car was built in his garage and Tyrrell 001 made its race debut at the non-championship Oulton Park Gold Cup where it was fast but fragile. It made its Grand Prix debut in Canada, replacing the customer March 701 chassis that Tyrrell had used for Jackie Stewart during the 1970 season. The car led its first race until a stub axle failed. Further development on the chassis led to Tyrrell 003 which in the hands of Jackie Stewart and François Cevert won 7 races in 1971 and Jackie Stewart was crowned World Champion and Tyrrell were crowned Manufacturers champion almost exactly 1 year after first racing the car. In 1972 Lotus responded with the JPS Lotus 72 and Emerson Fittipaldi took that years world title, but Stewart still managed 4 victories in the Tyrrell. More development work saw Stewart regain his World Title in 1973 with 5 wins, but the season ended on a tragic note when François Cevert was killed in Practice for the American Grand Prix and Stewart retired from the sport. The team withdrew from the USA race after the tragedy which allowed Lotus to clinch the manufacturers title in 1973.

Derek did all his design work associated with the Tyrrell team and he will be remembered for some of the most innovative design work in modern Grand Prix racing - The Tyrrell Project 34 - The six wheel Tyrrell. With 4 small 10 inch wheels on the front and 2 normal size wheels on the rear, the design was to increase tyre contact and brake capability at the front, and not to reduce frontal area as some people speculated, as the frontal area was still determined by the size of the rear wheels. It also reduced the lift caused by larger front wheels. It made it's Grand Prix debut in Spain in 1976 and proved highly competitive with Jody Scheckter winning the Swedish Grand Prix and team mate Patrick Depailler finishing 2nd. To date Scheckter remains the only man to win a Grand Prix in a 6 wheel car. It did not remain competitive for long though, as the small tyres were not further developed by Goodyear, and Scheckter left at the end of 1976 to be replaced by Ronnie Peterson. The car never achieved success again in Grand Prix racing, though in recent years it has proved to be a winner in Historic F1 racing.

Frank Gardner left Formula 1 racing in the middle of 1977 and became the divisional director of engineering and research at Borg-Warner, the clutch manufacturer. To his family and friends we offer our condolences.



*Jody Scheckter -Tyrrell P34 British Grand Prix 1976*



# Craig Dawson

## 13th March 1981 to 30th December 2010

By Mick Herring



Classic and Competition Car is sad to record the death of respected race & development engineer Craig Dawson, who recently lost his battle against cancer.

Mick Herring was asked by Craig's father, former international rally driver Andy Dawson, to photograph the funeral & wake for the family. This would never be Mick's easiest task but his efforts were respectful & will provide comfort to Craig's family. The service & burial took place at the packed village church of St. James at Paulespury, in sight of the house where Craig grew up.

The funeral & wake were attended by

several hundred people, from family, schoolfriends, friends, colleagues, employers & drivers.

There were eulogies & tributes given in church by, amongst others, his best schoolfriend, his godfather - the broadcaster Andrew Marriott - & the Masters' Series Christopher Tate.

As well as the usual floral tributes placed in the ground, Craig was buried with his Arsenal scarf & his mobile phone; a much used item as his advice was in constant demand. They were placed by Andy & Paolo Callea (former British GT co-ordinator, now Trofeo Abarth co-ordinator) respectively.

After the service we travelled the short distance to the BRDC suite at Silverstone for the wake, said Mick.

Mourners were greeted by a display of cars that Craig had engineered or driven, & his paddock scooter, as ridden by "Whizzo" Williams in recent years. The cars comprised the CRS Le Mans Ferrari 430, the Nicholas Mee Aston Martin, the Formula Student car for which he was team manager & also the Fiat Abarth Trofeo 500 that was his last competitive drive in a racing car at the end of last season.

Craig had, as a student at Oxford Brookes, been a co-builder & driver of the college's previous entries in this competition.

Since graduating from Oxford Brookes University, he had returned there as a lecturer, together with engineering & management for numerous race teams.

Craig's final position was with CRS Racing where he engineered the Ferrari & did much of the development work for the eagerly awaited McLaren MP4-12C GT3 car.

Our condolences to Andy, Victoria, brother Giles.





# Tony Southgate at the Silverstone Racing Club

By Pete Austin

Grand Prix and sportscar designer Tony Southgate gave a talk entitled '40 Years in Motor Racing' to a

© Pete Austin



packed clubhouse of Silverstone Racing Club members and guests on January 22nd. Now retired, Tony gave an enthralling illustrated talk about his career in designing some of the most successful cars seen in Formula 1, Indianapolis, Can Am and Le Mans and working for some of the top teams in these categories.

Like many before him he was a member of the 750 MC and built his own car. Following an apprenticeship he then started work at Lola and afterwards went over to America to work on the

Indy winning Eagle's of Dan Gurney's team.

His favourite F1 design was the BRM P160 distinguished by the 'shovel' nose, a feature which he carried forward to the Shadow and Arrows cars he subsequently worked on. He also had a spell at Lotus working on the Lotus 77.

His sportscar designs have included the Ford C100 and the Le Mans winning cars from TWR Jaguar and Audi. He also worked for Toyota and Nissan on their Le Mans cars and was even asked by Ferrari to work on their 333SP IMSA project being undertaken by Dallara.

Tony gave the impression that he was by and large a traditional 'drawing board' designer and didn't seem enamoured with the current computer generated F1 designs with all of the 'bits and pieces' sprouting from the bodywork.

I can highly recommend Tony's autobiography 'From Drawing Board to Chequered Flag' which is

published by Motor Racing Publications at £40.00.

© Pete Austin



**Pedro Rodriguez  
(BRM P160) -  
1971 Dutch GP**



# 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

12/2/2011 Wydean Rally  
Near Chepstow



25-27/2/2011 Race Retro show  
Stoneleigh near Coventry



## Archive Photo of the month

By Pete Austin

At the recent Autosport International show the Historic Sports Car Club launched their new Martini Trophy series for 2-litre sports cars. Invited to this gathering were some of the drivers who drove these cars in period and amongst them was John Miles. I remember John driving a very rapid Lotus Elan at Brands Hatch in the mid sixties and he then went on to drive for Gold Leaf Team Lotus in both F3 and sportscars. In 1969 he was 'promoted' to the Grand Prix team and drove the troublesome Lotus 63 4-w-d car in several events. 1970 saw him undertake a full season in the type 49 and the innovative type 72 as partner to Jochen Rindt until the latter's untimely death during practice for the Italian Grand Prix. Less well known perhaps is that he drove in a couple of non championship events in 1971 for BRM. He is pictured here preparing to go out in a P153 for a wet practise session for that years Race of Champions at Brands Hatch. He qualified 5th and finished 7th in the race itself. A Formula 1 paddock was a much more relaxed place in those days!



© Pete Austin





## VSCC New Year Meet

by Simon & Janet Wright.

New Years day saw the Vintage Sports Car Club have a social gathering at Much Marcle, near Hereford. The weather was overcast but dry, and saw a good turn out of around 100 vintage cars. Everyone seemed in good spirits for the first event of 2011 and a wide range of cars were on display. Everything from Vintage Rolls Royce to Austin 7 were proudly being shown by their owners. At one point we even had a flight of 3 aircraft in rough formation, who gave a flyby a couple of times.



The Austin 7 was probably the most numerous model, though there was a good selection of early Morgan 3 wheelers grouped together in a corner of the car park.. Whilst the car park is a fair size, the VSCC do keep it reserved for Vintage cars, and it often gets congested as cars are arriving during the morning, and with the large crowd, it can make it a little tight. Local racing driver Barrie 'Whizzo' Williams was seen admiring the cars and chatting with people whilst out walking his dog. It is amazing to see the wide variety of cars that are still run on the roads to come to meetings like this. The level of presentation is very high with many crews arriving wearing attire which is appropriate for the period of their vehicle.



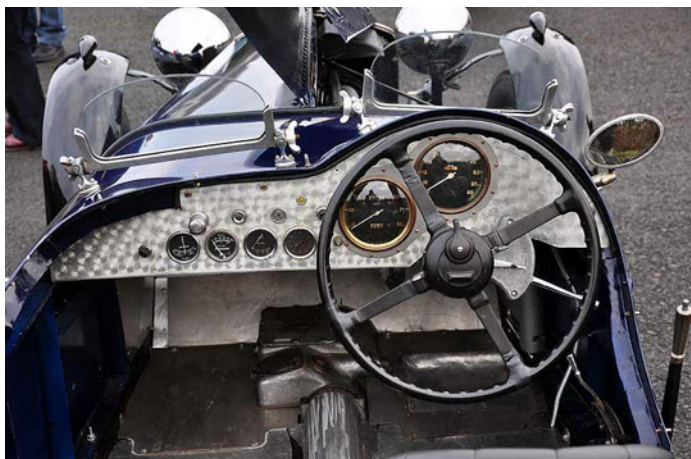




One of the more unusual cars at the meeting was a 1927 Erskine Touring Model 50T. Built by Studebaker in America, the marque was named after the companies President Albert Erskine. At the time, Studebaker were looking to produce an entry level car in to the United States and thought a short wheel base compact car might also sell well in Europe. The Erskine Six was initially launched in Paris. It was fitted with a 2.4 litre straight 6 Continental engine rather than the more advanced Studebaker units and had an initial price of \$995. The body was designed by Ray Dietrich and received warm reviews from the press. Unfortunately Ford introduced the Model A less than a year later and priced at only \$525 it greatly undercut the Erskine on price. To compete, Studebaker decided to make the Erskine bigger and increased the wheel base from 108 inches to 114 inches. This made it more like its Studebaker models and by 1930 Erskine was absorbed into Studebaker. Sales had been fairly consistent during the 4 years of production, with a grand total of 95,104 being manufactured. When the Great Depression hit America, Albert Erskine committed suicide in 1933 on the Studebaker proving grounds when it looked like he was going to lose control of the company.











# Ramblings from Rugby

by Pete Austin

## Grand Prix de Farce....Brands Hatch 1976

1976 was an up and down year in Formula one to say the very least. The innovative Tyrrell six wheeler raised a few eyebrows, James Hunt won the Spanish Grand Prix, was disqualified for a technical infringement and then reinstated a couple of months later after an appeal and went on to win the World Championship at a soaking Fuji in Japan. Niki Lauda, who fought for the championship all year with Hunt, was terribly injured in a fiery accident at the Nurburgring, astounded everyone by making a comeback at Monza and made the brave decision to retire from the Japanese Grand Prix run in appalling conditions and therefore allowing Hunt to win the title by 1 point. Amidst all this John Watson gave the Penske marque its one and only Grand Prix win in Austria and 6 wheels propelled Scheckter to victory in Sweden. If one race could sum up a confusing season then it had to be the British Grand Prix held that year at Brands Hatch. As expected Lauda and Hunt made up the front row of the two by two grid. Niki was on pole and took the decision to start from the outside position in the run up to Paddock Bend. Hunt got bogged down at the start allowing Regazzoni through from his position on the inside of the second row. Then, what most teams with two competitive drivers fear, happened, as both Ferrari drivers rounded the notorious Paddock Bend and had a coming-together. The offside wheels of Lauda's car tore into the side of Regazzoni's car, damaging the radiator and sending the latter into a spin. Lauda continued but Hunt couldn't avoid the spinning Ferrari and contact was made. I observed all of this in amazement from my seat in the grandstand





on the outside of Paddock Bend from where the photographs accompanying this article were taken. The first photograph shows Hunt about to launch himself over the back wheel of Regazzoni. Note Depailler's Tyrrell on the inside with four front wheels on opposite lock! Andretti's Lotus has squeezed through the gap and Amon's Ensign is taking the outside route. Virtually everyone else got through but Laffite's Ligier (following Amon) is heading for the bank!

In the second photograph a steaming Regazzoni is stranded while being passed by Pescarolo's Surtees on



the outside and Jarier's Shadow on the inside. The cloud of dust has been kicked up by Stuck's March which can be seen heading for the infield near the back of the pack in the first photograph.

Regazzoni eventually managed to get his car back to the pits (without any water!) but Hunt only made it to the straight at the back of the pits before pulling off. Red flag! Now let the games begin!

Half an hour later a restart was announced

over the public address system with grid positions being as if the first part had never taken place but with anyone who did not complete the first lap not being allowed to start. This meant Hunt, Regazzoni and Laffite were out with no spare cars being allowed. Cue catcalls, boos and shouts from thousands of spectators. Slow handclapping ensued and I can still feel the grandstand vibrate with the stamping of feet. The three teams with damaged cars went ahead to get their spare cars ready despite what the officials had announced. McLaren however were also feverishly repairing Hunt's damaged car. With the crowd going berserk the officials decided to restart the race with everybody (spare car or not) and sort out the mess afterwards. Hunt's original car was repaired just in time but Regazzoni and Laffite would start in their spares.

The third photograph shows the restart with Lauda leading Hunt and Regazzoni safely round Paddock Bend. Much to the crowds delight Hunt went on to win although Ferrari, Tyrrell and Fittipaldi all lodged protests. After much argument Hunt retained his first place with Lauda coming second although Regazzoni and Laffite were excluded, yes, you've guessed it, for using their spare cars! Oh what joy! A Whitehall farce had nothing on this! But I haven't finished yet! There's more! Ferrari subsequently appealed directly to the F.I.A., and, despite a spirited defence from the RAC and Teddy Mayer of McLaren, Hunt had some bad news just before the Canadian Grand Prix. He had now been disqualified from the British race and Lauda declared as the winner. James wasn't amused but just had to get on with it. Oh for a simple life!





# Champions of 2010.

With the new season just around the corner, it seems appropriate that we spend a few moments to celebrate some of the current champions of 2010. Over the next few pages we pay a photographic tribute to some of the many champions.

© Janet Wright



*Sebastian Vettel Red Bull RB6 Formula 1 World Champions 2010*

© Pete Austin



© Pete Austin

*Jason Plato British Touring Car Champion 2010*

© Mick Herring



*Witt Gamski (GB) / Keith Robinson (GB) Ferrari F430 GTC Britcar GT Champions*

© Simon Wright



*Neil Glover Lola T300/332 HSCC Derek Bell Trophy F5000 Champion*





*David Ashburn Porsche 997 GT3R British GT Champion*



*Jean-Eric Vergne Dallara British Formula 3 Champion*



*Bartels/Bertolini Vitaphone Maserati MC12 FIA GT1 World Champions*



*Daniel Keilwitz/Christian Hohenadel Chevrolet Corvette Z06R GT3 FIA GT3 European Champion*





© Janet Wright

***Paul Meijer Aston Martin GT4 GT4 European Cup Champion***



© Simon Wright

***Clive Wilson Elva Mk 7 HSCC Guards Trophy GT SR Champion***



© Simon Wright

***Darren Burke Macon MR8 HSCC Historic Formula Ford Champion***





***Stephane Sarrazin Peugeot 908Hdi-FAP Le Mans Series Champion***



***Benn Simms March 803B HSCC Classic Formula 3 Champion***



***Peter Shaw TVR Tuscan HSCC 70s Roadsports Champion***



***Roger Godfrey Austin Mini Cooper HSCC Historic Touring Car Champion***



# Autosport

## International

### The Racing Car Show

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

The annual Autosport show proved to be the perfect start to the 2011 season for thousands of motor sport fans who flocked to the National Exhibition Centre near Birmingham at the beginning of January.

The show represents all forms of motor sport, with many clubs taking stands to announce their racing series for 2011 as well as show off interesting cars.



© Simon Wright

*Gold Leaf Team Lotus 49 from 1970*

former Grand Prix driver. Nigel Mansell has been announced as working for Lotus as an ambassador for the T125 project. The car is not built to Formula 1 regulations but has a performance level very close to current GP2 cars. The engine is said to develop around 650 bhp and revs to the 10,000 rpm mark. It is matched to a 6 speed semi automatic gearbox with a steering wheel paddle shift and multi functional display. The carbon fibre tub is fitted with F1 style front and rear wings, pushrod suspension and carbon ceramic brakes. The bodywork will be offered in a choice of liveries

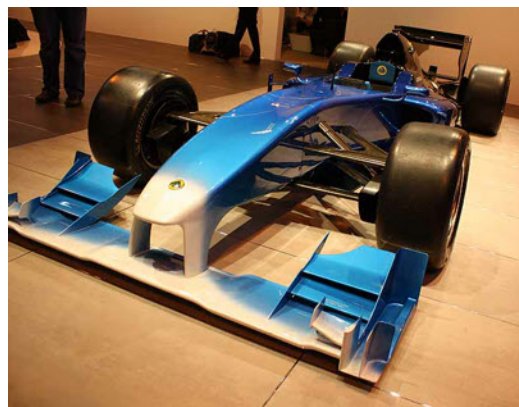


© Pete Austin



© Simon Wright

The one interesting thing about the show was the large presence of Lotus, with the official unveiling of the new Lotus sponsored Renault with its black and gold colour scheme. The car was unveiled by team driver Vitaly Petrov and Grand Prix legend Jean Alesi. Also on this stand was probably the ultimate Track Day car, the new Lotus T125. The T125 is probably the ultimate track day car for the



© Janet Wright

wealthy enthusiast. The Exos experience costs around £650,000 and allows you to drive a 3.5 litre Cosworth V8 powered

Lotus single seater around some of the classic Formula 1 tracks with 1 to 1 instruction from a

including many classic Lotus racing colour schemes.

Next to this display was a selection of Lotus racing cars in the traditional Green and Yellow colour scheme. This included the Indy car of Takuma Sato, the Lotus Evora GT4 Cup as well as the GP3 Lotus single seater.



Lotus had returned to the ovals of America in 2010 by sponsoring the KV Racing Technology entry, driven by ex-Grand Prix driver Takuma Sato. The plan is to gain experience on the American circuits ready to supply engines and aero kits for the IndyCar series change in regulations in 2012. The Evora GT4 racer first competed at the Nurburgring in August 2010. The aluminium chassis is powered by a Toyota V6 engine. By November it had its first victory with Johnny Mowlem and Gianni Giudici winning the GT4 class in the Vallelunga 6 hour race in Italy. The plan is to take the Lotus name back to the Le Mans 24 hours race.

Classic Team Lotus had a large display area, with



*Lotus 81 (chassis 1 Elio de Angelis)*

several cars on the stand including a Lotus 81 in Essex colours. The Pirelli display included a Nigel Mansell JPS Lotus, LAT had the Jochen Rindt

Lotus 49 and the Historic F1 Championship display had another Black and Gold Lotus of Dan Collins.



*McLaren M8D-1 Can Am Championship car 1970*

The centre display this year was a tribute to the success of the McLaren racing team. The large display high-lighted the numerous successes that the team have achieved over the years, including 169 Grand Prix victories, 12 drivers and 8 constructors championships, various Can-Am championships and victory in the Le Mans 24 hours race and the Indianapolis 500. Centre stage was the new McLaren MP4-12C road going supercar.



*McLaren M23 (Emerson Fittipaldi) on the main McLaren display area*





© Simon Wright

The other large display in the show was the 2010 Formula 1 grid. The majority of teams had supplied a car for the public to see up close, the exceptions being Ferrari and Hispania racing. Leading the field was the World Championship winning Red Bull RB6 of Sebastian Vettel. Although there were barriers up around the grid display, the fans were still close enough to see the detail that goes into F1



© Pete Austin



© Janet Wright

production and even see the rear diffuser on the Red Bull, that its mechanics had tried to stop the other teams from seeing on the grid.

The Autosport stage always drew large crowds to listen to various motor racing celebrities being interviewed. Over the show, these included Martin Brundle, Anthony Davidson, Martin Whitmarsh, Christian Horner, Alan McNish and many other people.

The show covers all forms of motor sport and there was an excellent display of rally cars from the powerful Group B super car period on the Motorsport News stand.

Glamour and motor sport always go hand in hand and there were plenty of pretty girls helping out.



© Simon Wright



## HSCC launch Martini Trophy 2 litre sports car series.

© Simon Wright



To promote the new series, the Historic Sports Car Club (HSCC) stand featured a range of 2 litre sports cars from the original Martini series back in the 1970's. All the major sports car manufacturers of the period were represented, including Chevron, Lola, March, Toj, Osella Abarth and an example of a rare Darren were on display. To announce the series to the press, the club had invited some of the original drivers to attend the official launch on Friday. These included from left to right John Miles, Chris Craft, former Champion John Burton, Ian Skailes, Peter Smith and Roger Heavens. The HSCC are hoping to assemble a grid of 20+ cars for the first race in May.



© Simon Wright

## Skoda UK unveil new Fabia S2000

At the Autosport show Skoda UK showed the new Fabia which Norwegian driver Andreas Mikkelsen will defend the Intercontinental Rally Challenge, which Skoda won in 2010. This year is also Skoda's 110 year in motorsport and on the stand it was also displaying the Skoda 1100 OHC which we featured in last month's issue. The first outing on the Monte Carlo Rally ended after stage 1 where he hit a wall and damaged the rear

© Janet Wright



© Simon Wright

wheel and suspension, and could not change to a spare wheel for stage 2 and had to retire from the event.



# Is this the future? EV Cup switch on in 2011

The EV Cup promises to be the World's first race series for zero-emission electric vehicles. This new series will start at Silverstone on the 6th of August, with 6 races planned for Europe and one in America for 2011. The races will be single make sprint race of between 20-30 minutes. The cars can be purchased or rented for the season, with a choice of hatchback saloon or sports car.

© Janet Wright



The City EV hatchback is being offered as an 'arrive and drive' package for the season. With a top speed of 85mph, a kerb weight of 950Kg it delivers approximately 50bhp with a maximum torque of 90Nm. They are race

converted with a new generation Li-ion battery pack and tuned software.

The Westfield iRacer is available to purchase complete with 8 battery packs (50V per unit). The car is fitted with Twin motors offering direct drive to the rear wheels with adjustable torque biasing control. The lightweight synthetic skin bodywork is available in a range of colours and can be supplied in 1 or 2 seat configuration, giving the car a kerb weight of only 770Kg in short race configuration (Batteries can be added or removed depending on the length of the race). The car will do 0-60mph in under 5 seconds and has a limited top speed of 115mph. Maximum power with boost is 260bhp with a maximum torque per wheel of 660Nm. The weight distribution is a 50/50 split front/rear and the centre of gravity is lower than a F1 car. The purchase package includes factory support during races. The race entry package is available to purchase separately.



© Simon Wright



## TV Commentator to race again.

The new BBC lead commentator for Grand Prix coverage is taking to the track again after ten years away from racing. Martin Brundle is teaming up with friend and former team mate Mark Blundell to compete in the 2011 Daytona 24 hours.

Martin is a previous winner at Daytona when driving for Jaguar in 1988 and has also won the Le Mans 24 hours in 1990 for Jaguar. Mark has also won the Le Mans 24 hours in 1992 driving for Peugeot. The two drivers were team mates in Grand Prix, at Brabham in 1991 and then Ligier in 1993 and then worked together at ITV on its Grand Prix coverage. They also formed their own management company 2MB managing several drivers.

This years race will be the first time that the pair have driven together in the same car. They



*Martin Brundle and Mark Blundell*

still remain competitive with each other, with the younger Blundell just proving slightly faster in the pre race test by 1/100 of a second on his first visit to Daytona. Martin describes this event as the toughest race he has ever competed in. With a large field and the vast speed differences between the different classes in the race, means that the leading cars can be passing 5 or 6 cars a lap. Also this race has 12 hours racing in the dark due to the time of year, where the Le Mans race in mid summer only has 7 or 8 hours run in the dark. They are competing in the Rolex 24 hours at Daytona Speedway in Florida for United Autosports, an international team co-owned by Zak Brown and Richard Dean. Joined by Zak Brown and Mark Patterson, the quartet are driving a Riley Ford Daytona prototype.

## Mercedes Benz C291

Group C racing had an interesting display at the Autosport show. Star car was the Mercedes Benz C291



which was the Sauber Mercedes answer to the change in Group C regulations in 1991. The car was fitted with a normally aspirated 3.5 litre flat 12 Mercedes M291 engine to meet the new regulations. Producing about 650 bhp fed through a transverse sequential gearbox the car was less powerful than its predecessor the C11. Due to various engine problems, the team continued to run the C11 as well as the C291 during the season. The car won it's final race at Autopolis in 1991 driven by Michael Schumacher and Karl Wendlinger. At the end of the season Mercedes withdrew from Group C to concentrate on Formula 1. It is hoped that this car will be racing during 2011 along side 2 other Sauber Mercedes.



# New British Sports cars launched at the show

By Simon Wright

© Simon Wright



*Radical SR3 SL road legal sports car*

The Autosport show saw a range of new British sports cars unveiled for the first time. Most prolific were **Radical** who launched 3 new cars at the show. Its headline vehicle is the street legal SR3 SL roadster aimed at the track day market and completely legal for

road use. It is powered by a 2 litre turbo charged Ford engine with twin independent variable cam timing with high pressure direct injection. Producing 300 bhp Power is fed through a 6 speed sequential gearbox and the suspension is optimised for road use. Radical are also offering a race pack for this model.

Also on display was the new SR8 RX which is powered by RPE's new 2.7 litre RPX V8 engine which produces 460 bhp. This is the ultimate track day performance and race car that Radical produce. This 2 seater can lap Silverstone in the same time as a Formula 3 single seater race car at a fraction of the price. This car is suitable for use in a variety of Radical racing series all around the World.

© Simon Wright



*Radical SR8 RX V8*

Finally the new 2011 SR3 RS was also on show. The Worlds most successful sports racer with over 600 satisfied customers, the SR 3 RS has been updated for 2011 to comply with the latest FIA CN class regulations, resulting in a higher roll hoop and scuttle.



*Radical SR3 RS*

© Janet Wright

© Mick Herring



*Ginetta G55 rolling Chassis*

**Ginetta** had hoped to show their new G55 at the show but a factory fire at Ginetta's bodywork supplier before Christmas has seen a slight delay to production, which is now back on stream, but there was no complete bodywork available in time for the show. The car is powered by a Ford 3.7 litre engine developing 370 bhp transmitted through a Hewland gearbox. The car is a development of the G50 but has uprated front and rear brakes, new exhaust system and new new bodywork with improved aerodynamics. The car will be used in the new Ginetta GT Supercup series which will support the British Touring Car Championship in 2011.





**Caterham-Lola SP/300R**

Caterham had the most suprising launch at the show. The new Caterham-Lola SP/300R is a major change in design for Caterham whose previous sports cars have followed the traditional design of the original Lotus 7. This new track day special is a 2 seater design developed in conjunction with Lola. This is not a road car, but a dedicated track day/racing sports car. Only 25 will be built a year , with a proposed racing series for the model in 2012. One of Caterhams key decisions was to produce a cost effective racing car which would not require an army of engineers to maintain. It is powered by the 2 litre 4 cylinder Ford Duratec engine, supercharged to develop 300 bhp with a 6 speed paddle activated sequential gearbox. The engine is mounted in the middle of the car, making this Caterhams first mid engine sports car. The body, designed by Lola, is made of polyurethane fitted to an aluminium chassis tub. Double wishbone suspension is fitted with

pushrod actuated dampers. With a weight of around 550 kg, the car can accelerate to 60 mph in around 2.5 seconds and has a top speed of around 170 mph. It is designed to meet FIA requirements, including AP racing brakes, full FIA roll cage, fire extinguisher and air jacks. There are currently no plans to build a road going version.

## **Chevron GR8 to contest British GT in 2011**



A works backed Chevron is set to contest the British GT Championship in 2011 driven by experienced racers Anthony Reid and Jordan Witt. Powered by a 2 litre Cosworth engine connected to a Hewland 5 speed sequential gearbox, fitted to an aluminium semi-monocoque tub and a GRP body. All in (dry) weight of 635 Kg make it half the weight of a typical road going Sports/GT car.

It has been 40 years since the last competition coupe from the Cheshire manufacturer, and the mid engined GR8 follows the trends set by the earlier Chevron B8 and B16 from the 1960s-70s.. Following tradition, the coupe has been built to help keep costs down. The Cosworth YD engine is built to run for 30 hours without requiring attention. Other teams are expected to enter Chevrons in the British GT Championship.

Chevron have also announced that the BARC Chevron GR8 Challenge for 2011 will have championship status. Run over 7 race meetings, with two 40 minute races at each meeting, the series encourages two driver pairings for each race.







## Turkish Delight?

The first Turkish designed and built racing car was on display at the Autosport International show. Composite specialists Avitas, from Istanbul, have developed the Control-1 over 2 years in-house. It has a tubular chassis with high strength composite plastic panels and double wishbone suspension front and rear and weighs just 660 kgs. It has a 150 bhp motorcycle mid-engine fitted to a 5 speed sequential gearbox driving the rear wheels.

The company hope to sell it to both competitors and series organisers as an inexpensive entry to motor racing.

## Porsche 911 GT3R Hybrid



Externally the Porsche 911 racer has not changed significantly for over 30 years, but internally it has been constantly developed to keep the car competitively in sports car and GT races all across the globe. The latest development sees the car moving in to the 21st century and also going 'green'. The ground breaking 911 GT3 R Hybrid is powered by both

a conventional 4 litre Flat 6 Boxer engine driving the rear wheels and 2 Electric motors developing 60 Watts driving the front wheels. making the car Four wheel drive . The car is fitted with an electric flywheel generator fitted in the cockpit next to the driver which is charged every time the driver applies the brakes.





# PistonHeads

## The Performance Car Show

Run in conjunction with the Autosport Show, PistonHeads showcases supercars and exotic historical cars. Nissan chose the show to launch the new 2011 version of the 523 bhp Nissan GT-R and Ariel launched the new Ariel Atom 500 V8 - potentially the fastest road legal car at the show. It was also one of the rarest, as production will be limited to 25 only. Porsche Club Great Britain celebrated its 50th anniversary with a large display of cars showing its sporting heritage. The West Midlands Police were showing the fastest Police car in

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*2011 Nissan GT-R*



*Ariel Atom 500 V8*

© Pete Austin



*Martini Porsche 935 (Jacky Ickx)*

© Simon Wright



the country - A Lotus Evora which was on trial with the force, on loan from Lotus. It is mainly being used for display and educational purposes, rather than being on patrol. The entire Nissan 370Z range were also on display including the 370Z Roadster convertible.

© Janet Wright



*Fastest Police Car in the West (Midlands)  
Lotus Evora on trial*



*Nissan 370Z Roadster*

© Janet Wright



# Photo Gallery from the Autosport show.

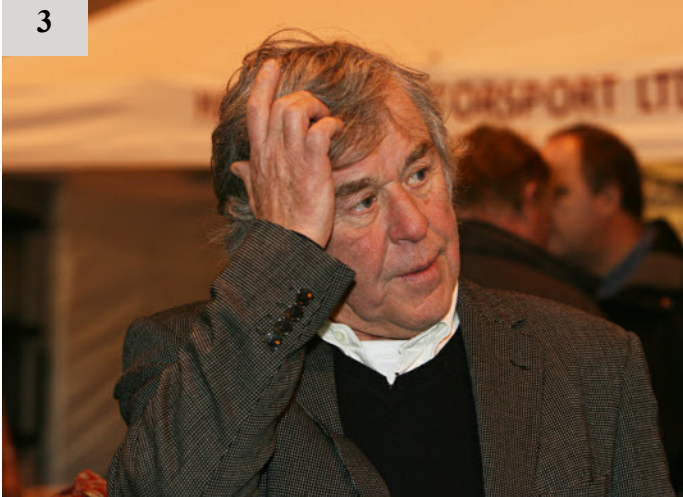
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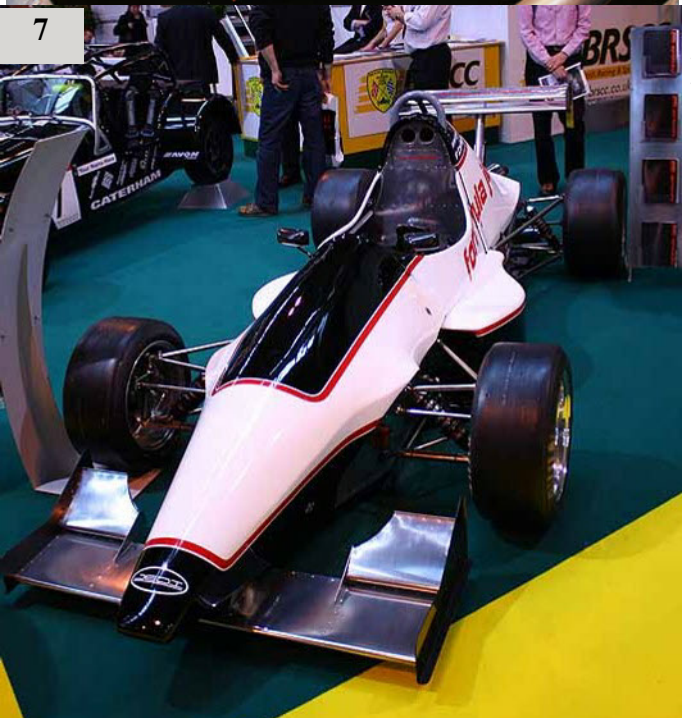
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- 1) Lola T212    2) Arrows A9 BMW 1500cc Turbo
- 3) Chris Craft    4) Sunoco Rolex 24 at Daytona
- Challenge winner Ross Kaiser, flanked by a member of the France family & Anders Hildebrand M.D. of Sunoco UK
- 5) John Surtees    6) Ford Fiesta WCR
- 7) Formula Jedi    8) Tying work
- 9) The McLaren Autosport Award won by Lewis Williamson, British Formula Renault 2.0 championship flanked by Nigel Moore, Scott Malvern, Jack Harvey, Luciano Bacheta & former F1 driver Derek Warwick
- 10) McLaren M24B Indy car
- 11) GT1 Nissan GT-R    12) BRM P115 H16
- 13) Lotus Indy car    14) Bloodhound SSC





# Historic Rally Car Register (HRCR) Open Day

By Simon Wright



The annual open day took place at the Heritage Motor Centre at Gaydon on January 15th. This event is aimed at the historic rally competitor with the majority of the stands being taken by Rally event organisers. There are usually a few historic rally cars displayed outside, with 2 or 3 also displayed in the conference centre where the Open day is held.

It is possible to walk around the couple of rooms and plan your entire season of Historic Rallying and Touring events. The people organising the rallies are always helpful with information about the event and lots of films running on TV monitors showing previous years, so that you can get a feel for the type of event that is being promoted.

