

BTCC Donington Park



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Adam Morgan Toyota cuts through the gravel trap



Holly Mason-Franchitti in her Frazer Nash Le Mans replica



Winning Porsche 997 of Westbrook and Ashburn at Oulton Park



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Front Cover
The British touring Car Championship exploded into action at Donington Park. There were plenty of incidents as the drivers fought it out, including this big off for Jason Plato MG and Rob Collard BMW © Simon Wright

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EDITORIAL



Simon Wright
Editor

The Glamour of the British Touring Car Championship arrived in the Midlands in April. Donington Park was host to rounds 4, 5 and 6 and it proved to be as exciting as ever. The public have really taken to the Touring car series and with full TV coverage on ITV it means that the fans can watch all the action from all the races all around the country. But all this TV coverage does not stop the fans from attending. Far from it, the BTCC meetings draw some of the biggest crowd figures in British motorsport. We need to build on this and attract the fans to other race meetings including Historic motorsport. The Silverstone Classic and Goodwood Revival always draw large crowds and people these days love nostalgia. It can only be good for the sport we all know and love.

You may have noticed that we are in a different format this month. We felt that this 'landscape' layout would fit Tablet and Computer screens more easily and also match the format of most photographs. Tell us what you think. Let us know which you prefer. The content is now linked to our updated web site, where additional photos from events can be viewed, just follow the on-line link in the article to go straight to the on-line gallery.



© Janet Wright

PETE AUSTIN



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

MICK HERRING



Mick's first love is GT racing, including Historic's, especially the Lola T70

JANET WRIGHT



Janet has been taking photos for many years but her real speciality is video work.

News



© Simon Wright



© Janet Wright

Rob Collard BMW won the 1st Round of the BTCC

Matt Neal Honda Civic won the 2nd Round of the BTCC



MG made a great start to their racing program by winning the third round of the British Touring Car Championship at the first race meeting of their season at Brands Hatch. Jason Plato took a hard fought win in the third race and led the championship after the meeting.

© Simon Wright

Check out our new updated WEB site at www.classicandcompetitioncar.com regularly for additional photo galleries, wall papers and other additional content.

Sons of the Fathers

We have had many sons follow their famous fathers in motor sport. In racing there has been Damon Hill following father Graham Hill, Jacques Villeneuve following his father Giles, Nico following Keke Rosberg and in Rallying we have had the late Colin and Alastair McRae following father Jimmy McRae to name but a few. Now we have a new variation. Multiple World Rally Champion Carlos Sainz son, 17 years old Carlos Sainz Jr from Madrid in Spain, is going Formula 3 Racing.

Although following a different form of motorsport, he still appears to have the speed

of his father. He was fastest at the F3 media day test at Silverstone and has won his first F3 race at Monza to currently lead the championship for the Red Bull Carlin Motorsport team.

Carlos Jr started Karting at age 7 and he won the 2008 Asian-Pacific KF3 Championship and 2009 Monaco Kart Cup as well as second in the 2009 Spanish Championship. He joined the Red Bull Junior



© Mick Herring

team in 2010 and won the BMW Scholarship to contest the Formula BMW European Championship where he won the Rookie Cup and also the Formula BMW race at Macau. In 2011 he won the Formula Renault Northern Europe Championship with 10 wins from 20 races.



© Mick Herring

1908 Itala 100hp Grand Prix car.

Seen at the recent VSCC Spring Start race meeting, the 1908 l'Automobile Club de France Dieppe Grand Prix car is up for auction at the Bonhams Goodwood Festival of Speed Sale on the 29th June. It has an estimated value of between 1 ½ and 2 ½ million pounds.

The Itala company was originally formed in 1904 in Turin, Italy by Matteo Ceirano and Guido Bigio and remained in business until 1934.

The 1908 model was fitted with a 12 litre straight 4 engine and a four speed manual gearbox in an open Tourer body fitted with 2 doors and 4 seats.

Adrian Newey and Christian Horner race together.

Red Bull team mates Adrian Newey and Christian Horner will drive Adrian's Lightweight E-Type Jaguar at the GT & Sports Car Cup race during the Silverstone International Trophy meeting over the weekend of the 19th and 20th of May 2012. The pair will compete in the 60 minute race over the full Silverstone Grand Prix circuit. Adrian has previously run the car at the Goodwood Revival meeting, winning the Tourist Trophy in 2009.



© Simon Wright



© Mick Herring

Ferdinand Alexander Porsche

11th December 1935 to 5th April 2012

The designer of the all time classic Porsche 911 has died at the age of 76. Grandson of Ferdinand Porsche, who founded the company, FA was more of a designer than an engineer. His father Ferry Porsche set out the constraints for the Porsche 901, which was to be the next generation porsche to replace the 356 model. FA did the initial design which was approved but Design Director Erwin Komenda made changes to the design which were not approved by Ferry. So Ferry took FA's design to coachwork manufacturer Reutter who produced the Porsche 901 which was displayed at the 1963 Frankfurt motor show. The project code 901 was changed to 911 after Peugeot pointed out that they had trademarked three number car designations containing a zero in the middle. Production of the 911 commenced in 1964.

FA also designed the racing porsche 904 which he considered his favorite design. The fibreglass body shell was produced at the aircraft manufacturer Heinkel. Due to time constraints to get the design approved for racing, there was no time for changes to be requested and so the design is his original draft. The 904 also suffered due to the Peugeot trademark and was renamed the Porsche Carrera GTS.

The 904 made its racing debut in late 1963 as Porsche turned to sports car racing after retiring from Formula 1 at the end of 1962. The GTS variant was designed for the FIA GT class in International sports car racing. To comply with Group 3 requirements a road going version was built and 106 were manufactured to comply with the racing regulations. Orders for the road car far exceeded the 100 required for racing and many more could have been sold. Its many victories included 1st overall in the 1964 Targa Florio driven by Colin Davis (GB) and Antonio Pucci (I), 1st in class at Le Mans (7th overall) driven by Robert Buchet (F) and Guy Ligier (F) and class wins at Spa, Sebring,, the Nurburgring, Watkins Glen, Zandvoort and the Paris 1000kms. It also took victories in Rallying including the Tulip, Munich-Vienna-Budapest, Geneva and Alpine rallies. In 1965 it continued to win rally events including the Spanish,

Rosfeld, Hellbronner and Gaisburg Rally and a class win in the Monte Carlo rally. The 904 also took class wins at the Monza 1000kms, Targa Florio, Spa, Daytona, Le Mans and Zandvoort. The car had a mid engine layout and was powered by a 1966cc Type 587/3 four cam flat four design which produced 198 Hp. Power was transmitted through a 5 speed gearbox. It was the first Porsche to have a fibreglass body bonded to a ladder chassis as well as coil spring suspension. In 1965, twenty cars were built using a variation on the Porsche 911 flat six engine (904/6) and a few factory cars were fitted with the flat Eight engine from the 1962 Grand Prix car (904/8). After the family decided to change the structure and legal form of the company to keep family out of its management, FA left and founded his own company Porsche Design. His first product was a chronograph wristwatch made by Swiss firm Orfina and sold by Porsche dealers as an accessory for the Porsche driver. Later designs included the Titan Chronograph which was the first watch to use Titanium in its construction. They also made sunglasses of unique design as well as being involved in many other product design projects.

FA retired in 2005 due to ill health and was given the title of Honorary Chairman of the Supervisory Board. He died in Salzburg on the 5th April aged 76.



© Simon Wright

Bromley Pageant of Motoring to celebrate Ford.

This years Pageant in Norman Park, Bromley on Sunday 10th of June 2012, will celebrate two of Fords most popular models. It has been 45



Ford Anglia

years since production ceased on the Ford Anglia in 1967. The Anglia started as a basic vehicle with an upright radiator front end but by the end of its production with the Super Anglia 123E it had changed dramatically with a far more angular design. This year also sees the 50th anniversary of the Ford Cortina. This was Britain's top selling car of the 1970's. It also went through several major changes to the design. The Bromley Pageant is the biggest one day Classic vehicle show in the World with around 3000 vehicles on display. Over 1,000 of these will be parked in the 'One Make' section where cars from each make and model can park up together. The Classic Bike area continues to expand, with more classic bikes entered this year than ever before, forming a quite significant part of this years show. The show also boasts one of the biggest classic vehicle trade shows in the U.K. with hundreds of autojumble and trade stands selling anything relating to the automobile industry.

Apology.

In last months issue we made an error in one of our captions. We said that Mick Herring was with Benji Hetherington who had driven Mick round Silverstone. The picture actually showed Mick with Joe Osborne. We are sorry for any confusion we may have caused.



New MG Icon stars at Beijing Motor Show.

MG unveiled the Icon concept car at the Beijing Auto Show on the 24th April 2012. The design, from the MG Global Design team headed by British Director Anthony Williams-Kenny, takes inspiration from the MGA and

MGB GT. The Icon represents the vision of the modern MG with the long bonnet and the prominent MG octagon on the MG styled radiator grill. The rear end incorporates the rear lights mounted on top of MGB GT style rear wings. The MG Icon highlights the future vision of the MG in the year that celebrates the 50th anniversary of the MG B. The small Sports



Utility Vehicle (SUV) format shows MG's capacity for progressive design with respect to the long heritage of the MG marque by incorporating visible features linking it to an all time favourite British classic. The pictures supplied by MG show the front and rear look like the classic MGB GT in a modern package.



© Simon Wright

\$4.4 million Porsche in new World auction record.

At the Amelia island auction in Florida on the 9th March 2012 held by Gooding & Company, a Porsche 917/30 Can-Am Spyder was sold for \$4,400,000 making it the most expensive Porsche sold at auction. The car was part of the Drendel family's Porsche collection. The 917/30, fitted with a turbocharged 5.4 litre flat 12 engine reliably producing 1,100 bhp was chassis No 4 which never actually raced. The car sold was originally destined for the Roger Penske team for the 1974 Can-Am series but was not used due to Porsche's withdrawal from the championship. The car was sold to Australian Importer Alan Hamilton and later bought back by Porsche who painted it in the familiar Sunoco blue and yellow colour scheme, as raced by Roger Penske's team. It was then sold again in the early 1990's and eventually became part of the Drendel Collection in 2001.

© Pete Austin



The answers to the Granada Ladies quiz set last month.
The key to the photo is as follows, going Left to Right:-

- | | |
|-----------------------------------|-----------------------------|
| 1 - Sheila Islip-Underwood | 2 - Maggie Blankstone |
| 3 - Vicky Graham | 4 - Carolyn Tyler-Morris |
| 5 - Susan Tucker-Peake (Jamieson) | 6 - Yvette Fontaine |
| 7 - Gillian Fortescue-Thomas | 8 - Rosemary Smith |
| 9 - Juliette Brindley (Slaughter) | 10 - Gabriel Konig |
| 11 - Tricia Morris | 12 - Jenny Nadine (Birrell) |



Sarah Franklin continues to impress in her Fiat Abarth 695 in the Dunlop Production Touring Car Championship. At the Donington round in the first race she took a class win and finished 8th overall. She won her class again in both the other races, finishing 10th overall in the second race and 11th overall in the third race.

Donington Movers.



The 750 Motor Club has relocated its headquarters to Donington Park just after Easter. It has taken office space at Donington as it felt that there were many benefits in having its Head Quarters located at a circuit. They already organise race meetings at the circuit, and felt that the Exhibition Centre and plenty of space will allow for Austin Seven meetings and Starkey's wood in the infield of the circuit is an ideal location for time Trials.

In a separate move, the British Racing and Sports Car Club (BRSCC) have formed an alliance



with Donington Park Racing Ltd. They will provide Consultancy services between the circuit and Motor Sports governing bodies as well as advising on the National and International race calendar. They will also work with Donington on future joint organised events and will now maintain an office at the circuit.



© Pete Austin

Dolphin glides around Silverstone.

David Woodhouse raced an unusual car at the HGPCA Pre-66 Grand Prix car race at the VSCC Spring Start meeting at Silverstone. The Dolphin International Mk2 was originally designed in San Diego, California by John Croswaite, a British designer who had previously worked for Cooper and Lotus. The second series were built by Troutman and Barnes. The first example was built with an aluminium body to save weight, but subsequent cars were built with a fibreglass body as it was cheaper to produce. The car was powered by the Ford 105E engine matched to a Fiat 600 four speed gearbox. It is believed that only 26 cars were built.

Bond cars to star in CPOP

This years Cholmondeley Pageant of Power, 15th-17th June 2012, will feature several James Bond 007 original cars on display. These will include the Aston Martin Vanquish from DIE ANOTHER DAY along with the Jaguar XKR from the same film, plus the BMW Z8 used in THE WORLD IS NOT ENOUGH. For more information see www.cpop.co.uk

Masters test day

By Mick Herring



Ground Effect Porsche 962 Steve Tandy

The Masters Test Day at Donington is traditionally well attended and this year was no exception as far as numbers were concerned. As well as the beautiful, exciting and powerful cars that are always out for exercise after their winter rebuilds, it is particularly gratifying to witness the number of cars that haven't been seen before or make very sporadic appearances, driven as they should be. Whilst some of the cars present today may not be destined to race on a regular basis here, it is nonetheless great to see and hear them. Most are instantly identifiable but I readily admit I had to ask about the identity of the Bobsy, detailed elsewhere. Looking and sounding fabulous was the Lotus 30 of Paul Wight, not unearthed by "Time Team", as he has raced it at Goodwood in previous years.



Matching each other for speed were the pair of Lola T282 DFVs that circulated together in the hands of preparation experts Gary Pearson and Simon Hadfield for their respective owners. Sorry but the Leo Voyazides' Gitanes car always wins for engine note, it's V8 screaming like a V12. It just has to be heard.

It is interesting to see the differences brought about by the evolution of the McLaren M1 in both it's B and C configurations.

At the opposite end of the spectrum is the differences in speed that came about as Porsche and others began to understand "ground effect" as the Group C era got into full swing. Steve Tandy's 962, sporting some later rear bodywork befitting the "sprint" nature of current races, sat so low as it sped down the Craner Curves.

The sheer weight of numbers of Jaguar and Jaguar powered cars always provided spectacle and today saw a lone "D"-type ranged against the RGS Atalanta, a Tojeiro, both using Jaguar power taking on several E-types.



Frank Gardner SCA Freight Chevrolet Camaro

Saloon cars were well represented in all sizes from Mini through Lotus Cortina, BMW 1800 (including that of former F1 driver Jackie Oliver) to Mustang and an ex-Frank Gardner SCA Freight Chevrolet Camaro. Sadly the car didn't complete many laps but those with long enough memories will already have re-lived some of the races for this famous



McLaren M1B



Lola T282 DFV circulate together

car and driver. Single seater fans were treated to the sight and sound of Formula Two cars from Chevron and March sharing the track with an abundance of Formula 1 cars, mainly Tyrrell or Benetton and a single Ensign. Many of these cars were getting in valuable miles ahead of the Donington Historic Festival



Simon Fish F1 Ensign and F1 Benetton

Allard sell to China after 60 years.

With China now set as the largest growing automotive market in the World, the Chinese are about to get a step back in time. The Allard J2X roadster, built in Montreal, Canada, is almost identical to the 1950s Allard J2 roadsters still seen in competition in the Historic racing series around the world. The hand crafted vehicle is unlike any other modern car and should appeal to the luxury segment of the Chinese market as an exclusive and unique addition to their garage. As Allard themselves say “Rarely seen. Never forgotten.”



The Roadster is powered by the Hemi V8 fuel injected engine from General Motors and meets Euro 5 emission standards. Disc brakes, fully adjustable independent suspension, 5 speed manual gearbox and an all weather kit are available to provide the customer with the ultimate in motoring experience. They should be available in China from the fourth quarter of 2012. Production will be limited to 100 J2X MkIIs a year.

Right: An original 1951 Allard J2 as driven by Tim Llewellyn at the recent VSCC Spring Start race meeting.





Jack Harvey Race 1 winner

© Mick Herring

Oulton Park on Easter Saturday played host to the opening three races of the Cooper Tires British Formula 3 Series, each yielding a different winner. In the team stakes, Carlin's Jack Harvey took the first with Fortec's Pipo Derani and Felix Serralles winning other two. The British Formula 3 Championship has always been a high profile springboard for racing talent with equally high profile mentors coaching the young aspirants drivers. This year is no exception, with World Sportscar stars/Le Mans winners, Allan McNish and David Brabham (in his role as Racing Steps Foundation ambassador) mentoring the careers of Harry Tincknell and Jack Harvey respectively. Twice World Rally champion, Carlos Sainz, was there supporting his son Carlos Jr. and admitted to being far less nervous when he is competing himself than he was today.

Race 1

Apart from the pressure of a slow start, Jack Harvey was never headed and able to build a lead until the flag, only slowing in the final laps when victory certain. Jazeman Jaafar was second, having started third on the grid. Third was Carlos Sainz Jr, ahead of Harry Tincknell, who had started from second spot and Alex Lynn completing the top five.

The National Class win was taken in all three races by Australian Richard (Spike) Goddard.

Third was Carlos Sainz Jr, ahead of Harry Tincknell, who had started from second spot and Alex Lynn completing the top five. The National Class win was taken in all three races by Australian Richard (Spike) Goddard.

Race 2

The 20 minute "reverse grid" race would see Brazilian Pipo Derani reap maximum advantage from fourth spot, taking control of the race early on, once he had deposed early leader and National Class winner "Spike" Goddard. Despite a long safety car period, which would see the race end as a one lap "sprint", Derani would score his maiden win by a margin of 0.85 secs, together with fastest race lap, ahead of fellow Brazilian Pietro Fantin with the next four, Jazeman Jaafar, Harry Tincknell, Carlos Sainz and Jack Harvey well spaced behind. National Class winner Goddard was ninth overall.



Ticknell 4th leads Sainz 5th and Harvey 6th

© Mick Herring



Jazeman Jaafar 2nd

© Mick Herring

Race 3

The final, 40 minute, feature race scored two firsts, with Felix Serralles securing his own maiden victory and in the process became the first Puerto Rican driver to ever win a British F3 race. Getting a better start than pole man Jack Harvey, he charged into the lead at the first corner, Old Hall and maintained it to the flag. Jack Harvey trailed him by 2.8 secs at the line but left Oulton Park with a six point lead in the championship, until Monza at least. Race 2 winner Pipo Derani prompted an immediate three lap safety car period, when his car seized on the line and had to be manhandled away. Serralles soon re-established his lead from Harvey with lengthening gaps between the following four cars, Tincknell, Sainz, Jaafar with Alex Lynn completing the top six.

[To view more photographs in our on-line gallery, click here](#)



Audi heads for Old Hall

British GT Oulton Park 9th April By Mick Herring

A soaking wet Oulton Park on Easter Monday witnessed the two season-opening Avon Tyres British GT Championship races.

The conditions didn't dampen the enthusiasm of the loyal spectators or drivers in a meeting full of surprises, where the rain only let up temporarily as the cars formed on the grid for race 2.

Race 1.

What was destined to be a rolling start to flag victory for the United Autosports Audi R8 LMS of Charles Bateman/Matt Bell, fell apart on the very last lap at Cascades when the car stopped, unable to scavenge

enough fuel to complete the lap that had started with only nine seconds remaining on the clock after one hour of solid racing.

At the start Bateman's Audi got away from the trio of the Beechdean Aston Martin, Ecurie Ecosse BMW Z4 and Jan Mardenborough's Playstation Nissan GTR with the soon-to-join trio of Cameron's Mtech Ferrari 458, David Jones' Mercedes SLS and David Ashburn's Trackspeed Porsche 997 GT3.

That order changed when Andrew Howard spun the Aston Martin Vantage, he was not the only driver to explore the escape road in these conditions, a problem for the Corvette at Druids would see the safety car deployed and the field close up again. Shortly after the racing resumed the pit window opened and fifteen cars, but not the leading Audi, quickly headed in.

After the driver change Matt Bell continued the Audi's dominance with Olly Bryant, now in the BMW Z4, in second spot. Delaying their pit stop until the last moment saw Godfrey Jones emerge in third place but after an exciting few laps the mighty Mercedes would spin at Old Hall after contact with Matt Griffin's Ferrari 458, dropping to an eventual seventh.

After an exciting race and the Audi's fuel woes, which would see it classified 15th, the final order was the McCaig/Bryant Ecurie Ecosse BMW first, Lester/Simonsen Rosso Verde Ferrari 458 2nd, Cameron/Griffin Mtech Ferrari 458 3rd, Ashburn/Westbrook Trackspeed Porsche



Hector hides in the spray

© Mick Herring



Fine 5th Mardenborough - Buncome Nissan Race 1



Race 1 winning BMW Z4 McCaig/Bryant

would finish a very creditable eighth.

Despite the conditions, overtaking would be a strong feature of this race throughout.

Unlike the previous race, there was not a sudden dive into the pits when the window opened, until Richard Westbrook hit traffic, reducing his lead to 5 seconds and prompting the start of a mass change. With success time penalties added to minimum pit stop times, Ashburn would emerge with a 27 second lead over Hector Lester's 458 with Duncan Cameron's Mtech 458 and the Trackspeed Porsche 997 GT3 of Jon Minshaw/(Tim Harvey shared) both respectable distances behind.

A nervous, China-bound Allan Simonsen watched as Hector maintained a narrowing gap until the last lap when the two Ferraris touched at Old Hall, the nett result was a long delay for Lester which would drop him down the order to 12th and deny the Rosso Verde pair their second podium.

The final order would therefore be Westbrook/Ashburn 1st, Griffin/Cameron 2nd, Minshaw/Harvey 3rd, Michael Caine/Danielle Perfetti Motorbase Porsche 997 GT3 4th, Matt Bell/Charles Bateman (from last spot on the grid) 5th, Nick Tandy/Steve Parish Motorbase Porsche 997 GT3 6th.

Warren Hughes/Jody Fannin Ginetta G50 and the Witt/Grimes Chevron GR8 again won the GT4 and GTC categories, in 19th and 23rd places respectively overall.

Still awaiting homologation, the new Chevron GT3 of Anthony Reid/Jordan Witt took the Invitation class with 21st overall.

[To view more photos in our on-line gallery please click here when connected to the Internet.](#)

997 GT3 4th, Mardenborough/Alex Buncombe RJN Nissan GTR 5th and Danielle Perfetti/Michael Caine Motorbase Porsche 997 GT3 rounding out the top six.

GT4 category would be won by Jody Fannin/Warren Hughes Team WFR Ginetta G50 in 17th and GTC by the David Witt/Ray Grimes Chevron GR8 in 22nd.

Race 2.

Just after three o'clock the cars formed up on the grid again to be greeted by a rain shower as the race started, heavier than that of the first race.

With the Audi at the back of the grid, this time it would be the Westbrook/(Ashburn) Porsche that would enjoy the clear track ahead of him.

Jonny Adam's Aston Martin would succumb to a spin which would allow the Ferrari 458s of Simonsen and Griffin by to second and third.

Chasing hard after these two, despite the loss of ABS and traction control, was the Trackspeed Porsche of Joe Osborne that he shares with Steve Tandy. Inevitably this would eventually take it's toll on the car's pace but the pair



GTC winning Chevron GR8



Race 1 GT4 winning Ginetta



Mighty Jones' Mercedes SLS



Race 1 Aer(o) apparent Wind Tunnel spray



Race 2 Hector holds 2nd until Cameron catches



The Pride of Longbridge

By Simon & Janet Wright

This was the 7th running of the Pride of Longbridge rally, which was started to commemorate the closing of the Longbridge factory just short of a century of car production on the site. Known locally as 'The Austin', the factory actually produced various brands during its lifetime. It was the home of the Austin car company, which became part of BMC, British Leyland and Leyland Cars. Its most famous car was probably the Austin Mini, though all Austin models passed through the gates of the city sized factory site over nearly one hundred years of mass production. After British Leyland ceased, it built Rover models and then MG cars on the site. Part of the factory is now back assembling MG cars for the new Chinese owners, and they gave their support to this event and had some of the new MG 6 saloons on display.

The event took part in Coton Park, which is just over the road from the Longbridge factory. The event was open to cars that were associated with Longbridge, which basically allowed all of the old Leyland car marques to be represented, including Triumph

and Jaguar. Over one thousand cars took part in the free event, covering a large part of the park. There was also a convoy of cars which arrived from the former sister Morris factory at Cowley in Oxfordshire. There were large numbers of more contemporary Rover and MG models from the latter years of production, but there were also other models from the past including early Austin 6 and Austin 7 cars. Probably the entire production history was on display, ranging through the Devon, Westminster and Cambridge models from the Counties range, the A30, A35 and A40 and the Austin Allegro and Princess from the later years of the Austin brand and



© Simon Wright



© Janet Wright



© Simon Wright

there were lots of the original Mini models on show. Also the various brand variants were well represented with Wolseley, Vanden Plas and Riley variants on popular Austin models also on display. In later years, these famous British brands were kept alive by taking a standard Austin model,

for example, the Allegro, fitting a more luxurious interior and a different radiator grill and calling it a Vanden Plas 1500. This had been done for many years and did allow once famous car brands to be kept alive. Most of them were represented at the show.

This event continues to expand each year, and there are now talks about it possibly becoming a two day meeting in the future.



© Janet Wright



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© Janet Wright



© Simon Wright



© Janet Wright



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[To view more photos from the Pride of Longbridge event 2012 in our on-line gallery click here when connected to the Internet.](#)

Archive Picture

By Pete Austin



One of the cars making an appearance at the Donington Historic Festival Preview Day (reported last month) was the Matra MS650 of Jack Brabham and Jean Pierre Beltoise. This months image is a period shot of the car chasing the Jo Siffert/Brian Redman Gulf Porsche 917 at the 1970 Brands Hatch BOAC 1000kms. The Matra went on to finish 12th but the Porsche retired after an accident. Note the helicopter type helmet being worn by Jack Brabham. This type of helmet was also tried by Jackie Stewart in this period.



Mat Jackson flies to his first win of the year

second of the Ebay BMW's who also passed Collard on the exit of the chicane. Jackson and Shedden slowly inched out a lead on the pursuing pack while Neal and Plato continued to scrap for 3rd and this was the order to the finish, with Jackson winning from the two Honda's of Shedden and Neal. The second race saw Rob Austin fail to start after his Audi suffered engine failure in the first race. Mat Jackson took off like a rocket from Pole position to draw out a good lead on the first lap. Jason Plato was mixing it with the two Honda's of Shedden and Neal round the first lap but as they entered the chicane at the end of lap one all hell broke loose. Plato was on the outside line into the chicane and was forced wide by Rob Collard who had dived up the inside on the entry to the chicane. Plato ran wide on the exit of the chicane and made contact with the front corner of Collards BMW which then pushed Plato in to a spin and on to the grass on the exit, where he piled heavily into the tyre barrier, bouncing in to the air and landing heavily. Collard spun the other way, through the pack to end up sideways across the pit lane entry. Plato managed to limp across the track and back in to the pits and the Safety car came out for a lap while the tyre barrier was pushed back in to place. After the restart, Jackson and Shedden pushed themselves clear of the field and Shedden took the lead in to the chicane on lap 5. Further down the field Dan Welsh ran across the gravel at the chicane and spun off on the exit. Plato rejoined after pitting, two laps down

BTCC Donington Park

By Simon & Janet Wright with additional photos by Mick Herring. The British Touring Car Championship arrived in the Midlands for rounds 4,5 and 6 at Donington Park. Championship leader Jason Plato put the new MG KX Momentum Racing MG6 on Pole Position ready for Round 4, surrounded by the two Honda Yuasa Team Honda racing Civic's of Gordon Shedden and Matt Neal and the Pirtek Honda Civic of Andrew Jordan. From the start, Rob Collard in the Ebay BMW catapulted in to the lead by the first corner, from the third row of the grid and Mat Jackson in the Ford Focus also gained places while the two Yuasa Honda Civics lost out and Plato managed to hold 2nd in the MG. A couple of cars went wide on to the gravel at Redgate, but Wood and Griffin were able to rejoin at the back of the field. Plato held up the queue for a couple of laps allowing Collard to build up a safe lead but by lap 4 Plato was on the rear bumper of the leader. On the fifth lap plato and Collard were side by side down the main straight and both left their braking a little late with Plato bouncing across the kerb on the chicane after Mat Jackson had used the MG to slow himself down with slight contact to the rear of Plato and Collard ran wide on the exit. This allowed Mat Jackson through in to the lead, followed by Matt Neal and Gordon Shedden with Plato 4th just ahead of Tom Onslow-Cole in the



© Janet Wright

Gordon Shedden Honda Civic first to take 2 wins



Adam Morgan Toyota and Tony Gilham Honda try different lines at the chicane

on the leader. Andrew Jordan got pushed sideways at McLeans by Newsham and lost a couple of places as the close racing continued all down the field. Up front, Gordon Shedden slowly pulled out a lead while Matt Neal got through to second, passing Mat Jackson. In one of the mid-field battles Chris James Vauxhall Vectra was forced wide at McLeans over the kerb. As he rejoined the track he was hit hard in the side by the Ford Focus of Liam Griffin and the two both went sideways off the track up the hill towards Coppice and in to retirement from this race. Shedden made it five different winners in the first five rounds of the championship at the end with matt Neal making it a Honda 1-2 and Mat Jackson kept 3rd at the end. Rob Collard managed to fight his way back

to 8th after his first lap accident with Jason Plato. The third race had the reverse grid draw which put Jeff Smith in the Pirtek Honda on Pole position ahead of his team mate Andrew Jordan while Neal and Shedden occupied the third row. Smith made a poor start and was swallowed up by the pack while Mat Jackson from the second row was in to the lead by Redgate, though he nearly lost the back end through the corner, while Andrew Jordan in the Honda got very sideways in second place and lost several places as he collected it back together. All this action allowed David Newsham in the Vauxhall Vectra to have the lead through the Craner curves, with the BMW of Collard and the Focus of Jackson glued to his rear bumper. Further down the field, contact was made again with Griffin and James with James going deep on the infield grass and gravel through the Craner curves while James' spin remained on the tarmac with cars taking avoiding action. Both were able to continue. Andy Neate was not so lucky. On the start of the second lap, he made contact with the Redstone Focus of Aron Smith and he spun hard in to the wall on the pit straight, badly bending the MG. The third lap saw more action as Collard ran wide on to the grass at Old Hairpin and rejoined right in front of his team mate Onslow-Cole which forced

© Mick Herring



Jeff Smith Honda Civic 2 wheels through the chicane

Onslow-Cole on to the grass on the infield at Schwantz. Meanwhile Andrew Jordan decided to dive up the inside of Matt Neal who had been held up by the



© Simon Wright

Very close racing at the front of the BTCC.

2nd as they went side by side through Schwantz. Plato did a similar overtake the next lap on Collard to take third. The two NGTC cars started to hunt down Jackson who was still holding on to a slim lead. On the final lap it ended in tears at the chicane. Plato started to physically push Shedden half way down the Dunlop straight. The first three were all together, but with the extra speed from the pushing MG there was no way that Shedden could turn in for the chicane and both he and Plato headed through the gravel, Shedden going in deeper. All this action meant that Jackson took the flag first while Plato recovered quickest to cross the line 2nd and Shedden 3rd. However, this was not the end of the



© Mick Herring

The third race was decided in the gravel, Plato and Shedden kick up the dust

positions. This gave Shedden his second victory of the weekend with Plato taking second and promoting Tony Gilham to third place, his best ever BTCC result. [See more photos here on-line](#)

Collard Onslow-Cole incident while the two Honda's made contact, both spinning at McLeans and Neal ended up stuck in the gravel and out of the race. While all this was happening in the middle of the pack, Mat Jackson had made his move and was leading the race as they arrived at the start line, to be greeted by the safety car. After the restart Collard got up to second behind Jackson and Plato had worked his way through to 6th place and set fastest lap on his way through the field. Shedden moved in to third with Tony Gilham in last years Honda dicing hard with Plato who soon passed Gilham and then made short measure of Newsham and moved in to 4th place. Shedden dived past Collard through Old hairpin and moved in to



© Janet Wright

Nick Foster BMW 320Si

results. Mat Jackson was disqualified for his engine exceeding the pre-set boost level due to a mechanical failure, and the Stewards penalised Plato by 2 seconds for pushing Shedden off at the chicane, which was enough to reverse their



© Simon Wright

Dan Welch spins the Proton Persona at the chicane

In the supporting races Michael Meadows took both victories in the Porsche Carrera Cup GB races, Paul Rivett and Jack Goff both won a round of the AirAsia Renault UK Clio Cup, Tom Sharp won two rounds and Tom Ingram the third round of the Michelin Ginetta GT Supercup and in the Ginetta Junior cup Niall Murray and Sennan Fielding each took a race win.

© Mick Herring



Big accident in the Ginetta Junior race

© Mick Herring



Start of a Porsche Carrera Cup race

© Janet Wright



Tautvydas Barstys and Darren Wilson get too close Renault Clio Cup.

© Janet Wright



Ginetta GT Supercup field through Redgate

© Simon Wright



Niall Murray got airborne over the kerbing in the Ginetta Junior race.

© Simon Wright



Aaron Williamson flying in the Renault Clio Cup.



© Mick Herring

Rare American Racer. Almost hidden by the profusion of American engines present today was another piece of Americana in the shape of the very rare Bobsy SR2 from the early 1960s designed and built by Jerry Mong. This rare and diminutive car, powered by a mere 1600cc of Alfa Romeo's 4 cylinder best proved deceptively fast, when put to the test by Leicestershire preparation expert Simon Hadfield.

The inherent speed of the Bobsy is due not only to it's small stature but to the materials used throughout. Apart from the mid-mounted all-alloy Alfa Romeo engine, the beautifully constructed spaceframe is also made of welded



© Mick Herring

aluminium tubing, all cloaked in a purposeful fiberglass body, the tail of which is reminiscent of the "Bobtail" Cooper Monaco. A Hewland Mk8/9 transaxle completes the specification.

The original cars in America were fitted with DKW, Saab or Ford 105E 1100cc engines. The car was designed to take engines up to 2 litres. In 1963 Chuck Dietrich won the SCCA G-Modified competition championship driving a Bobsy SR-2



© Mick Herring



Terry Crabb braves the elements in ERA R12C



Alasdair McCaig shakes down the ex Chris Amon March 701 belonging to Roger Wills in advance of Monaco Historique



A complete contrast as Joe Twyman - Tyrrell P34 passes Simon Diffey - Connaught or is it the other way round?



Chris Rea gives his rare Lotus 6 an outing



The ex Chris Amon March 701 which used to hang on the wall of the Donington Collection

VSCC Spring Start

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

The UK vintage racing season got off to a start at Silverstone on Saturday 21st April 2012 as the Vintage Sports Car Club (VSCC) held their Spring Start meeting. With 11 races round the National circuit, and good entries for all the races, the action came thick and fast. The first 'race' was a 30 minute Regularity trial for Pre-



Pre War cars Handicap 2

war Sports Cars. This event is not a traditional race but a race against the clock. Each driver is given a set number of laps to complete in the 30 minutes depending on the age and engine size of the car. They also have to complete a pit stop where they must change a spark plug. At the start there was a battle on

Classic and Competition Car May 2012



Neil Perkins RGS Atalanta Sports 21st in the 1950s Sports Racing Cars Race

pair of Lotus 16s'. The unusual car in this race was the rare 1938 Bugatti T59/50B III driven by Tom Dark. The battle at the front remained nose to tail for several laps before the Ferrari out braked the Lister Jaguar Monza into Brooklands for 2nd place which also allowed Walker through into third in his Lotus 16. Next time round and Walker was a couple of car lengths clear in the lead from the Ferrari with the ERA down to third and fighting hard with the Lister Jaguar Monza. McGuire was still in the battle as well in the other Lotus 16. Now with clear track in front of him, Walker started to pull out a lead and went on to take victory by 2.83 seconds from the ferrari 246 Dino of Tony Smith. Rod Jolley finished 3rd in the Lister Jaguar Monza from Mark Gillies in the ERA and Eddie McGuire in the other Lotus 16. The first five were only covered by 8.34 seconds at the finish line.

Philip Walker took the Amschel Rothschild Trophy, Mark Giles in the ERA R3A won the Patrick Lindsey Memorial Trophy and William Nuthall was the first Post war F2 car home in a Cooper Bristol Mk2 finishing a creditable 9th overall. Winner on Handicap was Paddins Dowling in an ERA R10B

After the excitement of the front engined racing cars, the Standard and Modified pre-war sports cars proved to be equally exciting with Andrew Mitchell winning in his HRG 1 ½ litre by just 0.86 of a second from Frederic Wakeman in a Frazer Nash Supersports. Wakeman took the award for 1st Vintage car. William Mahany in a HRG Le Mans Model was

track at the front between the Frazer Nash TT Rep of Robert Beebee and the HRG 1 ½ litre of Andrew Mitchell but overall victory went to Holly Mason-Franchitti in an Aston Martin Ulster LM17 from Chloe Mason in a similar LM18. Robert Beebee and Andrew Mitchell came next of the result sheet. David Furnell in a Riley Brooklands was the first Class B car and David Birnage in an Austin 7 Ulster was first home in class A. Class E went to Nicholas Hine driving a Lagonda LG45.

The first of the traditional races was the Silverstone Trophy for Special Pre-war Sports Cars and the Fox & Nicholl Trophy race for large capacity standard and modified pre-war sports cars. This combined race had an impressive entry and provided a great win for Neil Twyman at the wheel of a 1932 Alfa Romeo 8C beating Richard Iliffe in a Riley Kestrel 12/4 Special by just over a second. Twyman took the Fox & Nicholl trophy while Iliffe gained the Silverstone Trophy. Dudley Sterry in his HRS Sports was winner on Handicap.

Next race was the Amschel Rothschild & Patrick Lindsay Memorial Race for Pre-1961 front engined racing cars. The start of the race saw a fantastic four car battle for the lead with the ERA R3A of Mark Gillies leading the Lister Jaguar Monza of Rod Jolley and the Ferrari 246 Dino of Tony Smith all nose to tail round Luffield with Eddie McGuire and Philip Walker only a cars length behind in their



Michael Steele Connaught C Type finished 6th Amschel Rothchild & Patrick Lindsay Memorial race



Chris Williams 24 litre Napier Bentley and Adam Sykes 3.5 litre Delahaye Type 135

1st un-supercharged car up to 1100cc and David Ozanne in an Aston Martin Speed Ulster was 1st un-supercharged car 1501-2000cc. The final awards in this race went to David Cottingham in a BMW 328 Sport - 1st VSCC 'Standard' car and Christopher Scott Mackirdy Aston Martin Le Mans was winner on Handicap.

The GP Italia & Lanchester Trophies race was won by Geraint Owen in a Bugatti T35B who took the GP Italia Trophy from Tony Lees in an AC/GN Cognac. The Lanchester Trophy was won by Alexander Boswell in a Bequet Delage 2 Str GP while Gary Caroline in a Morgan Super Aero was 1st in the 1101-1500cc class and the winner on handicap was Chris Hudson in a Bugatti T35B.

Next out were the pre-war cars for a handicap race with a mixed grid of single seaters, sports cars, specials and Grand Tourers all on track together. A great selection of marques were represented, Austin, Bentley, Delahaye, MG, Riley and Wolseley amongst them. Malcolm Underwood won in his 1937 Delahaye 135 from Ron Turner in a Wolseley Hornet Special and Norman Pemberton in a Talbot 95/105 Sports.

Race 7 again showed the variety of races available for the Vintage racer. The Scratch race for pre-war cars was a demonstration for the mighty ERA with three

finishing in the top four places. The ERA R3A of Mark Gillies took the chequered flag first from the R7B of Paul Mullins while Terry Crabb was 4th in his R12C. Peter candy spoilt the ERA steamroller by finishing 3rd in his Riley Super Rat who also won Class B (1101-2000cc/826-1500cc S/C). The other class winners were William Mahany in a HRG Le Mans Model (Class A (Up to 1100cc/825cc S/C)) and Stephen Shoosmith in his Bugatti T51 (Class D (Over 3000cc/2500cc S/C)) while Julian Grimwade in a Lagonda Rapier was the winner on Handicap. We then came to the most modern of the cars run under the VSCC umbrella, the 1950s Sports racing cars. These are always close exciting races as the small and nimble purpose built racing cars take on the big engined mighty sports cars. Julian Majzub in his 1958 5.6 litre Sadler MkIII took a hard fought victory, harried by Grahame Dodd in the much smaller 1959 1.9 litre Cooper Monaco, the pair finishing just 0.82 seconds apart after 10 laps round the Silverstone National circuit. Tony Bianchi could only manage 3rd place in his 6.4 litre Farrellac Allard Sports, over 2 seconds behind at the flag. Peter Rott took the up to 1500cc class in his Lola Mk1. The entry is split into Pre and Post 1956, with the leading cars all being in the Post 1956 class. The Pre-1956b class winner was Christopher Keen in a Kurtis 500S while the winner on Handicap was Paul Woolley in a Cooper Monaco.



Regularity Trial - Claire Furnell Austin 7 'The Toy' leads Charles Clegg Austin Riley

The next race was the second of the Handicap races for Pre-war cars due to the large entry for this event. John Reeve in a Riley 12/4 won from Alastair Pugh in a Frazer Nash BMW 328 with Trevor Swete taking 3rd place in an Invicta S Type.

The next race was organised by the Historic Grand Prix Cars Association and was for Pre-1966 Grand Prix cars. A representative field was assembled with cars from Cooper, Lotus, Brabham and Lola plus others. High light was two ex-Rob Walker cars including the Lotus 18 used by Stirling Moss to win the Monaco and German Grand Prix in 1961. The race was won by Peter Horsman driving a Lotus 18/21 from John Harper driving a Brabham BT4 and Mark Piercy in a Lola Mk4 who was also the Class 11 winner. The other class winners were John Chisholm Lotus 18, John Clark Cooper T51 and Eddy Perk Heron F1.

The final race of the day was another Scratch race



Early battle for the lead of the Amschel Rothschild & Patrick Lindsay Memorial race between Tony Smith Ferrari 246 Dino, Mark Gillies ERA R3A and Rod Jolley Lister Jaguar Monza



© Mick Herring

Nicholas Pellett Frazer Nash LM Coupe 50's Sports car Race

Wolseley Hornet Special (Class C - 2001-3000cc/1501-2250cc S/C). Winner on Handicap went to Alistair Pugh in his Frazer Nash BMW 328.

[To view more photos from this meeting in our on-line gallery, click here when connected to the Internet.](#)

for Pre-war cars, a 5 lap blast to end the meeting. Andrew Kellock took the final chequered flag in his 1929/35 Fiat AC from Douglas Monro in a Frazer Nash Super Sport and Trevor Swete in his Invicta S Type. Swete also won his Class (D - over 3000cc/2500cc S/C) and was first VSCC Standard car. The other class winners were Hugh Birley Austin 7 Ulster (Class A - up to 1100cc/825cc S/C) and David Seber

© Janet Wright



Neil Twyman Alfa Romeo 8C on his way to victory



Regularity Trial - Holly Mason-Franchitti Aston Martin Ulster LM17



Gillian Carr AC/GN Special ahead of Peter Morley Bentley 3 / 4 ½ litre



John Earle Marsh Alvis Silver Eagle made a steamy exit



Mark Walker slides GN Thunderbug around Luffield

[To see more photographs from the Spring Start meeting in our on-line gallery. Click here to view](#)



© Janet Wright

Drive It Day - **The MAC Classic** - 22nd April 2012.

By Simon & Janet Wright.

History of the event.

Drive It Day (DID) was first introduced back in 2005 as a day when owners of classic cars are encouraged to take the car out on the road, even if only down to the local shops. It is always the closest Sunday to the 23rd of April (St Georges Day) to celebrate the date that 64 cars started out from London in 1900 on the first One thousand mile round Britain Reliability Trial to Edinburgh in Scotland and back to London. The original event took place over 3 weeks from the 23rd April to the 12th of May and was the beginning of motorsport in the UK. Designed to show people all around the country, many of whom had not seen a motorcar before, that the modern motor car was a desirable and legitimate form of transport. Among the original entrants were Herbert Austin driving a Wolseley, CS Rolls' Panhard and JD Siddeley in a Daimler plus a single Lady entrant - Mrs Bazalgette in a 3HP Benz.

The national speed limit was a maximum of 12 mph or 8 mph through Towns and Villages. The event included a number of optional timed tests, such as Hill Climbs in the Lake District and Scotland and a 1 mile speed trial at Wellbeck Park in Nottinghamshire. The route took in places like Bath, Bristol, Birmingham, Manchester, Carlisle, Edinburgh, Newcastle, Leeds, Sheffield and Nottingham before returning to London. After the three weeks, 49 of the original 65 starters made it to the finish with Charles Stuart Rolls driving his Panhard getting the Gold medal for the Best Car in any class

2012

There are always organised events on Drive It Day where like minded owners can get together to share their experiences. This year there were several big events organised. This first report is from the Midland Automobile Club (MAC) Spring



© Simon Wright

Classic. The MAC organise events at Shelsley Walsh, the oldest motor sport venue in the world. It was therefore fitting that their 4 runs across the Midlands should all finish at Shelsley Walsh, where each of the participants had the opportunity to drive up the Hill Climb course at the end.



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[To view more photos from this event, click here to view our on-line gallery when you are connected to the Internet](#)



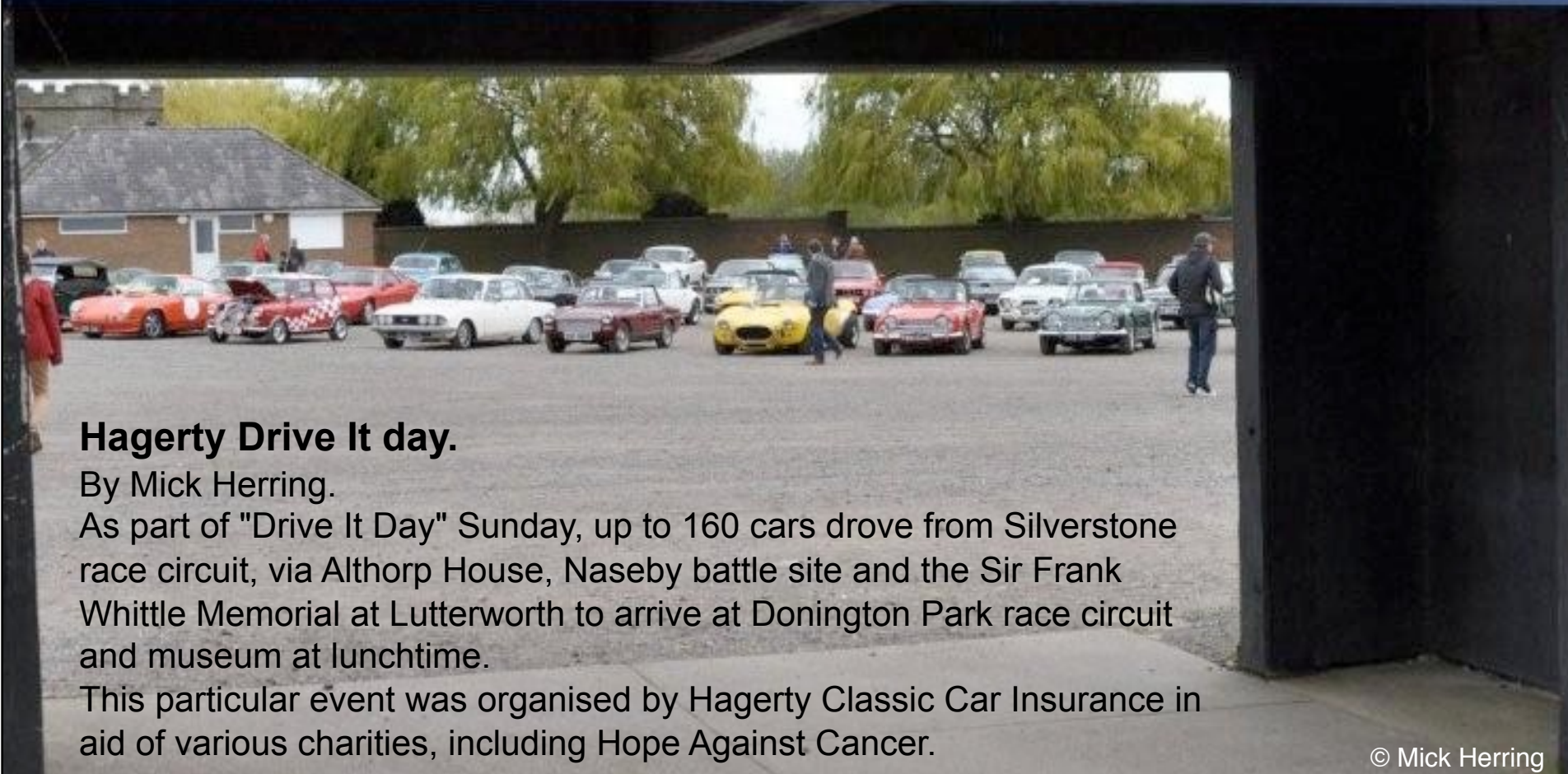
© Mick Herring
Monteverdi 375 L High Speed



© Mick Herring
Daimler Dart and Alfa Romeo GTV



© Mick Herring
Porsche of any age are classic



Hagerty Drive It day.

By Mick Herring.

As part of "Drive It Day" Sunday, up to 160 cars drove from Silverstone race circuit, via Althorp House, Naseby battle site and the Sir Frank Whittle Memorial at Lutterworth to arrive at Donington Park race circuit and museum at lunchtime.

This particular event was organised by Hagerty Classic Car Insurance in aid of various charities, including Hope Against Cancer.

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Maserati Merak



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F1 March 711-721



F1 Lotus 77

© Mick Herring

© Mick Herring



Joe Twyman F1 Wolf



Matra MS120 V12



March 701 and Tyrrell 006