

CLASSIC & COMPETITION CAR



First Birthday Issue

Issue 13
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CLASSIC & COMPETITION CAR



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Editorial

Welcome to our first birthday issue. We are celebrating our first year of publication and I would like to thank our team of people who help create every issue, plus all the other contributors during our first year. We hope you have enjoyed our efforts. Our regular contributors have submitted their 2 favourite photos from the past year and you can see the selection on Page 20.



Simon Wright
Editor/Photographer

For the future, we are considering adding feature articles to supplement our event coverage. We would also like to expand our coverage beyond the UK. If you are interested in submitting reports and photos from events outside the UK, please feel free to contact us before hand.

In this issue we have reports from GT races at Brands Hatch, Oulton Park, Anglesey and Rockingham, the Historic Festival at Donington and Kop Hill climb, the FIA 6 Hours of Silverstone and sprints at Thoresby and Curborough plus some photos from the Goodwood Revival.

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Front Cover

Timo Bernhard & Marcel Fassler - Audi R18 TDI
Autosport 6 Hours of Silverstone © Pete Austin.

Mike Wrigley March 711 at GP Masters,
Donington Park © Simon Wright.

Cope-Wyatt Venturi 400GTR at GT Trophy,
Brands Hatch © Mick Herring.

Les Buck FF Lotus 61 at Shestone & District Car
Club Sprint, Curborough © Janet Wright.



Chelsea Autolegends

The Capital's largest 'show on wheels' took place on September 4th at the Royal Hospital, Chelsea. Over 600 vehicles took part, including many Le Mans cars, modern supercars and classics thrilled the large crowd of over 8,000 fans. Despite the poor weather, including a heavy downpour at lunch time, there was plenty for the spectators to enjoy. Among the many celebrities was the events patron Sir Stirling Moss,

Rally hero's Paddy Hopkirk and Russell Brookes, Le Mans winner Richard Attwood and ex drivers Tim Schenken, David Piper and Peter Sutcliffe and from 2 wheels, eight times World Champion Phil Read MBE. At a special dinner on the Saturday night before the event to honour the famous British patrons whose privately entered teams had taken on the might of the works teams in the past, Sir Stirling Moss OBE was awarded with a Lifetime Achievement Award.

The centre piece of the display was an iconic line up of more than 30 Le Mans cars which went from Bentley in the 1920's through Ferrari and Porsche of the 1960's and 70's through to the current diesel Peugeot car. Ex Grand Prix and current Peugeot driver Anthony Davidson was one of the current drivers attending who was enthusiastic about the show "It's great that London now has a super show like this". Other high-lights included a tribute to both the E-Type Jaguar and Mini Cooper, both celebrating their 50th birthday and a line up of Invictas to mark the 80th anniversary of the marque's win at the 1931 Monte Carlo Rally

Beside the racing and Rally cars on display, the event also saw a cavalcade of modern supercars arrive after a parade from the Royal Automobile Club at Pall Mall. These included the new Aston Martin One-77, Bugatti Veyron, Ferrari 599 GTO, Pagani Zonda and the McLaren MP4 12C. Sir Stirling waved the chequered flag for the arrival of the parade and then hopped into the new McLaren for a ride through the show to the supercar paddock. Two further parades also arrived at the show, a Ferrari and Italian car convoy added further glamour to the event and a column of motorcycles which had left from the Ace Cafe arrived, led by members of the Royal British Legion Riders branch, to be greeted by former World Champion Phil Read.

With attendance up by over 50% from last year, when 5000 people attended, there was a significant increase in money raised for the Royal Hospital's Chelsea Pensioners.

(Photo courtesy of Chelsea Autolegends.)

BTCC Driving standards

At the BTCC round at Rockingham, various penalties were handed out to drivers regarding their conduct. Jason Plato and Matt Neal were both fined £1000 and given 3 penalty points on their license after an incident both on track and in the pit lane. Both were also given a six place grid penalty suspended for the rest of 2011.

Andy Neate was fined £1,500 and given 3 penalty points for an incident in race 1 and subsequent abusive language. Alex MacDowall, Paul O'Neill and Nick Foster all got 2 penalty points on their licenses and an official reprimand for on track incidents in races 1, 2 and 3 respectively.

Tom Boardman was fined £1,000 and got 3 penalty points on his license, plus a six place grid drop for an incident in the previous race at Knockhill in Scotland.



Andy Neate was penalised for incident

Anthony Davidson missed home race

Ex Grand Prix driver Anthony Davidson was forced to miss his home race after he broke his collarbone while training on his bicycle. He was unable to take part in the Autosport 6 Hours of Silverstone race at the beginning of September in his usual Peugeot. Although nearly fully recovered, it was felt that more time was required to be 100% fit again. Although terribly disappointed at missing his home race, Anthony felt it was the right decision to make to ensure that he was fully fit for the end of the season to help Peugeot go for the ILMC title, and the Petit Le Mans event is not long after the Silverstone race.

Collard and Jousse claim Le Mans Series drivers title

The pairing of Emmanuel Collard and Julien Jousse took the LMP1 drivers title for the Pescarolo team after winning at Estoril in Portugal. They managed to pip the Rebellion Racing drivers Andrea Belicchi and Jean-Christophe Boullion after a thrilling race long dice with their rivals



Lola-Toyota wins the Le Mans Series Manufacturers Championship.



The Rebellion Racing team have won the manufacturers title for Lola Toyota in the 2011 Le Mans Series after winning their class at the 6 hours of Silverstone. This followed their previous win at Imola in July.

The Lola Toyota is a petrol LMP1 car, the chassis is built by Lola in the UK and the engine is a 3.4 litre RV8KLM unit provided by Toyota Motorsport GmbH from Germany. The team have won the

manufacturers championship in less than 6 months since the car was first tested. Besides the two wins, the team have scored a further 5 podium positions in eight starts and took an unofficial win at the Le Mans 24 Hours race with 6th place overall and first petrol LMP1 car to cross the line. This will be the last year of LMP1 cars in the Le Mans series. They won the title by just 1 point.



Martin Hines tribute at Donington.

At the recent Masters Festival meeting at Donington, a special tribute was paid to Martin Hines. As well as a static display of some of Martin's karts, during the lunchbreak on Sunday there was a moving tribute to Martin Hines following his recent death. A large number of karts took to the track with the drivers raising their arms in a traditional salute as they crossed the finish line with his helmet also being held aloft.



R.A.C Rally at Croft

The Roger Albert Clark rally will use the Croft racing circuit as a special stage on this years event. Most of the track will be incorporated into a high speed stage, while the paddock will be a major service area for the teams to work on their vehicles. The historic rally aims to recreate the glory days of the RAC Rally of the 1960's and 70's with many cars that competed in that

era taking part in this years events. Cars like the Ford Escort, Vauxhall Chevette, Opel Ascona, Saab 96 and the ever popular Mini Cooper should be amongst the entries to entertain the crowds. The Rally runs for 4 days from the 2nd to the 5th of December 2011, and will be at Croft on Saturday 3rd of December. For details and admission prices see the web site at www.rogeralbertclarkrally.org



Rockingham 10th Birthday

Rockingham circuit celebrated it's tenth birthday in style when the British Touring Car Championship visited the circuit. In addition to the BTCC, the circuit laid on Parachute displays, Monster Trucks rides and for the children, a visit by Roary the Racing Car.

Photo courtesy www.btcc.net

New Donington Park Web Site

After the first full seasons motorsport at the revised Donington Park, the circuit has just re-launched it's web site at www.donington-park.co.uk. The redesign gives fans more information about what is coming up at the circuit, including race information, track days, general testing and driver experience days. Links to Facebook and Twitter

are integrated into the site so fans can 'like' events and post attendance for future races to their friends. The web site also includes a photo gallery from recent events at the circuit plus historical information about the circuit and the Donington Collection.



All weather shelter for Silverstone Marshals.

On Saturday 10th of September 2011, the Doghouse Owners' Club presented a cheque for £10,000 to David Thomson on behalf of Silverstone Estates. Members of the Womens' Motor Racing Associates Club (WMRAC), known as the Doghouse Club have raised the money to go towards providing All-Weather Shelters for the Silverstone Marshals who do such sterling work in all weathers, and without them, no motor racing could take place. Silverstone Estates have added the remaining £20,000 needed to complete this task.

The first shelter at Flag Post 1, opposite the New Silverstone Wing Pits complex, will carry a plaque in honour of Sally Hingston, a dedicated Silverstone Marshal and Doghouse committee member who was tragically murdered on August 6th 2009.

"We all knew how much Sally loved marshalling at Silverstone and as she helped us raise funds for these All-Weather Shelters, Flag Post 1 just had to be named after her. I am delighted that both her husband Reg and their son Roy will be at the presentation on Saturday," said Leonora Hill, Chairman WMRAC.

The Doghouse Owners club celebrates its 50th anniversary next year, 2012, and has donated over £2 million to motor racing related charities and other worthy causes over the years

Christian Bakkerud

Former Danish racing driver Christian Bakkerud, aged 26, died after his car overturned in a serious accident on the A3 in Tibbets Corner, Wimbledon on Saturday 10th September 2011.

His career had seen him compete in Formula BMW, British Formula 3 and GP2. His highlight was a Formula 3 win at Mugello for Carlin in 2006. His last race before retiring from motorsport was the Le Mans 24 hours race in France in 2010.

To his family and friends we offer our sincere condolences.



Christian Bakkerud Formula 3 Silverstone 2006

Nick Rini

Tribute was paid to a popular competitor at the Masters of Donington meeting at the beginning of September. Nick Rini had passed away last month after losing a battle with cancer. As a mark of respect, his Lotus F1 car and Jaguar IMSA sportscar were displayed in the paddock. To his family and friends we offer our sincere condolences.



Goodwood Revival record crowd

This years Revival meeting attracted a sell out record 138,000 spectators. Celebrations of the 75th anniversary of the Battle of Britain, 100 years of Ford of Britain and a tribute to Fangio were just part of the World's largest historic race meeting. The majority of the people who attended made the effort and dressed in period costume from the 1940's, 50's or 60's, giving the meeting an authentic historic flavour.

The revival also attracted many unusual cars, not seen before in the UK, plus many



Goodwood Trophy - Tom Dark - Bugatti Type 59-50B III

iconic cars including a tribute to the E-Type Jaguar in the E-Type Jaguar only Fordwater Trophy race on Saturday, won by Jon Minshaw and Martin Stretton in a 1964 semi-lightweight model.

Provisional dates for next year are 14-16th September 2012 and the Festival of Speed on 29th June to 1st July 2012.

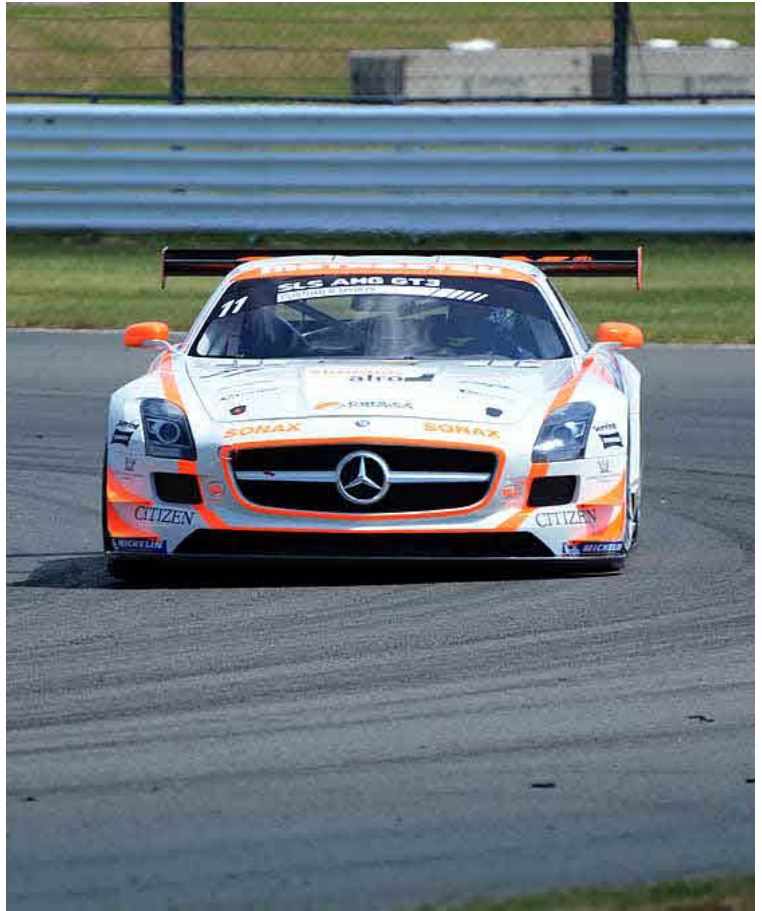
Coventry Festival of Motoring 2012

Although this years event had to be cancelled, from next year the Coventry Festival of Motoring will have a new home at Stoneleigh Park on the 25th and 26th August 2012. It was felt that the event had outgrown the current venue and that Stoneleigh Park will offer the event the opportunity to grow. For more information please see the [Festival of Motoring website](#).

World GT Championship switches to GT3

Next years World GT championship will run for GT3 cars and for 2012 only, current GT1 cars will be able to compete in a restricted form to equalise their performance to GT3 levels. GT2 and GTE cars will no longer be eligible to take part in the championship. It was decided to switch the World Championship to GT3 as this category has been the most successful GT category in the World, with most manufacturers having a GT3 model in their line up. It is expected that there will be 10 two car teams participating , all representing different manufacturers. Many of the national GT championships around the World are run to GT3 specifications.

Major manufacturers Mercedes, Ferrari, Porsche, BMW, Ford, Audi and Lamborghini all provide current GT3 cars plus the new McLaren MP4-12C.



© Janet Wright



Classic Motor show

This years Classic Motor show should be bigger than ever, taking 7 halls at the NEC. Moving to new halls, the cars will be in Halls 3a,4,5,6,7 and 8 and Hall 9 will be for the Classic Bikes. This gives the show more space, which will allow more clubs to display up to 1,400 vehicles, and up to 300 classic Bikes.

These changes were facilitated by the Top Gear Live show moving out of its usual Hall 5 (The largest Hall) to the LG Arena on the NEC site.

Meguiar's Top cars

The first ten cars have been announced from Meguiar's Top 16 Club showcase display. These cars have all been selected as Top Car from various club days up and down the country, which have been supported by Meguiar's.

These are:

- 1975 VW Beetle 'La Grande' Bug - Volks World's Topp 20 winner
- 1989 Porsche 911 Speedster - The Independent Porsche Enthusiast Club's Car of the day.
- Mercedes Benz 450 SEL 6.9 - Mercedes-Benz's Master Class Winner.
- Jaguar E-Type Series II V12 Coupe - Jaguar Enthusiast Club's Car of the day.
- Triumph TR7 - TR Register's Best Paint.
- 1946 Chevy Pickup - NSRA's Best in show.
- BMW M3 E30 - BMW Car Club's Best in show.
- 1981 Ford Capri Mk 3 - Capri Club International's Gold Medal winner.
- 1964 MGB - MG Live Concours Winner.
- Ford Anglia - Ballymena Car Show Concours winner.

Mercedes W125 at Donington.

© Mick Herring



By Mick Herring.

Thursday September 1st saw the latest addition to the Donington Collection, a pre-war Grand Prix Mercedes W125, take to the track for the first time in the hands of Kevin Wheatcroft for a few tentative laps. Kevin remarked on the vast amounts of power and torque the car has. The glorious supercharged straight eight cylinder engine of the silver Mercedes could be heard all round the track, just as it must

have been when the cars raced there in period. Experienced historic racer and race car restorer/preparer Rob Hall then drove the powerful car to demonstrate it's immense speed.

The car replicates exactly the specificat

ion of the originals in dimensions and materials used in it's construction, being built in the workshops of Crosthwaite and Gardiner.

© Mick Herring



© Mick Herring

Chassis plate

© Mick Herring



Kevin Wheatcroft tries the car



© Mick Herring

When is a Brabham BT44 a BT42?

© Janet Wright



Brabham BT42

The BT42 was Gordon Murray's first designed Brabham, introduced to Grand Prix racing in 1973. The triangular cross section design was a first, but the car

retained an earlier Brabham design feature, a centre raised front wing. Driven by Carlos Reutemann and Wilson Fittipaldi, the car scored a



Manfredo Rossi in his Brabham BT42 running BT44 bodywork

© Simon Wright

© Janet Wright



Manfredo Rossi di Montelera

couple of 3rd places in 1973. The car was used again early in 1974, then passed to independent teams. John Watson managed 6th at Monaco. The BT42 was replaced by the BT44 in 1974. An update to the BT42 the car had cleaner lines and did away with the centrally raised front wing with a redesigned front nose cone and a more enclosed engine airbox design. The BT44 was much more successful with Reutemann taking 3 victories in 1974 paired with Brazilian Carlos Pace. The car was updated to B specification in 1975 and Carlos Pace won the Brazilian GP while Reutemann was first in Germany.

Manfredo Rossi di Montelera competes in the GP Masters in a Brabham BT42 driving in the Fittipaldi class. However, looking at the car it appears to be a BT44. On checking with the team, it appears that the car is a BT42 that has some upgrades (Bodywork is a definite upgrade) to BT44 specification.

British GT Rockingham 4th September

By Mick Herring



Tate takes flag for 1st victory

With Rockingham being built on the site of a former steelworks, race 1 would start under a "Steel-Grey" sky on a damp track with only a few cars, including the eventual winner, electing to start on wet tyres in spite of the threat of imminent rain.

The big Mercedes SLS lead away followed closely by the Beechdean Aston Martin, which would take the lead well before the first lap was done.

The promised heavy rain soon manifested itself, inevitably prompting the rest of the field to make unscheduled stops to change to wet tyres.

Beechdean boss Andrew Howard would only relinquish the lead when he pitted to hand over to Jonny Adam at halfway, in spite of non-functioning windscreen wipers. The Aston

would regain a lead that it would hold to the end when the Jones' Mercedes pitted five minutes later.

As the race progressed and, as a result of the early enforced tyre changes, it appeared to be almost a reversed race order to the one normally expected.

Subsequent to the driver change pitstops the race started to change as the majority of cars were now in the hands of the pro-drivers.

The Aston Martin scored it's first British GT victory with the



Winning Aston before heavy rain.

Jones' Mercedes SLS second, ahead of the Trackspeed Porsche of David Ashburn/Phil Keen. Fourth was taken by the Ginetta G55 of Jody



Jones' Mercedes 2nd - hides Ferrari

Firth/Stefan Hodgetts, fifth and 1st in GT3B was the John Dhillon/Aaron Scott Ferrari

430 GT3.

An excellent result for an older spec car that was damaged comprehensively only three weeks previously. Clearly not liking the wet conditions, the first Ferrari 458 home was the Michael Lyons/Charles Bateman car in



1st GT4 12th Oa Denis McDonald Ginetta G50

seventh position.



Alex Mortimer happy with poignant win

The first GT4 car past the flag was the Dan Denis/David McDonald Ginetta G50 in thirteenth overall.

Race 2 would be run under far more pleasant weather conditions later that afternoon with the win shared by a new name in Andrew Tate and a very poignant return to the winners circle by Alex Mortimer. Rockingham was the scene of he and Bradley Ellis clinching the 2007 British GT title under the emotional, watchful eye of Alex's late father, Robin Mortimer.

The dry, sunny conditions favoured the powerful cars with Phil Keen's 1 Porsche taking the lead on lap 1, with Alex Mortimer's 458 never far away from the Porsche throughout the whole of



Damaged Ashburn Porsche 6th

Tate emerged from the pits first but a spin and contact with the wall for Ashburn halted his anticipated takeover of the lead, with the need to pit to have damaged bodywork removed, to rejoin in sixth.

This allowed the first four places at the flag to be taken by Ferrari 458s with the win going to Andrew Tate/Alex Mortimer, Jim/Glynn Geddie 2nd (and the lead of the British GT championship), Duncan Cameron/Matt Griffin 3rd, Michael Lyons/Charles Bateman 4th and Mike Guash/Matt Bell's Audi



Lyons presses on to 4th



Guash Bell Audi 5th

R8 LMS 5th. The race 1 winning Aston Martin finished 10th with the

GT3B class winning Dhillon/Scott Ferrari 11th and GT4 winners Denis/McDonald's Ginetta G50 12th.

The British GT championship for 2011, with two rounds left, will now feature a 3hr, into the twilight race at Donington and a 2hr finale at Silverstone in October.

Kop Hill Climb 24/25th September 2011

By Pete Austin

Princes Risborough in Buckinghamshire once again resounded to the sight and sound of historic and classic cars and motorbikes at the now annual Kop Hill Climb.

Apart from the period of the first world war events took place at this venue from 1910 until 1925 initially for motorbikes with cars following on. Amongst those taking part in this era were

David Kirke - Vauxhall Prince Henry

names such as Sir Malcolm Campbell, Archie Frazer Nash, Sir Henry Seagrave, L.C.G.M. Le Champion, Count Louis Zborowski, Kaye Don, Raymond Mays and Freddie Dixon. The event was discontinued after 1925 following an unfortunate incident involving a Bugatti Brescia in which a spectators leg was broken.

74 years later a low key affair was held in 1999 and since 2009 it is run in the autumn each year. As Kop Hill is a public road just closed for the duration of the event the runs are



Derek Hitchman- Bugatti Type 51

not timed. Despite this a large entry of interesting vehicles is always received.

A large field at the bottom of the hill acts as the paddock and display area and gives the large crowd an opportunity to inspect the entrants at close quarters. Once again Dick Skipworth put on a superb display with his collection of Ecurie Ecosse cars all lined up in front of the iconic

Ecurie Ecosse display



Simon Jackson - Bugatti Type 13 Brescia

transporter. Barrie Williams was on hand to drive.

Appropriately enough a couple of Brescia Bugattis took part as did the ex Mike Hawthorn Riley Ulster Imp of Les Ely complete with ceramic bow tie on the grill and Mike's Tourist Trophy Garage St. Christopher on the dashboard.



ex Mike Hawthorn - Riley Ulster Imp



BBC star Chris Evans

Local rally legend Paddy Hopkirk was also in attendance and Chris Evans took one of his Ferraris up the hill having mentioned the event in his BBC Radio Breakfast Show the previous morning.



Richard Hirst - Railton Light Tourer



Delage D6 Course



Anthony Gould - Wolseley Hornet



Tim Ely - Riley Ulster Imp



Chris Evans Ferrari



One of the more interesting cars on display but not running up the hill was a Cubitt. These cars were manufactured locally in Aylesbury between 1919 and 1925 and the car on display is reputedly one of only five surviving examples.

Archive Photo

By Pete Austin

'London is looking forward to hosting the Olympics next year but up until its closure in 1972 it also had a venue for top line motor racing at Crystal Palace. From 1927 regular race meetings for both cars and motorcycles were held at this south London Circuit. With its narrow track within the tight confines of the park on the sight of the old Crystal Palace close racing was always guaranteed. As this image shows the spectators were only a few feet from the track with only a paling fence and the famous railway sleepers separating them from the action giving excellent viewing. This shot was taken at the London Trophy for formula 2 cars in May 1971 and shows Ronnie Peterson leading Henri Pescarolo, both in March 712Ms' followed by eventual winner Emerson Fittipaldi in his Lotus 69.'



To Celebrate our first birthday issue, I asked our regular photographers to choose 2 of their favourite pictures from the last 12 months. I hope you like their choices.

© Simon Wright



Danni Sordo flying high at the Rally Show, Cornbury in the Mini Cooper WRC

© Pete Austin



Parnelli Jones - Lotus 56 Pratt & Whitney 'STP Special' - Goodwood Festival of Speed



Dave Forsbrey Gelscoe GT40 Redgate Donington.



Porsche flame thrower, Donington park



Can-Am Chaparral pair 2J and 2F at Goodwood Festival of Speed.



Carlo Vogele & Willie Green - Ferrari 330 GTO - Silverstone Classic



© Mick Herring

Allan Simonsen Ferrari 430 holds off Matt Griffin Ferrari 458 Italia Rockingham GT



© Janet Wright

Aron Smith Renault Clio gets on 2 wheels through the Donington chicane April 2011

Masters Historic Festival, Donington Park, September 3-4 2011



Woodman/Cox Capri leads Bates Porsche 911 RSR

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

The meeting opened with the 70s Celebration race, a mouth watering selection of Group 2 saloons including an ex-Broadspeed Jaguar XJ12 Coupe of Chris Scragg, a Cologne Ford Capri of Vince Woodman and a couple of BMW 3.0 CSL Batmobiles. But it was the Chevrolet Camaro of Alec Hammond that grabbed the lead from the start but then retired after the first lap leaving the win to Vince Woodman and Dan Cox in the Capri. Mark Bates went one place better in the second race to take an easy flag to flag victory in his Porsche 911 RSR though the Capri, Jaguar and BMW's did not take part.

The first GP Masters race of the weekend saw a dominant victory for Rowland Kinch driving an Arrows A4. In the 25 minute race he lapped the entire field, with Richard Barder finishing 2nd in his Fittipaldi F5a but winning the Lauda class. Manfredo Rossi di Montelera finished 5th to win the Fittipaldi class in his Brabham BT42 and Rudolf Ernst won the Stewart class finishing 11th overall at the wheel of a March 721.



GP Masters Mike Wrigley March 711 had an off at Redgate in Practice

© Janet Wright



Proto'70's - Mike Donovan - Spice SE88C

A small but interesting field took part in the two Proto 70's races. The thundering Can Am McLaren M8F of Richard Piper finished 3rd in race 1 behind the Group C Spice of Mike Donovan and the Lola's of Leo Voyazides and Carlos Monteverde. Donovan repeated his victory in Sunday's race.



© Pete Austin

Gentlemen Drivers - Rob Hall - AC Cobra leads

The skies darkened but the track remained dry for the 1 ½ hour Gentlemen Drivers race which rounded off Saturday's races. AC Cobras' filled the first three places with Rob Hall's example coming out on top.



© Pete Austin

Conditions couldn't have been more different on Sunday morning with persistent rain and a soaking track greeting the competitors for the Sports Racing Masters race. The Ford GT40 of David Forsbrey and Andy Newall survived the difficult conditions to win from the Cooper Monaco King Cobra of Keith Ahlers. An interesting runner was the rare Chi-nook Mk2 Can Am car of Canadian Jay Esterer.

Pre-66 Touring Cars - Jason Minshaw Melling - Ford Falcon lead Leo Voyazides & Simon Hadfield - Ford Falcon

Sports Racing Masters - Keith Ahlers - Cooper Monaco King Cobra leads Chris Jolly & Steve Farthing - Cooper Monaco T61M

Big American V8's dominated the Pre 66 Touring Car race with wet conditions still prevailing but a dry line was starting to appear during the later stages of the 1 hour race. The Falcon's of Jason



© Pete Austin

Minshaw and Leo Voyazides/Simon Hadfield leading home the Mustang of former BTCC racer Patrick Watts.

© Janet Wright



The track had completely dried out by the time the World Sportscar Masters came out for their 1 hour encounter. The Lola T70 Mk3's of Leo Voyazides/Simon Hadfield and Jon Finnemore/Chris

Paul Knapfield Ferrari 512M locks a wheel into Redgate. WSM

Beighton leading home the diminutive Taydec of Andrew Middleton. Despite adding a bit of colour the glorious Ferrari 512M of Paul Knapfield and the Alfa Romeo T33 of Sid Hoole/Ron Maydon failed to finish.

Rowland Kinch (Arrows A4) had his second victory of the week-end in Sunday's Grand Prix Masters race. With a good part of the race being held behind the safety car Steve Hartley in his similar car had to be content with second place after driving through the field.



GP Masters - Rowland Kinch - Arrows A4 leads Steve Hartley - Arrows A4

© Pete Austin

© Pete Austin



With morning practice being held in soaking wet conditions bright afternoon sunshine greeted the Formula Ford field. The race itself saw a duel between brothers Josh and Felix Fisher in their Van Diemen's with Felix coming out on top.

F Ford 1600 - Josh Fisher - Van Diemen RF05 - leads Felix Fisher - Van Diemen RF05

GT Trophy - Oulton Park July 2nd - Brands Hatch August 21st

By Mick Herring

© Mick Herring



Oulton Park H1 Mowle-Murrells Ginetta G50 3rd

The four round Bute Motorsport GT Trophy series concluded at Brands Hatch with a clean sweep for the Ferrari 430 (at Donington's round 1) and Ferrari 458 (making its debut at Snetterton's round 2) of Leon Price and seasoned professional Rob Barff. That fact, in no way, detracts from the hard fought close racing we have witnessed throughout the rounds.

The previously reported rounds at Snetterton and Donington together with these two races provided an extra set of challenges to the GT Cup championship regulars who desired a series of longer endurance races but surrounded by the same relaxed, friendly atmosphere that Marc Haynes and his dedicated team engender.

The cars were categorised by their power to weight ratios and the on-board data logging provides very accurate insight into horsepower figures.

The organisers further varied things by having a mix of two hour, three hour traditional enduros and two rounds, each run as 2 x 1 hour heats.

© Mick Herring



Round 3 at Oulton Park would be two heats of 1 hour, the Heat 2 grid determined by H1 finishing positions with number of laps completed carried forward but all other part-lap time gaps deleted. During the interval between heats the teams could work on the cars and refuel them but were not allowed to change tyres.

Heat 1's start saw Rob Barff charge to Old Hall ahead of

Oulton Park H1 Leon Price Takes the Flag.

the pack and proceeded to lap the field before handing over to Leon Price, who maintained the one lap lead right to the flag.

The battles that went on through the field were resolved with the first three cars home also being their respective class leaders.

Second was the Ferrari 430 of Gary Eastwood/Ian Hartley, with third going to the Lee Mowle/George Murrells Ginetta G50 and the sonorous Lamborghini Gallardo of Fiona James/Simon Atkinson fourth.

Just one hour later H2 would get underway with mandatory minimum pitstop times levied to reflect success and pro-driver penalties.



Oulton Park H1 Well chewed 430 Back-Broadhurst. Soldier on



Oulton Park H2 Broster-Rothwell Porsche 5th

Leon Price mirrored Barff's perfect getaway but sadly the Lamborghini Gallardo's race would end on the exit of the first corner when Fiona James tried to go round the Ginetta and put two wheels on the grass, spinning her car across the

track and backwards into the tyres. The safety car would hold up Leon's charge but not for long but, as the race resumed he would not have it all his own way.

Lap after lap the Ferrari 430 of Michael Broadhurst (shared with David Back) would remain right on the 458's tail.

But for a huge effort on the part of M-Tech, the 430 would not have raced at all after ABS failure in qualifying had seen it go heavily into the tyres at Old Hall with both ends badly damaged. It joined H1 already five laps down when MSVR brought the schedule forward by 15 minutes so the duo had much ground to make up.

Behind, further close lapping was witnessed between the Ferrari 430 of Ian Hartley (shared with Gary Eastwood) and the Porsche of Phil Borough (Chris Bentley) with the Ginetta also close by.

After the pitstops had worked through, several co-drivers resumed battles their starting driver had initiated, the order as the cars took the final flag was Price/Barff

Ferrari 458, second Mowle/Murrells Ginetta G50, third Eastwood/Hartley Ferrari 430 and Bentley/Borough Porsche 996 fourth.

True pro that Rob Barff is, he immediately went to George Murrells as they got out of their cars in Parc Ferme to compliment the young driver on the racecraft demonstrated as the pair circulated together.

© Mick Herring



Brands Hatch Barrow-Barrow BMW E87 9th o-a, 2nd group 4

Round 4 on Brands Hatch's Grand Prix circuit would be a traditional 3 hour enduro and whilst Price/Barff secured the spoils they had to work extremely hard for them. With such a long race, refuelling would be of paramount importance, especially for the powerful, thirsty cars.

To even things up the for less powerful/thirsty cars and with only one mandatory stop, teams agreed to a 75 litre maximum per refuel, with each fuel stop being a minimum of two minutes. Pro-driver penalties of 10 seconds per hour were also required at each stop.

Brands Hatch also attracted some cars not seen before, most spectacular of these being the Moore Racing run BMW GTR V8 of Phil Keen (unsurprisingly, the only driver to get close to Rob Barff's qualifying time) and owner Dave Shelton, together with the charismatic Ferrari F40 of Anthony Mott and Jacopo Sebastiani (son of Stefano Sebastiani who raced successfully in the 60s under the pseudonym

"Stingbrace"). Racing such an evocative car is one thing but to arrive in a Ferrari Daytona Spyder completed the spectacle.

At the first corner Barff held off Keen's BMW and proceeded to pull away from the field but behind them a collision in the pack between

Fiona James'

Lamborghini Gallardo

and Chris Bentley's Porsche 996 at Paddock Hill bend would see both with



Brands Hatch Fiona James' Lamborghini damaged wing & body.

© Mick Herring



Brands Hatch Mott-Sebastiani Ferrari F40

damaged cars and heading for the pits, the Lambo for a new wing and the Porsche for a new radiator, both eventually rejoining. Sadly, the Ferrari F40 would be a frequent pit

visitor with a misfire that would see it retire and also Phil Keen's BMW, it's new engine losing oil pressure and was switched off before serious, very expensive damage occurred.

At the first round of scheduled pitstops the lead passed from Barff to Mike Donovan's Porsche 997 but Price would soon be flagged with fuel spilling from the car as it cornered.

A stuck-open fuel valve was soon sorted, resuming the lead when Donovan pitted to hand over to Nick Dudfield who proceeded to claw back Price's lap ahead.

Dudfield's car would lead the race again when the Ferrari suffered a puncture and had to limp back to the pits.

With under 50 minutes remaining Barff took over the 458, soon setting the fastest lap of the race and regaining the lead for the final time when Dudfield handed the



Brands Hatch Keen-Shelton BMW GTR V8

Porsche back to Mike Donovan.

So at the end of a tense, fascinating race the first three positions were taken by the class winners, Barff/Price (Group1/overall) ahead of Mike Donovan/Nick Dudfield (Porsche 997 Group2), with the Lee Mowle/George Murrells Ginetta G50 third(winner Group3).

Popular Group 4 winners, 6th overall was the Cox family BMW, father Dave and son Jason having to nurse gearbox problems for half the race.

New Outright course record SDCC Sprint, Curborough

By Simon and Janet Wright.



John Bradburn Gould GR55 on his course record breaking first run

The season finale for the Shenstone & District Car Club was held over 2 laps of the club's home circuit, the Curborough sprint course, or 'Curburging' as displayed on the new club stickers. The sun shone down on the course and the local showers avoided the circuit, allowing the competitors to give their all. Sixty nine cars were entered, with thirty championship entries running in this final round.

In these perfect conditions John Bradburn driving his 3.5 litre Gould GR55 broke the outright circuit record for 2 laps by 1/10th of a second, on his first run with a time of 49.11 seconds and a speed of 135 mph to set Fastest Time of Day. He



William Roberts VW Polo G40 over cooks it on the approach to Mole hill

© Simon Wright



Steve Barrow Ultima GTR blasts down the straight

was also over 7 seconds faster than the next car, Richard Keen in a 1950 cc Dallara F302 who won the Racing cars over 1600 cc and up to 2000 cc class. Third fastest time of the day went to the remarkable Westfield K of Simon Thornley who easily won

the Road going modified kit, replica and spaceframed cars over 1700 cc class.



© Simon Wright

2011 Lifeline Curborough Sprint Champion John Gallagher Honda Integra

The Provisional results of the Lifeline 2011 Curborough Sprint Championship are that the championship has been won by John Gallagher at the wheel of his Honda

Integra, with second in the championship falling to the very rapid 1 litre Mini turbo of Graham Harvey. The turbo Mini saw double action at the meeting when Graham offered Julian Fishwick a drive after his Mini sprang an oil leak. Julian then promptly destroyed the finish line board and wiped out the timing gear at the finish line when he turned right at flagpole hairpin on the first lap of his timed run. He was awarded a piece of the finish line board



Graham Harvey Austin Mini Turbo

after the event!

The provisional results of the Novice class make Alasdair Mercer the top driver in his Renault Clio from Tim Brown and Pete Barlow, both tied on 85 points each.



Carl Higgins Sylva Striker loses control under braking for Molehill

© Janet Wright



Timothy Heron Lotus Elise



Alan Forster Matador



Warwick Bourton BMW M3 Coupe



John Caldicott Caterham Seven R300 cuts the molehill tight



Emma Melhuish CMW Snake



Steve Wood MG TF 160



Tim Brown Datsun 240Z



Paul Shipley Lotus 51 FF



Fangio Tribute - Mercedes Benz 300 SLR

Left: Dad's Army

**Centre: Earl of March
Trophy**

**Bottom: Spitfire 75th
Anniversary**





© Pete Austin

Goodwood Trophy
Mac Hulbert ERA
R4D leads Julian
Majzub Alfa Romeo
308C and Frank
Stippler Maserati
8CM

Ford of Britain
Centenary parade -
Ford F3L



© Pete Austin



© Pete Austin

Goodwood Glamour -
Vintage style



© Pete Austin

Freddie March
Spirit of Aviation -
Supermarine S6



© Pete Austin

Fangio Tribute
Sir Stirling Moss
Mercedes Benz 300SLR



Whitsun Trophy
Jay Eserer -
Chinook
Chevrolet Mk2
leads
Roger Wills -
Ford GT40 &
Mogens
Christensen -
Wolverine
Chevrolet

© Pete Austin

Rare 500s appear at the Goodwood Revival

By Pete Austin

The Earl of March Trophy at this years Goodwood Revival attracted a large field of 500cc Formula 3 cars of the type that raced between 1948 and 1959. Some of these were cars that are rarely seen racing in this country and included amongst them were the McCandliss Norton R2 and the Whitfill Triumph Special.



© Pete Austin

Earl of March Trophy - Arnie Black -McCandless Norton R2

Irishman Rex McCandless was best known for designing the famous 'featherbed' Norton motorcycle frame which dominated motorcycle racing in the 1950s. The McCandless 500cc racing car was unusual in that it was four-wheel-drive and was originally built as a test bed for an off road project which was funded by an interested Harry Ferguson of tractor fame. The pair eventually fell out and Rex entered the car in the 1953 Earl of March Trophy at that years Easter Goodwood meeting where it performed well. Its first race on 'home' soil was at Kirkistown in August 1953 where it beat the lap record by three seconds. Unfortunately it failed to start the race at the Revival, all the more so as it would have been interesting to see how it performed in the wet conditions which prevailed on raceday.

The Whitfill Triumph Special was constructed from 1959 to 1961 by Jerry Whitfill, Dan Gurney's chief machinist for over 40 years and a master car builder. His inspiration was the then dominant front engined Watson Offenhauser Indy car and produced this scaled down version. It was well engineered but underpowered and overweight and never actually raced in Formula 3 in period as the formula was abandoned before the car was finished. Current owner Rudolf Ernst finished 20th in the race which was run in wet conditions.



Earl of March Trophy - Rudolf Ernst - Whitfill-Triumph Special

I wish to acknowledge the Ulster Folk & Transport Museum of Northern Ireland for the additional information on the McCandless and thank you also to Rudolf Ernst for sending me the information on the Whitfill Special.

GT Cup Anglesey 11th September

By Mick Herring

© Mick Herring



Galashan and Broster trade places

The remnants of Hurricane Katia blew across the Irish sea and accelerated up the exposed cliffs at the edge of the picturesque Anglesey International circuit. Many teams decided to pack away their awnings as a precaution, had they blown away they may have been picked up on the radar at nearby RAF Valley, where Prince William is stationed.

The only wind related casualty was David Witt's Chevron, his front bonnet parted company with the car towards the end of qualifying, the races would see it firmly taped on the car for extra security with a few grazes being visible.



Steel Train BMWs Only Mark Radcliffe would feature in race 1 end

Thankfully the wind's strength kept the majority of the rain at bay but all of this did little to dampen the spirits of the teams as they anticipated what turned out to be two more exciting GT Cup races.

Race One

The first 25 minute race on the 2.1 mile circuit would see 15 cars tightly bunched into the first turn after the pace car had pulled off.

© Mick Herring



Ruhan Andrew Hogarth Galashan

Jordan Witt's pole position Chevron GR8 had the inside line and emerged just ahead of the vivid green TVR Sagaris of Danny Winstanley as they headed to the tight right hand hairpin. Tom Andrew's Morgan would emerge third, after Andy Ruhan's Porsche arrived too quickly at the hairpin and across the grass bank to the tyres, ending his race there.

The TVR was the Chevron's constant companion for the first five laps until the gear lever of the TVR came adrift, he would rejoin three laps down after repairs.

Initially the "Steel Train" of three orange BMWs raced together but a pit stop and a retirement respectively would see that battle resolved in favour of Mark Radcliffe with second in Group 3, 9th overall, behind Barclay Dougal's white, group 3 winning BMW, 8th overall.

After 17 laps the order was Witt's #85 Chevron, Paul Hogarth's #50 Porsche, both Group 1, with Tom Andrew's Group 2 Morgan third.

David Tomlin's Group 1 Ferrari 430 was fourth and the race long, position swapping between the two yellow Porsches of Colin Broster and Francis Galashan, both Group 2, was resolved in Broster's favour. Seventh was David Witt's Group 2 Chevron GR8, this car to a lesser spec than that of race winning son, Jordan's.

With the Anglesey circuit washed and cleaned by rain between the two races, Bute Motorsport's second GT Cup race would be run in bright sunshine on a track dried by a sustained wind speed of more than 40mph.

Thirteen starters headed for the first corner with Jordan Witt again taking the lead from pole position ahead of Danny Winstanley's TVR and a more cautious Andy Ruhan's Porsche in third.

The yellow Chevron and the green TVR broke away, as they had done in the first race, whilst the battle for third



Lancashire duel Early race Witt and Winstanley



Barclay Dougal BMW E46 8th 1st Grp3

between Ruhan, Tom Andrew's Morgan and the white Porsche of Paul Hogarth continued throughout the entire race and would remain in that order to the chequered flag. Not far behind the two yellow Porsches resumed the battle they had fought in race 1,

this time joined by the repaired BMW of Michael Symons together with the Tomlin Ferrari and the Chevron of David Witt.

Places were traded regularly at many parts of the track but the final order was resolved with two laps remaining as the cars of Colin Broster, Francis Galashan, Michael Symons and David Witt all tried to round the Rocket Hairpin side by side and there was the inevitable contact, resulting in damage to the left rear wheel arch of Broster's Porsche, his tyre smoking from the bodywork damage and sending into retirement. As those battles throughout the field were settled, those final two laps saw consolidation of position with Symons' group 1 BMW taking sixth, David Witt's group 2 Chevron seventh with



Danny wins an uphill battle

Francis Galashan's Porsche eighth ahead of the Ferrari 430 of David Tomlin.

Once again the group 3 winner was Barcly Dougal's BMW in tenth overall.

It was interesting to note that the lightweight, nimble and aerodynamic Chevron would go light as it crested the hill between Peel and the Corkscrew in the high winds coming straight at it from the Irish sea.

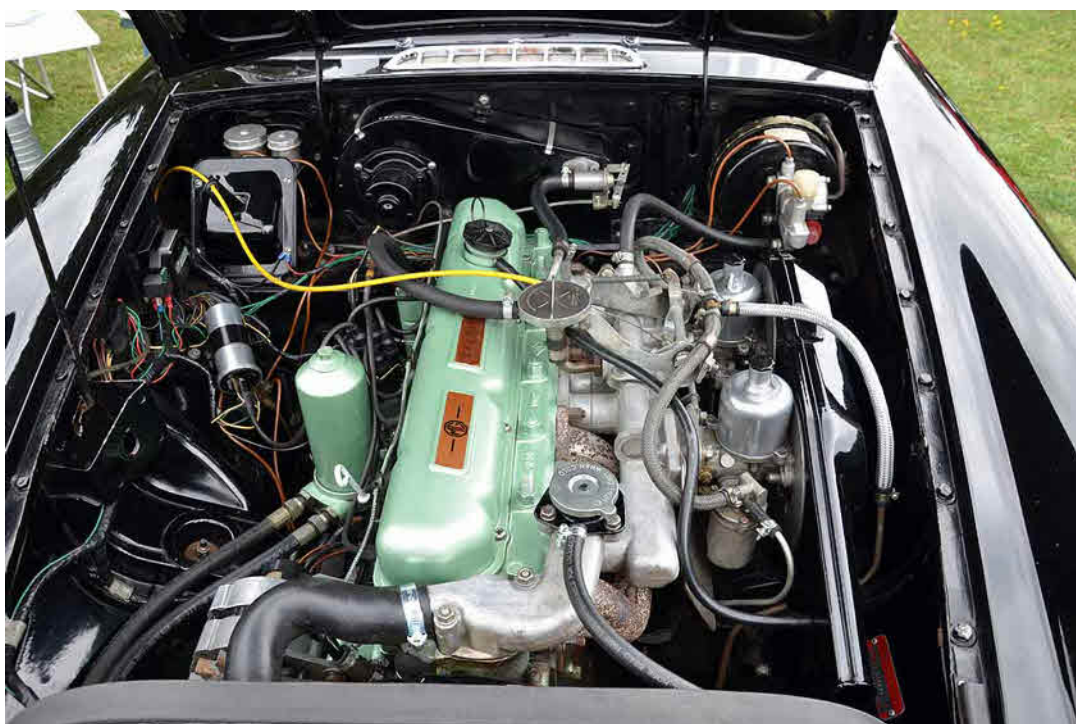


Fired up to win by 35sec Jordan witt



MGC GT
By Simon Wright

Britain's most popular classic sports car is probably the MGB, first launched in May 1962 to replace the MGA. Powered by the 4 cylinder in-line 1800 cc B series engine, the first model was the convertible roadster. In 1965 the MGB GT 2+2 coupe as added to the model lineup. In 1973 the Rover V8 was fitted to the coupe body to create the MGB GT V8.



In between the B and the B V8, the MGC was created, mainly aimed at the American market. First built in 1967 and launched at the Motor Show in October of that year. It was fitted with a 6 cylinder 2912 cc inline engine using a 9:1 compression ratio and oil cooler fitted as

standard. The C series engine was also used in the Austin 3 litre 4 door saloon. Only 9000 MGC cars were produced between its launch in 1967 and when production ceased in September 1969. When introduced, its main rival was the Austin Healey 3000, also owed by parent company British Leyland. Using twin SU carburetors, the MGC produced around 150 bhp @ 5250 rpm, could do 120 mph and 0-60 mph in 10 seconds and returned 17 mpg. Power was transmitted through a 4 speed synchromesh gearbox with electric overdrive on 3rd and 4th gear. The torsion bar front suspension is different to the MGB due to the height of the engine,



which also gave a power bulge on the bonnet, another difference from the MGB. It had different brakes to those used on the MGB and a lower geared rack and pinion steering rack. The majority of the MGC models were exported to America. The C series engine was much heavier than the B series, about 210 lb, and higher, which along with the suspension changes made the C handling very different from the much loved MGB,



which meant that the MGC received mixed reviews on its handling in the press. Now handling can be improved by fitting better tyres and subtle modifications to the suspension settings. Also modifications to the cylinder head, and exhaust can increase power and torque by up to 30%.

The car received unofficial royal approval when Prince Charles took delivery of an MGC GT in 1969 which he passed on to Prince William 30 years later.

This MGC GT was built in May 1968 and has been rebuilt over

a four year period. It is a rare right hand drive model. The leather seats and steering wheel are original and the optional chrome wire wheels were fitted from new along with the heater.



NSCC Thoresby Sprint 18th September 2011

By Mick Herring

Al Frayling-Cork Austin 7 Road class winner

The Nottingham Sports Car Club's traditional conclusion to the 2011 Speed Championship took place in the perfect setting of the historic and picturesque Thoresby Hall Estate in north Nottinghamshire.

The final round of the two day meeting took place on Sunday 18th September with 65 cars competing.

The start line tarmac sections in front of the magnificent house, now a luxury hotel, lead into the parkland sections of concrete track through the wooded and countryside sections of the magnificent Thoresby Estate. These sections were laid down during the 2nd World War to provide standing areas for tanks, the specification of these explaining why they are still in perfect condition.

The meeting would also play host to a round of the Bert Hadley Memorial for Austin 7s of road and track categories.

Fastest time of the day went to Gary Thomas' Force PT from the racing cars up to 1100cc class in a time of 45.64 secs, with the following two places and class wins going to Peter Goulding's Westfield SEiW and Nigel Cresswell's Fisher Fury from the



Geoff Toms Fiat 803-501



Smoking Bond Equipe

Modified Production, Kit, Replica and Space-framed cars over 1800cc and up to 1800cc respectively. Apart from the normal, hotly contested racing car, kit and replica car, standard/modified sports and saloon car classes, this meeting would also allow special and vintage cars the opportunity to perform, such as the self-built Fiat 803/501 Grand Prix replica of Geoff Toms and the Riley 9 Special of David Morley.



Nigel Cresswell Fisher Fury 3rd overall



Nick Allen Austin 7 Track class



Dr Dave Morley Classic Cars



Owen Darch Subaru Impreza Production over 2000cc class winner in spite of this bale-bashing



Gary Thomas Force PT overall FTD



Terry Griffin Austin 7 race class winner



Ian Oldfield Sports Libre 4wd Cosworth Ka

Road modified kit replica winner Mark Wallwork
Dax Rush Quadra

Modified Prod winner Tony Hart Renault 5 Turbo



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Autosport 6 Hours, Silverstone

By Simon and Janet Wright. Additional photos by Pete Austin.



Bourdais/Pagenauld Peugeot 908 took Victory after 6 hours

The 20th running of the classic Silverstone endurance race saw the Audi vs Peugeot battle continue in the Intercontinental Le Mans Cup. The fast Silverstone circuit suited the diesel powered Peugeot 908 with Sebastian Bourdais claiming pole position. The cars are now 5mm higher due to new regulations fitting a 5mm thicker plank to the underside of the car which had dramatically altered the handling of the prototypes this weekend.

Using the new start line for the first time, the cars set off for the rolling start and Alan McNish managed to spin off his Audi R18 Tdi on the warm up lap at Abbey, followed by the Ferrari F458 of

Beltoise/Jakubowski/Marroc spinning off at the

Loop. Both were able to retake their grid position before the race started. Warren Hughes had to start from the pit lane in his MG Lola EX265. These incidents were just a foretaste of what was to come in the first hour of this race.



Lotus Evora of Rossiter/Mowlem/Wendlinger finished 12th in class



Tom Kristensen & Allan McNish - Audi R18 TDI

Bourdais got the lead at the start from McNish, with several midfield cars running wide at Abbey. The leading pair pulled clear of the field quite quickly followed

by the other Peugeot and Audi. In under 15 minutes the four leading diesel cars were

lapping the slower GT E cars, sometimes passing either side of the slower cars. McNish took the lead after 15 minutes on lap 6 by passing Bourdais on the new pit straight, by squeezing between the Peugeot and the



© Pete Austin

Andy Priaulx & Uwe Alzen - BMW M3

pit wall on the concrete edge. McNish proved to be a master at dealing with traffic and opened up a slight lead. Frank Montagny in the second Peugeot 908 was not so lucky, clipping the front of the Oreca of Marcelli/Ducote/Moro on the entrance to Copse corner and spun off into the tyre wall, damaging his front nearside bodywork and also had a flat rear tyre. It took several laps for the marshals to extract the car from the gravel trap before Montagny slowly headed back to the pits. In was around

the 30 minute mark before the second Peugeot returned to the race.

There was even more action further down the field. Jonny Kane in the Strakka racing HPD ARX LMP2 car got a rear puncture just after taking the class lead when he made contact with the LM GTE Macdonald Corvette C6. He made it back to the pits but had got a lot of rear body damage.



The Middle East Gulf Aston Martin Vantage rounds the Loop

Forty minutes in and Bourdais dived up the inside of the Audi at the entrance to Club corner and re took the lead. Next lap and McNish got a fast exit from club and re took the lead in a replay of his first passing manoeuvre on the new pit straight, though this time Bourdais did his best to squeeze him out without making contact. On the exit of loop, Bourdais pulled along side McNish and the two cars were side by side down the Wellington straight, Bourdais had the inside line at Brooklands to retake the lead again. Just before McNish came in for his first pit



© Simon Wright

Ojeh / Lombard / Kimber-Smith Zytek Nissan Z11 SN won LMP2



GTE Pro winner Fisichella / Bruni AF Corse Ferrari F458 Italia

stop, he made side contact with a GT car on the entrance to the Hanger straight. The mechanics had a quick look at what appeared to be slight body damage round the front wheel. McNish stayed at the wheel and as the car exited the pit lane, it went straight on instead of turning left. It then had problems turning right at Village. As McNish was slowly heading back for the pits, another accident occurred on the new pit straight as Jody Firth lost control of the TOS Racing Oreca 03 exiting club corner, hit the pit wall with the left front corner of the car, swerved backwards across the track before coming back into the pit wall with the right side of the car. Before the safety car was deployed for this accident, the Oak racing Pescarolo of Yvon/Da Rocha/Lafargue also had a spin on its own at Becketts. This brought both leading cars in for pit stops. Peugeot and Audi both down to one leading car each. McNish got his Audi back to the pits for repair. Part of the front suspension was broken and the entire left front suspension had to be replaced. With the problems of the leading diesel cars, the LMP1 Oak racing Gulf Pescarolo of Nicolet/Premat/Pla had moved into 3rd place overall, which would be where it would finish. The LMP1 Lola Toyota B10/60 Coupe of Rebellion Racing driven by



Adrian Fernandez - Harold Primat & Christian Klien - Lola Aston Martin

Belicchi/Boullion, in their battle to win the Le Mans Series manufacturers title, had moved in to 4th place overall which they also held to the chequered flag.



Andrea Belicchi & Jean Christophe Boullion - Lola B10-60 Coupe Toyota

Timo Bernhard in the number 1 Audi R18 TDi soon took the lead after the restart but a couple of laps later Bourdais re-took the lead and while trying to keep up with the Peugeot Bernhard lost control

of the Audi under braking for Village and spun off, flat spotting his tyres in the process. This was effectively the race over and the leading pair finished in that order. McNish and Tom Kristensen worked their Audi R18 TDi back to 7th overall by the finish with Montagny and Stephane Sarrazin in their Peugeot climbing through the field to finish 8th, though 2 laps down on McNish in front of them.

The final results showed a victory for Pagenaud/Bourdais in the diesel Peugeot 908 by nearly a lap from the diesel Audi R18 Tdi of Fässler/Bernhard. The Oak racing Pescarolo of Nicolet/Premat/Pla took the final podium position, 5 laps behind, and the first petrol car to finish. The first LMP2 car home was the Greaves Motorsport Zytek Z11SN- Nissan of Ojeh/Lombard/Kimber-Smith in 10th overall.

Schultis/Simon/Schell driving their Oreca were first in the Formula Le Mans class.

Ex- Grand Prix driver Giancarlo Fisichella and Gianmaria Bruni were the first GT car home, winning the LM GTE Pro class in their AF Corse Ferrari F458 Italia,



GTE Am class winners Armindo/Narac Porsche 911 RSR (997)

having lead the class for the last half of the race. They finished a lap ahead of another Ferrari F458 Italia driven by Ortelli/Makowiecki. The two BMW M3's had dominated this class in qualifying but had lost out in the race due to tyre problems, with the best finisher being the Priaulx/Alzen car finishing 4th in class behind the Porsche 911 RSR (997) of Lieb/Lietz who took the final podium place in the GTE Pro class. This class had provided some exciting dicing in the last hour of the race for 2nd, 3rd and 4th places. The final class winner was the Porsche 911 RSR (997) of Armindo/Narac who finished 31st overall and first in the GTE Am class.

Classic Endurance Racing series, Silverstone.

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



Charles Veillard in the ex- Eddie Cheever Gp5 BMW 320i from 1977

Supporting the current Le Mans series sports prototypes and GT cars, the CER series shows the history of sports car racing. The Classic Endurance Series covers sports and GT cars from between 1966 and 1979. The field always attracts a nice selection of sports prototypes, coupes and GT cars from all across Europe.

This years race was dominated by the 1976 Chevron-BDG B36 of Martin O'Connell who blasted into the lead from the start of the race and won by over 19 seconds by the finish. The results show that the two manufacturers who often battled out for race victories in period are still the cars to have now with Lola cars finishing 2nd 4th and 5th and another Chevron taking 3rd. It doesn't mean that these were the only cars taking part. Kevin Wilkins and Mike Catlow brought the unusual green 1977 Toj DFV SC 302 home in 6th place, and a fabulous BMW M1



Kevin Wilkins & Mike Catlow - Toj SC 302



Paul Knapfield - Ferrari 712 - practice

class. The GT1 class was won by Christopher Ball driving a superb 1968 Ford GT40. The biggest disappointment was that Paul Knapfield in the fantastic 1970 CanAm Ferrari 712 did not manage to complete a single lap in the race.

driven by Sean and Michael McInerney came home 9th to win the GT2 class. Chevron managed to take both Prototype classes with Sandy Watson in a 1970 Chevron FVC B19 winning Prototype 1



Race winner Martin O'Connell in the Chevron BDG B36

Guest driver Marco Sørensen wins race 2 of European F3 series at Silverstone



A disappointing field of only 12 cars took to the track for the three races in the European F3 championship at Silverstone, supporting the Le Mans series. Current championship leader, Spanish driver Roberto Merhi, made the best start in the first race to lead into abbey and onwards to victory. VW driver Marco Wittmann finished 2nd. In the second race Wittmann ran wide at the loop on the first lap and victory went to guest driver Marco Sørensen. The third race saw an accident between Daniel Juncadella and Felix Rosenqvist at the loop. First race winner Roberto Merhi got a drive through penalty for jumping the start, which allowed Marco Wittmann to take victory in the third race. Even with the drive through penalty, Merhi finished 2nd.