

Classic and Competition Car

April 2013 Issue 31

Donington 80th Anniversary
meeting



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Front Cover.

Donington Park 80th Anniversary Meeting Historic Touring Cars Giant Killing Early Leader Roger Godfrey Austin Cooper S who eventually finished 4th © Mick Herring.

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Classic and Competition car

April 2013

Our Team

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

Pete Austin.

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

Mick Herring

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

Janet Wright.

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



Editorial
As we come to the start of a new season, we hear of another problem with a British racing circuit. There seems to be some concern over the racing future of Mallory Park (See News story). We cannot loose another circuit, to go the way of Aintree, Crystal Palace, Ingliston, Longridge, and Rufforth to name but a few. This problem seems to be environmental rather than financial. Maybe it's time to look at noise levels again for this circuit. I, for one, would rather see racing with strangled sounds than no racing at all. I know nothing beats the sound of a racing engine at full chat, things like the Matra V12 always sound memorable, but I would rather see the car race with a muted exhaust, than not see it race at all. I hope a solution can be found soon.

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© Simon Wright

Mallory Park in Crisis?

Racing has taken place around the oval that is Mallory Park for more than 50 years, but there appears to be a problem. A few local residents have complained to the local council about the noise levels from the circuit, and want to get the place closed down. The circuit is currently subject to an agreement which dates back to 1985 and limits the operation to just 92 days a year. The circuit wants to increase this to 160 days to remain viable.

© Simon Wright





New Sywell Classic adds competition element.

The new Pistons and Props show at Sywell Aerodrome on the 28th and 29th September will have over 75 classic and historic cars and motorcycles battling it out on the runway to see who is fastest. Single seaters, saloons and sports cars will battle on the run way, while Dragsters and motorcycles will go head to head on the taxi way in a 200 metre straight line sprint. The Racing Runway and Sprint strip are both open to car and motorcycle owners. To check eligibility and gain entry contact David Alderson at david@livepromotions.co.uk

Several classic motoring clubs have already signed up to static display between 5 and 10 of their members vehicles including the Austin Counties Car



© Simon Wright

Club, Morgan Sports Car Club, BMW Club and the Jowett and Marcos Owners Club to name but a few.

In the air will be Spitfires, Mustangs, Hurricanes and Kitty Hawks which are just some of the iconic aircraft that will display over the weekend. for more information see www.sywellclassic.com

911 Porsche 911

To celebrate the 50th Anniversary of the iconic Porsche 911, this summer's Silverstone Classic is organising a parade of 911 Porsche 911's around the Silverstone Grand Prix circuit on Sunday 28th July 2013. The parade will incorporate Race, Rally and Road versions of this all time classic car. The 911 made its public debut at the 1963 Frankfurt Motor show and since then over 820,000 have been made, making it the most successful sports car ever made. Working with Porsche club GB, the organisers are keen to ensure that this special event highlights all five decades of this remarkable car and will include many of the various models including Carrera, RS, RSR, GT, Speedster, Targa and Turbo models.

Nick Hine, Chairman of Porsche Club GB said "Achieving 911 Porsche 911s on track at Silverstone all at the same time, initially seemed an ambitious target. However, there has been strong interest from 911 owners all over the World and we already have nearly 400 confirmed participants. Fifty years of 911 evolution, combined with famous drivers from Porsche's illustrious racing history taking part, mean that the fight for pole position at Silverstone has never been quite so strong."

Anyone wishing to participate should contact the Porsche Club GB office on either 01608 652911 or e-mail silverstone911@porscheclubgb.com



© Simon Wright



© Janet Wright

The Mini might be over 50 years old, but with the right drivers and conditions they can still pull off giant killing acts. In the wet at Donington, Rodger Godfrey (85) in a 1.3 Mini Cooper S powered past 4.5 litre American muscle cars to lead the Historic Touring car race. He unfortunately spun out of the lead while lapping a Ford Falcon, but another Mini of Pete Morgan (67) was there to take the overall victory.

© Simon Wright



© Simon Wright

Rally of the Midlands - Cancelled for 2013.

Run for the last 10 years around the Nuneaton and Hinckley area of Leicestershire, the popular Rally of the Midlands, one of the few events which lets people in the middle of the country see rally cars in action, has been forced to cancel for this year. The problem has not been lack of entries, more lack of stages. Due to the uncertainty of Mallory Park, a major venue in the rally, plus rebuilding work in the middle of Hinckley town



© Simon Wright



centre (another stage) and the unavailability of Bramcote Army base due to operational activities, the organisers were forced to cancel the event scheduled for June 21st and 22nd.



© Janet Wright

BTCC set for largest grids yet in 2013.

The Dunlop MSA British Touring car Championship unveiled their driver line up at a media launch held at Donington Park recently. With a capacity, and record entry of 32 cars entered for this season, the series continues to go from strength to strength. There are thirteen different models from 11 different marques, with two official manufacturers teams - Honda and MG. The other manufacturers represented by private teams are Ford, BMW, Volkswagen, Proton, Toyota, Audi, Vauxhall, Seat and Chevrolet. This is the largest entry in the 2 litre history of the BTCC. Twenty six of the cars are entered in the NGTC specification class, while the other six are S2000 specification cars. This years championship starts at Brands Hatch over the Easter weekend and consists of 30 races in ten meetings, held at nine different venues around the UK. It was also announced that the superb ITV television coverage had been extended until at least 2017

BTCC Driver line up

Back row: left to right: Nick Foster, Joe Girling, Liam Griffin, Lea Wood, David Nye, Warren Scott, Howard Fuller, James Cole, Andy Neate
Middle Row: Ollie Jackson, Dave Newsham, Jeff Smith, Frank Wrathall, Daniel Welch, Rob Austin, Sam Tordoff, Will Bratt, Adam Morgan, Jack Goff
Front Row: Mat Jackson, Tom Onslow-Cole, Andy Jordan, Jason Plato, Gordon Shedden, Colin Turkington, Matt Neal, Rob Collard, Aron Smith

Tewkesbury Classic Vehicle Festival

Scheduled for Sunday the 18th August 2013, this charity event in aid of the Rotary Club of Tewkesbury, usually draws a large entry of around 350 cars and a further 150 motorbikes to Tewkesbury School Sports Field, Ashchurch road, Tewkesbury GL20 8DF, which is only 200 yards from Junction 9 of the M5 motorway. The organisers are keen to attract classic car and bike owners and offer free entry for show cars and bikes plus their driver. Adult admission to the show is £5 with children under 16 free and free on site parking. For further information see their web site at www.tewkesburycvf.org or phone 01684 850940



Rene Ligonnet

One Chevron B15, One owner, ready to race..... By Pete Austin

It's June 26th 1969 and I'm heading down to my favourite viewing spot at North Tower bend, Crystal Palace – London's own racing circuit. I'm looking forward to a days racing with all of the stars of the 1.0 litre Formula 3 era here – Ronnie Peterson, Reine Wisell, Tim Schenken, Roy Pike, Bev Bond, Howden Ganley etc. etc. It's time for heat 2 and coming into sight is a rather battered red Chevron B15 with the front wheel hanging off and heading straight for the unforgiving sleepers at the edge of the track.

Roll on nearly 44 years to 2013 and a rather cold, snowy March 'spring' morning at Donington Park. In a corner of the paddock is a familiar looking car. It's that same Chevron but looking immaculate now and sitting there next to it is Frenchman Rene Ligonnet. The same Rene Ligonnet that I saw at Crystal Palace all those years ago in the same car he has owned from new in 1969.

Rene still races the car in selected events and today he is competing in the HSCC Classic Racing

© Pete Austin

Cars race. Practice is held in very wet and snowy conditions but the sun comes out in the afternoon and Rene finishes in a creditable 10th place.

One of the highlights of Rene's varied racing career was at Le Mans in 1972 when he co-drove a Lola T290 at the Le Mans 24 Hours with Barrie Smith. By coming in 14th overall they gave Lola their first finish at Le Mans and also scored a class victory for the marque.

He is a great character and was more than happy to talk

© Pete Austin



about the 'good old days'. It certainly made my day and it was good to catch up with him after all these years.
Rene Ligonnet - Chevron B15 - Donington Park 2013 (Left)



Rene Ligonnet - Chevron B15 - Crystal Place 1969



Dunlop celebrate 125 years of pneumatic tyres.

Dunlop patented the first inflatable tyre in 1888 and founded the Dunlop Pneumatic Tyres Co. Ltd company the following year. They had their first victory in 1889 when Willie Hume won four races on a bicycle fitted with Dunlop Tyres. In 1902 they established the Dunlop Rubber Co. Ltd and their tyres won the Paris-Vienna race. In 1923, two years after the death of John Boyd Dunlop, they had their first Grand Prix victory with Henry Segrave's Sunbeam.. In 1959 they took their first Formula 1 World Championship with Jack Brabham in a Cooper.

This year, Dunlop have introduced a new 'soft' tyre in the Dunlop MSA British Touring Car Championship. Drivers of NGTC spec cars will have one set at their disposal over a race weekend. These tyres will have a different performance to the normal compound tyres, and they must be used in one of the three races at each meeting. The team must nominate in advance of Saturday qualifying, and in secret, which race they will use the soft tyres in. The tyres, when fitted are easily identifiable by the white lettering on the side wall. Each team car will also have 2 spare 'soft' tyres in case of punctures.



© Janet Wright

VSCC Spring Start

This year the traditional start to the Vintage racing season takes on a new format with a two day meeting over the weekend of the 20-21st April 2013. The Sunday will also be the first VSCC race meeting to be televised live on Motors TV. On the Sunday listing is an Aston Martin Centenary race for pre-war Aston Martins as part of the celebration of the Aston Martin celebrations for their 100th birthday.

© Simon Wright



Jack Sears Trophy.

Drivers of the older S2000 cars in the British Touring Car Championship (BTCC) will compete in the inaugural Jack Sears Trophy throughout the 2013 season. Here are five of the competitors lined up with Double British Touring Car Champion Jack Sears. L/R David Nye, Joe Girling, Lea Wood, Jack Sears, Liam Griffin and Warren Scott.



Aaron Morgan by Mick Herring

At the recent MSVR media day, of particular interest amongst the Production BMW racers is wheelchair user Aaron Morgan, whose BMW 320i is adapted to enable him to race.

After racing previously with a four speed automatic BMW, his car this year features a micro-switch on the gear lever which operates the conventional clutch via an, under the bonnet, electric motor together with hand controls operating the brake and throttle. His pace and skill is undiminished by his disability.



© Mick Herring



© Mick Herring



Technical Experts at Club Lotus Show.

Popular live technical demonstrations run by well known Lotus experts will be a big draw at the Club Lotus Show & Festival at Donington Park over the weekend of the 20th and 21st April 2013. As

well as watching live demonstrations, there will be the chance to ask the experts questions relating to their own Lotus projects.

Brian Buckland, author of Lotus Elan workshop manuals, will concentrate on the Lotus twin cam engine and the Lotus Elan. Brian Angus, former Lotus Esprit Platform manager, will focus on the Lotus 900 series engine and the Lotus Esprit. Frank Sadowski of Option 1 Sportscars, Lotus repair and restoration specialists, will run glass fibre repair, preparation and painting.

Charlie Mahony of CTM Performance Engineering will be looking at what's under the bonnet with engine machining, preparation and building.

Spyder Engineering will provide Andy Widnall and Sean Reeve will demonstrate how to restore a Lotus chassis while Steve Fulcher of N Fulcher Coachtrimmers will show interior trim restoration and repair.

Other guests will include Lotus 25 designer Len Terry, Mike Costin, ex-technical director of Lotus cars and co-founder of Cosworth Engineering, Jim Clark's Chief mechanic Bob Dance and Ian Scott Watson who was Jim Clark's mentor and first sponsor.

Classic and Competition Car Facebook Group

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

Series champion Steve Ross (McRae GM1) leads Proctor in the second MSC race at the Skope meeting.



© Fast Company/Alex Mitchell.

Local winner takes Tasman Revival series 2013 crown.

Defending Champion Steve Ross from Dunedin, New Zealand, has won the 2013 MSC New Zealand F5000 Tasman Cup Revival Series retaining his crown from 2012. The Kiwi driving a McRae GM1 finished well clear of second place Clark Proctor.

Final series points

1. Steve Ross 649 points
2. Clark Proctor 493
3. David Banks 424
4. Ken Smith 377
5. Greg Thornton 355

Class A

1. Alan Dunkley 403
2. Rod Carroll 322
3. Mike Whatley 259

Below, Steve Ross (second from the right) celebrates winning his second MSC New Zealand F5000 Tasman Revival series title with members of his team Christchurch based Motorsport

© Fast Company/Alex Mitchell.



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Formula 4

The 24 race BRDC Formula 4 is a new single seater initiative for young aspiring career path F1 drivers at an affordable price. The latest Ralph Firman designed spaceframe chassis is powered by a 185bhp Cosworth

Duratec engine with six-speed Sadev paddle-shift gearbox.

Jonathan went on to interview, in depth, drivers and/or representatives of the championships present with grid numbers and costs featuring high on the list of topics. By Mick Herring.

© Mick Herring



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David William Charlton

27th October 1936 to 24th february 2013.

Dave Charlton was a South African Grand Prix driver, who was born in Brotton, Yorkshire, England in 1936. He took part in 13 World Championship Grand Prix races, making his debut at the Price George circuit, East London, South Africa in 1965. He did not qualify for the race after suffering a fire in practice with his Lotus 20 Ford. The 1966 race was held on the 1st january 1966 but was a non-championship race. Dave finished 4th driving a Brabham BT11 Climax for Scuderia Scribante. In the 1970 South African Grand Prix, he drove a Lotus 49C Cosworth Ford and finished 12th. In 1971 he had the opportunity to drive for a couple of works teams, driving a Brabham BT33 in South Africa, where he retired from the race. He also drove a Lotus 72D at the British Grand Prix for Team Lotus, where he also retired from the race. He was Formula 1 Champion in South Africa for 6 years in succession from 1970 to 1975. He drove a Lotus 49 in 1970 then switched to the Lotus 72 during the 1971 season and took two further titles in the Lotus 72. The car was very distinctive in its White & Red Lucky Strike livery. He switched to a McLaren M23-Ford for the 1974 season and took the title in 1975 as well using the same car. Of the 13 World Championship events he competed in, he never scored a single point (In those days points were only awarded down to 6th place). He passed way in Johannesburg, South Africa on February 24th 2013 aged 76. To his family and friends we offer our sincere condolences.

SRO confirm date change for Dutch round of FIA GT series.

The third round of the FIA GT series at Zandvoort Netherlands, has been moved to the weekend of the 6th-7th July 2013 to avoid a clash with the DTM race at the Norisring. The GT race will now take place as part of an exciting package with the famous Masters of F3 race at the popular Dutch circuit.



British Touring Car Champions.

An impressive line up of British Touring Car champions at the recent BTCC media Day. The series current has 4 past champions competing and they are lined up here with Jack Sears, the 1958 British Touring Car Champion. L/R Jason Plato (2001/2010), Gordon Shedden (2012), Jack Sears (1958/1963), Matt Neal (2005/2006/2011) and Colin Turkington (2009)



New Green Allard J2X MkII

Allard Motor Works have announced its first installation of a California Air Resources Board (CARP) compliant engine in its Allard J2X MkII. The GM LSA supercharged 6.2 litre V8 engine meets the toughest emission standards in the World from the State of California but still produces 556 hp and 551 lbs-ft of torque.

In America, more and more states are enforcing the Californai state standards for emissions and Allard are offering the optional GM E-Rod crate engine which comes in several different power and size options. These range from the 5.3 litre LC9 which develops 327 HP to the 6.2 litre LS3 which gives 430 HP. This class of engine, designed by General Motors and working with CARB, allows enthusiasts to install the crate engine in 1995 and earlier cars that predate OBD II on-board emission diagnostics.

Roger Allard, "The new E-Rod engines have so many add-ons that the challenge for AMW was to squeeze all of the components into a relatively small space without changing the configuration of the roadster. The E-Rod V8 requires special exhaust manifolds, four catalytic converters, four oxygen

sensors, a fuel tank evaporative emissions canister, mass airflow sensors, a special accelerator pedal (drive by wire) and a re-routing of the tail pipes. But it works!"



Check out our new updated WEB site at www.classicandcompetitioncar.com regularly for additional photo galleries, wall papers and other additional content and join our Facebook Group [Classic and Competition Car](#).



American Speedfest at Brands Hatch on June 9th is a new MSVR event for 2013. Featuring demonstrations from both NASCAR Sprint Cup and Nationwide Series, the racing will be headlined by a round of the thundering Euro Racecar NASCAR V8 Touring Series. Previously a support for the DTM round, 24 of these powerful cars will visit Brands Hatch as part of their six-round schedule across France, Italy and Spain.

Adrian Zaugg.

Born in Singapore in 1986, Adrian is a South African racing driver who has competed in single seater racing since 2004 when he raced Formula BMW. He progressed through Formula Renault and in to Formula Renault 3.5 series before racing in the A1 Grand Prix series between 2006 and 2009. He then switched to the GP2 Asia series in 2009-10 and is now about to switch to the British GT Series driving for the Nigeria Racing Eagle team who are running an Audi R8 LMS before upgrading to an R8 Ultra.

British GT/F3 Media Launch London 7th March 2013

By Mick Herring

Stephane Ratel, unveiled SRO's 2013 British GT/F3 programme to a packed audience, both inside and outside their magnificent Central London offices on a, largely, dry Thursday evening.

The assembled media, photographers, drivers and team owners witnessed the themed launch of liveried London icons towering above the Grand Touring cars.

The RML Routemaster double decker bus dwarfed the London taxi and the cars.

A black McLaren MP4-12C Spider heading its United Autosports MP4-12C Coupe GT3 brother with Aston Martin Vantage, roadgoing, and the Barwell Aston Martin GT3 Vantage completing the grid.

Jonathan Adam (Beechdean Aston Martin) and Matt Bell (United Autosports Audi R8 this season) joined the two Avon Girls on the rear deck of the Routemaster. Matt and the girls posed with the team's McLaren before the United Autosports mechanics did a mock tyre change on the bus with Matt timing it.

Inside, Championship manager Benjamin Franassovici, outlined the enthusiastic and positive response to the F3 schedule of 2013.

With slimmer budgets dictating only four rounds in England, this year's championship is slightly subdued but fifteen or more cars are expected at Silverstone and visits to three prestigious European tracks will keep F3 secure ahead of a full strength return in 2014.

In contrast, with the stability and format of GT3 and GT4 regulations being recognised

globally, British GT's first round at Oulton Park over Easter, will have at least thirty cars on the grid for the 2 x 1 hour sprint races.

Such is the strength of British GT, it will play host to several long standing competitors and new teams alike in both classes, with Motorbase returning to defend their 2012 title.

Two major international teams, namely AF Corse and Vita4one Team Italia, will both field Ferrari 458 Italias.

Benjamin went on to outline the race schedule and the broad mix of 2 x 1 hour sprint races, the 2 hour enduros, the

single 3 hour race to be known as the Silverstone 500 and the overseas trip which forms the penultimate round at Zandvoort, Holland in September.

He also spoke of the strict driver gradings in order maintain competitiveness across all teams and classes, which has seen the elimination of often-talented but unknown grades of driver from Playstation gamers/GT Academy-type sources.

A welcome was extended to the principals and one of the drivers from Nigeria Racing Eagle who will field an Audi R8 LMS before upgrading to an R8 Ultra.

On hand was their professional, former A1-GP and GP2 driver, South African Adrian Zaugg, himself no stranger to most UK tracks, having raced extensively in Formula Renault 2 litre. However, he admitted that Oulton Park and Rockingham as well as a big GT car will all be new to him.

The evening's formalities concluded with short speeches from Stephane Ratel and Beechdean Aston Martin boss and driver Andrew Howard.

With several top class international drivers and teams joining British GT this year, an exciting and hard-fought season is in prospect.

© Mick Herring



Avon Girls, Matt Bell and United Autosports McLaren MP4-12C



Avon Girls Kiss Matt Bell on the Routemaster Bus

ROSS SUCCESSFULLY DEFENDS MSC F5000 SERIES TITLE

Dunedin driver Steve Ross (McRae GM1) has successfully defended his 2011/12 MSC NZ F5000 Tasman Cup Revival Series title after a hard-fought final 2012/13 round at the annual Evolution Motorsport Classic Speedfest meeting at Invercargill's Teretonga motor racing circuit today.

In a meeting which saw three different MSC class race winners - pole-setter Andrew Higgins (Lola T400) in the first, Ross in the second and eventual round winner Clark Proctor (March 73A) in the third - Ross ended the season with 649 points, 156 more than the fast-finishing Clark Proctor (493) and 225 more than third placed David Banks (Talon MR1).

A serious accident involving two of the MSC series competitors on Friday afternoon was not the start that competitors in the popular New

© Fast Company/Alex Mitchell.



Greg Thornton (McRae GM1 #22) is one of three British drivers in this weekend's MSC series

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© Fast Company/Alex Mitchell.



Clark Proctor (March 73A #57) leads Steve Ross (McRae GM1 #5)

Zealand-based Tasman Cup Revival series wanted and resulted in the tragic loss of Stan Redmond who later passed away in Hospital (See a tribute to Stan in our March issue) but the action on the track on Saturday and Sunday was first rate.

Sunday's 12-lap series final was a cracker, Clark Proctor taking the win from poleman Andrew Higgins and visiting Australian driver Bryan Sala (Matich A50). Higgins and fellow front row starter Proctor were neck and neck off the rolling start but as the field thundered down to the circuit's famous Loop corner at the end of the start/finish straight Proctor was in front with third place starter Ross tucked in behind him and Higgins on the outside in third.

New MSC NZ F5000 Tasman Cup Revival Series race winner Andrew Higgins (Lola T400) leads Steve Ross (McRae GM1) and Clark Proctor (March 73A)



© Fast Company/Alex Mitchell.

Proctor joined the MSC F5000 series last season after starting his competitive driving career in Speedway then moving to Targa events and the NZV8 tin-tops series and says he has thoroughly enjoyed his better-late-than-never introduction to single-seaters via the MSC series.

"I'm really happy with the way the weekend has gone both with the car, which we managed to improve as we went, and with cementing ourselves as part of the MSC F5000 family."

Despite being a little frustrated that the oil flags went out after he spun Steve Ross was also very happy with the way the event - and season - panned out.

"The three of us have been pushing hard all weekend so it's been a good way to finish off the season. Obviously, the plan to win all three races didn't come off but we've got the title again so we can't complain about that."

Higgins was not prepared to lose two places though and passed Ross round the outside - in a move made famous by New Zealand Indianapolis 500 winner Scott Dixon - of the Loop, slotting Ross back to third, where the Dunedin man stayed until three laps later when he spun on oil.

That allowed a fast-starting Sala to inherit third which he held to the line with Greg Thornton (McRae GM1) fourth, ahead of Paul Zazryn (Lola T332), Steve Ross who was able to re-start and get back onto the track without damage, and Michael Whatley (Surtees TS8).

With a win in the final race and second places in the shorter eight lap races on Saturday and Sunday, it was Proctor who was the overall round winner from Andrew Higgins, Steve Ross and Greg Thornton. The latter spent the race hounding Paul Zazryn, finally finding a way past to claim fourth on the last lap.

As well as winning the round, Proctor also set a new category track record on his way to second place in the second weekend race on Saturday morning, leaving it at 54.478 seconds.

In only his second season in the MSC series Auckland driver David Banks (#78) finished third overall behind Steve Ross and Clark Proctor.



© Fast Company/Alex Mitchell.

Bill Hemming (Elfin MR8A-C) was one of three Australians competing



© Fast Company/Alex Mitchell.

Behind the leading local trio came British drivers Michael Whatley (Surtees TS8) and Greg Thornton (McRae GM1) and Australian Paul Zazryn.



© Fast Company/Alex Mitchell.

crossing the finish line in second place.

Behind Higgins, Proctor and Ross, Michael Whatley was the first of the visiting internationals home in fourth place with compatriot Greg Thornton and Australian Paul Zazryn fifth and sixth respectively.

Monaco-based Brit Peter Dunn was next home three seconds back in seventh with Bryan Sala eighth, David Banks - who recovered from a spin exiting the last corner on the last lap - ninth and former series champion

Race 2 (Sunday 8 laps)

For sheer pace and wheel-to-wheel action the second race of the weekend on Sunday morning would take some beating, Higgins again on pole with Ross beside him and Clark Proctor on P3.

Ross got the jump on Higgins off the rolling start with Proctor tucking in behind. Higgins and Proctor then disputed second place with Higgins getting past early on but Clark returning the favour and setting the new class lap record as he kept Higgins behind.

Behind the leading trio Greg Thornton drove a lonely race in fourth as Michael Whatley and Paul Zazryn spent the race disputing fifth with David Banks enjoying another strong run in seventh as he led Peter Dunn (March 73A) and Bryan Sala (Matich A50).

Race 1 (Sat 8 laps)

After pipping both Ross and Proctor in qualifying in the morning Andrew Higgins won the weekend's first MSC race from Ross and Proctor. A fast-starting Ross actually got the jump on both Higgins and Proctor off the rolling start but Higgins was back in front before the end of the first lap.

As it turned out Proctor also - eventually - found a way past Ross,



© Fast Company/Alex Mitchell.

Andrew Higgins (Lola T400 #10) won the first race of the weekend and ended up second overall for the round.





Round winner Clark Proctor (#57) leading Steve Ross (#5) in the first MSC series race of the weekend on Saturday.

Ian Clements driving fellow Christchurch man Lindsay O'Donnell's Begg FM5 tenth, the field rounded out by series guest Phil Mauger driving the ex Denny Hulme McLaren M23 Formula 1 car and Australian Bill Hemming in his Australian-made Elfin MR8A-C.



Visiting Australian driver Bryan Sala (Match A50 #17) finished a meeting-best third in Sunday's series final.

Race 1 (8 laps)

1. Andrew Higgins (Lola T400) 7.26.061
2. Clark Proctor (March 73A) + 6.037
3. Steve Ross (McRae GM1) +6.177
4. Michael Whatley (Surtees TS8) +23.983
5. Greg Thornton (McRae GM1) +25.165
6. Paul Zazryn (Lola T332) +25.40
7. Peter Dunn (March 73A) +28.840
8. Brian Sala (Match A50) +32.207
9. David Banks (Talon MR1) +54.028
10. Ian Clements (Begg FM5) +54.408
11. Phil Mauger (McLaren M23 F1) +59.587
12. Bill Hemming (Elfin MR8 A-C) 1 lap

Race 2 (8 laps)

1. Steve Ross 07:24.441
 2. Clark Proctor +00:00.625
 3. Andrew Higgins +00:01.008
 4. Gregory Thornton + 00:18.041
 5. Mike Whatley 00:21.584
 6. Paul Zazryn +00:22.082
 7. David Banks +00:27.312
 8. Peter Dunn +00:27.899
 9. Bryan Sala +00:35.401
 10. Phil Mauger +00:41.181
 11. Ian Clements +00:42.098
 - DNF Bill Hemming 3 Laps
- Fastest lap and new lap record. Clark Proctor 54.478

Race 3 (12 laps)

1. Clark Proctor 11:11.878
 2. Andrew Higgins +00:02.191
 3. Bryan Sala +00:13.362
 4. Gregory Thornton +00:13.697
 5. Paul Zazryn +00:31.296
 6. Steve Ross +00:32.327
 7. Mike Whatley +00:42.126
 8. David Banks +00:49.115
 9. Ian Clements +00:50.424
 10. Phil Mauger +1 Lap
 11. Bill Hemming +1 Lap
 - DNF. Peter Dunn 12 Laps
- Fastest lap Clark Proctor 55.260.

Prepared by FAST COMPANY of behalf of the New Zealand Formula 5000 Association www.F5000.co.nz



MSVR Media Day Brands Hatch Wednesday March 20th by Mick Herring

MSV Chief Executive Jonathan Palmer warmly welcomed around one hundred media, race team principals, drivers and championship coordinators to a cold, damp Brands Hatch.

The 22 MSVR run/promoted championships/series spread throughout 37 race meetings will visit all four MSV circuits and also Silverstone, Donington and Castle Combe plus some overseas races to ensure a bumper year in 2013.

The stability, help, advice and low cost of track-time bought from MSVR was universally praised by the delegates and has helped championships, such as the Lotus Cup, attain FIA status.

Another path for some F1 aspirants is the F3 Cup, and former GP3 points scorer Alice Powell has signed for a full season in the championship as she continues her quest to drive an F1 car.

In three classes, the top 07 Class, is for cars built between 2002-07, having projected costs at 10% of the traditional F3 route.

Special mention must be made of the two Kent 1600-engined Formula Ford series.

With the Champion of Brands, it is fitting that this four round series (three on Brands GP) should take place on the track where it all started in 1967.

Complimenting the CoB is the eleven round Super Series visits many UK circuits, plus two

© Mick Herring



trips to Kirkistown in Ireland and one to Le Mans.

The single seater Monoposto Championships is equally well supported again this season.

The world of sports car racing is buoyant with the resurgence of the GT Cup in four classes and the brand new Ariel Atom Cup (see this issue for my passenger impressions from both), the benchmark Radical Sportscar categories, showcasing the new entry-level Radical SR1 Cup with the kudos of attracting Olympic Cycling champion Sir Chris Hoy and other new drivers to its ranks. Radical are further represented by the Clubmans Cup, the European Masters and the re-launch of the SR3 Challenge.

Their new RXC coupe will also feature in GT Cup.

Lotus categories are equally popular with the Lotus Cup UK, Lotus Cup Europe

© Mick Herring



Alice Powell and her Formula 3 Cup car.

© Mick Herring





© Mick Herring

© Mick Herring

and Elise Trophy.

The two successful categories designed to introduce experienced trackday drivers to competitive motorsport, the MSVT Trackday Trophy and the MSVT Team Trophy will continue to provide full grids of grassroots competitive racing as will the VW Mk2 Golf and the VAG Trophy/Mk4 Golf Challenge.

Aficionados of saloon cars are well catered for as BMW will feature in the Mini Challenge and Production BMW Championship categories, as will the Project 8 Racing Saloons, although they will allow some sports cars in this year.

Following the success of last year's Mini Festival (22-23 June 2013) and Lotus Festival (24-25 August 2013), both are set to become annual fixtures at Brands Hatch, with Lotus celebrating 50 years of the Lotus Cortina and their first World Championship title in 2013. Similarly Aston Martin will celebrate their centenary at Brands Hatch on 6th-7th July and Aston Club Racing will hold five events throughout the year at various circuits.



© Mick Herring



Shelsley Breakfast Club
10th March 2013.
By Simon & Janet Wright.



1935 4.2 litre Railton

The second meeting of the year at the begining of March, was held in slightly better weather than the first meeting. It was very cold but dry at Shelsley Walsh and there was a good turn out of interesting vehicles on display. For the classic enthusiast there was a treat of a pair of Railton models, one a saloon and one a sports model. Railton were originally built in Cobham, Surrey between 1933



1936 Railton

and 1940. There was also a splendid 2 door 1930 Rolls Royce adding to the vintage glamour. Remaining with the luxury saloons but coming a little more up to date was a 1952 Bentley parked right next to the bottom of the hill climb course. For the sports car enthusiast there were several examples of classic British sports cars, including a Morgan, a pair of TVRs and a pair of red Austin Healey, the 3000 MkII in works competition configuration complete with number roundals on the doors and bonnet and a white hard top. Parked amounst the original Shelsley paddock garage/sheds were a group of TVR members who had brought several different models to show, while MG owners had a line up of 8 MG TF modern models at the



Morris 8 and Austin Healey 3000



bottom of the paddock. One of the more unusual cars at first glance



appeared to be a beautiful scarlet Ferrari 330 P4, but proudly displayed across the nose of the car was its true identity, a Noble Ferrari 330 P4 Replica. The original Ferrari 330 P4 was a mid engined V12 endurance racing car introduced in 1967 and only four were ever built.





© Simon Wright



© Simon Wright



© Simon Wright



© Janet Wright



© Simon Wright



© Simon Wright



© Simon Wright



In March the 2013 British Touring Car Championship was launched at Donington Park and by the time you read this (weather permitting!) the first rounds will have taken place at Brands Hatch. Things were a bit different 40 years ago. This month's image was taken at Brands Hatch during the 1973 Race of Champions meeting. Frank Gardner (Chevrolet Camaro) is shown leading Brian Muir (BMW 3.0 CSL) and Dave Brodie (Ford Escort RS1600). Gardner went on to win this race and the championship itself that year.



Porsche 996 and Ariel Atom Passenger Rides - Brands Hatch March 20th. By Mick Herring.

With the MSVR Championships Grid Line-up thankfully photographed before the brief but heavy rain shower descended upon Brands Hatch, what had been a greasy track during the morning now turned into a very very wet one.

But at least the day's obligatory wet tyres would now have the chance to work as they are designed to.

Strapped firmly in Chris Bentley's Porsche 911, 996 model I contemplated how this would contrast with last year's ride in Nick Whale's later 997.

This car and driver combination, by finishing second in the 2012 GT Cup championship, are proof that you don't need the very latest high-tech or ultra-powerful GT car available (pretty expensive in either case) to bring home the results and both are back for more this season.

Unsurprisingly the 996 is familiar territory but usually credited with being a bit more forgiving and nimble, given their 50kg + weight advantage over a 997.

The first time we entered the Brabham Straight, the revs rose and the clutchless sequential change into top gear, with the attendant hard buzz

from behind, tell you how fast these cars are.

Charging over the start/finish line in the middle of the curving, undulating track you head in a straight line for the braking point and a very positive entry into Paddock Hill before that mighty descent to the bottom of the dip, up the hill and a mid-track entry into Druids Bend preceding barely diminished wet acceleration down to Graham Hill Bend and onto the Cooper Straight.

Given the conditions, conservatism was always going to rule the lines taken and wet kerbs must be avoided at all costs but speed and handling were still there, rewarding a smooth approach. As with all racing Porsches, aerodynamic wing and brake development has been so comprehensive that they are, and probably always will be, a fast communicative car that will bring the best out in any driver, the car always lets you know what it is doing. As always, fabulous cars, so readily usable in a variety of race series and whilst the conditions and car settings may have played a part, I couldn't help feeling it was a smoother ride.

© Mick Herring



And now for something completely different.
An Ariel Atom from the, new for 2013, Atom Cup.
Built around a very strong but light skeletal spaceframe and powered by a mid-mounted 245bhp, 2 litre i-Vtec Honda Civic engine/transmission.
Suspension development work has been undertaken for Ariel by experienced professional GT, classic saloon, sports and historic Benetton F1 driver Phil Keen.
With minimal bodywork, although addition of non-structural side panels for competition use is something the road cars don't feature, I was in for a surprise.
Having ridden in a KTM X-Bow and a Radical SR3SL I anticipated getting rather wet and having the airstream try to lift my helmet from my head.
However, with absolutely no aero and in spite of the large gaps around the shock absorbers/suspension and panels the only thing I got was a slight tugging at my jacket collar and coming up behind a BMW saloon my visor got slightly streaked.
Huge mechanical grip was all we had, full throttle acceleration leaving the pit lane detailed how much, the induction roar rose as the engine consumed more air through the central airbox.

The same centre(ish) of track entry into Druids followed by most of the power being applied to push us to the apex, followed by a lightning steering correction to bring the car back in line and towards Graham Hill Bend.

Close to the kerbs on exit we sped along Brands Indy's second fastest straight.

Braking for Surtees showed the greatest difference between wet or dry line approach.

In the dry, cars maintain speed by using the kerbs on the left at Surtees and braking in a straight line into McLaren. In the wet, cars stay to the right and brake at Surtees, the down change requiring "heel and toe" to enable passage through the standard gearbox and keep the rear from locking up.

This is where the skill of a true pro driver becomes apparent, the unweighted rear stepped out, or at least I think it did as by the time I had realised, Keeney had collected it all up and was back on the power.

Now I've known Phil for several years and seen him race many times but this is the first time I have witnessed his skill at such close quarters.

The Atom Cup will, no doubt, provide close exciting racing from these purpose built cars.

My thanks to MSVR, GT Cup, Ariel Motor Company and drivers Chris Bentley and Phil Keen for providing another fascinating and enjoyable insight into racing cars.

By Mick Herring.



© Mick Herring



Start of the Historic Road Sports race

© Janet Wright

Donington Park 80th Anniversary Meeting (March 1933 - March 2013) organised by the HSCC

By Simon & Janet Wright with additional material from Pete Austin & Mick Herring.

The Historic Sports Car Club season opener is always welcome as the start to another busy season of historic racing, the end to the winter lull. Well this year someone forgot to tell the winter! A very cold Donington Park greeted everyone with a grey sky for practice and before the end we had a snow storm howling across the parkland. At first the track was wet, then the blizzard started, which made visibility and track conditions really tricky especially for the Classic Racing cars and rear engined Formula Junior single seaters which don't have the benefit of a roof or windscreen wipers! Fortunately the snow storm didn't last too long, and none of the snow settled, just leaving a very wet circuit.

The 70's Roadsports were up first and having had a dry qualifying session, the Morgan Plus 8 of Richard Plant started from Pole



70s Road Sports winner Julian Barter TVR 3000M

position. However, on the very wet circuit in the race, Julian Barter grabbed the lead from the start in his TVR 3000M and led all the way to the chequered flag. Plant took second to win his class and 3rd overall went to the Triumph GT6 of Luke Clark-



Charles Barter spins off in his Datsun 240Z but rejoined to finish 11th in the 70s Road Sports

Bagnall who was also a class winner. The wet surface caught out quite a few drivers, especially at the chicane but the safety barriers did their work and no serious damage was caused, even to the TVR Taimar of Ian Forward that went head first in to the foam barrier. Within a couple of minutes the marshals had pushed the car out of the barrier and he was on his way, with no visual signs of damage. The other class winners were David Beresford MGB (5th overall), Mark Oldfield Lancia Monte Carlo (7th overall), Alan Harper Lotus Elan S4 (13th overall), Chris Alford MG Midget (17th Overall), and Nicholas Strong Ford Capri (21st overall).



© Simon Wright

David Tomlin Ferrari 308 GTB passes Ian Forward TVR Taimar as he goes off



© Janet Wright

Unlucky for some, but Ian Forward was able to continue with the TVR Taimar relatively undamaged to finish 26th



Sideways Early Leader Ben Simms Jomo (2nd) Trailed By Winner Nelson Rowe Crossle 20F

The Historic Formula Ford cars also had a dry practice and wet race. Nelson Rowe had put the Irish Crossle 20F on Pole Position, fitting for St Patricks day and although Benn Simms managed to lead the first lap in the wet, Rowe got back the front position on the second lap and held the lead to the end, giving the Irish manufacturer a fitting St Patricks day celebration. Benn Simms finished second in his JMR 7 Jomo with David Wild a fair way back in third driving a Lola T200. Thruxton circuit boss Bill Coombs

came in 4th in an Alexis Mk14.

Then we came to the high-light event for many, the ByBox Historic Touring Car Championship race. Again dry practice had given the advantage to the big American muscle cars with Richard Dutton on Pole in his Ford Mustang



Andy Jones Singer Chamois Sideways 11th



Mike Gardiner's Ford Falcon leads away from the start ByBox Historic Touring Cars

with Mike Gardiner next to him in his Ford Falcon. When they came out for the race, the circuit was still very wet, and that gave a huge advantage to the small cars. At the end of the first lap Mike Gardiner led in his 4.7 litre Ford Falcon, but Roger Godfrey was snapping all over the back of the Falcon with his mighty 1.3 litre Austin Mini Cooper S and by the time they entered the Dunlop straight on lap 2 the green Mini was leading the race. Godfrey continued to pull out a lead over the next few laps but by lap 3 another Mini driven by Pete Morgan had moved up to 2nd overall as the big American cars were being humiliated by the mighty Minis in the wet conditions. By lap 4 it was a Mini 1-2-3 as Peter Crewes took 3rd overall with Richard Dutton hanging on to 4th place in his Ford Mustang. Godfrey and Morgan had

a tight battle for the lead but as they approached the chicane Morgan managed to out brake himself and ran wide allowing Crewes to slip through to 2nd on the next lap but Morgan soon retook the position. On lap 7 as the leader Godfrey had lapped the Ford Falcon of Gary Wright, Godfrey spun at the chicane and was stuck on the kerbing for what seemed like forever. This let Morgan through in to a lead he would not loose to take an overall win for the little Mini Cooper S with Peter Crewes making it a 1-2 finish for the magnificent Mini. After his spin Godfrey had dropped back to 9th overall, but a spirited drive saw him back up to 4th overall at



ByBox Historic Touring car race winner Pete Morgan Austin Mini Cooper S having just passed Richard Dutton Ford Mustang down the Dunlop straight

© Simon Wright



Unusual Triumph 2000 Mk1 of Richard Cross finished 27th in the ByBox Historic Touring Car race

After the excitement of the saloons, it was back to single seater action with the first of the Formula Junior races, the front engined models. Stuart Roach in his Alexis Mk2 had a massive 3.859 second advantage in practice for Pole position from Mark Woodhouse in an Elva 100 and apart from being led in to Regate corner on the first lap after a sluggish start, Roach led every lap to dominate the race and won by 54.486 seconds after 13 laps from Woodhouse with Crispian Besley 3rd in another Elva 100. The other class winners were Jon Gross in an Envoy Mk1 (10th overall), Jan Biekens in a Stanguellini FJ (11th overall), and Stephen Bulling in a Sadler FJ (14th overall).

the end, less than 0.6 seconds behind the Ford Mustang of Richard Dutton which took 3rd overall and won his class. The other class winners were Morgan, Crewes, David Heale in a Hillman Imp (6th overall), Mike Gardiner Ford Falcon (8th overall), Neil Brown Ford Lotus Cortina (9th overall), John Pugsley Ford Anglia (10th overall), Jonathan Gomm BMW 1800 (12th overall), Mark Willian Watts Ford Mustang (15th overall) and Colin Kingsnorth BMW 1800 Tisa (24th overall).



Stuart Roach Alexis Mk2 pulling out the lead in the Front engined Historic Formula Junior race

The Historic Roadsports had Class B2 from the Guards Trophy class incorporated with them, and saw the Historic Roadsports Ginetta G4 of Justin Murphy on Pole. Leading the first lap was the Guards Trophy Class MGB of Jan Boyes who eventually finished 4th overall and won the Guards Trophy class. Tim Pearce then took up the leading position in his Morgan Plus 8 for a few laps before Frazer Gibney and Roger Waite in a pair of Lotus Elan S4 got to the front and gave a display of close formation

© Janet Wright



Justin Murphy got his Ginetta G4 stuck in the Redgate gravel on the 3rd lap of the Historic Road Sports race and Did Not Finish

Jim Gathercole MG Midget (13th overall), John Shaw Porsche 911 (15th overall), Richard Owen Triumph TR2 (17th overall) and finally Andrew Somerville Triumph TR4 (18th overall).

The packed programme continued on a drying track with the Classic Racing cars next out. Ian Jones put his yellow Lotus 59 on Pole position and was never troubled, leading from start to finish, and lapping everyone except Tony Keele who was a distant second driving a Palliser WDB3. Josh West in a Merlyn Mk20 won his class, finishing 4th overall. The other class winners were Leif Bosson in a Brabham BT28 (5th overall) and Andrew Hayden in a Lotus 22 (13th overall, 2 laps behind the leaders).



Historic Road Sports - Samuel Thomas - AC Aceca

racing with Gibney winning outright by just 0.864 of a second splitting the pair of Lotus Elans at the flag. Chris Keen was 3rd overall in a Marcos 1800 GT, winning his class in the process. Other class winners included Roddie Feilden Morgan Plus 8 (6th overall),

© Mick Herring



Ian Jones Lotus 59 Winner of the Classic Racing Cars race, lapped everyone up to 3rd



Historic Formula Junior Rear Engine Sam Wilson Cooper T59 - 1st

The penultimate race saw the remaining Formula Junior (rear engine) cars out. Sam Wilson Cooper T59 had a 4.1 second advantage in practice. Wilson led every lap to take victory from Jonathon Hughes driving a Brabham BT6 while Andrew Hibberd came third driving a Lotus 22. Hibberd had been caught out in the snowy weather during practice and had a quick spin coming out of the chicane on to the start line straight. Class winners included Crispian Besley Cooper T56 (9th overall), Alex Morton Ausper (12th overall), and David Hall BMC Huffaker Mk2 (14th overall).

Final race of the day was the 40 minute Guards Trophy race. These cars had qualified during the snow storm in the middle of the day. Pole position was taken by

© Mick Herring



Michael and Andrew Hibberd Lotus 23B Charges From Rear Of The Grid To finish 11th and took a Class win in the Guards Trophy race

Classic and Competition car

April 2013



© Simon Wright

Pierre Guichard - Facciole 1 driving through a blizzard during the rear engine Historic Formula Junior practice session

the Chevron B8 of Stevens but next to him was the Chevrolet Corvette Stingray of Craig Davies and behind him on the second row was Chevron B8 of Neil Burroughs and the Austin Healey 3000 of Denis Welch. On the back row of the grid, having failed to get out in qualifying was the Lotus 23B of Michael and Andrew Hibberd. Stevens led from the start in his Chevron, initially pursued by the TVR Griffith of Mike Whitaker. Charles Allison had only managed to qualify 10th in another Chevron B8 but was making steady progress through the field and was up to 2nd by lap 5 and in to the lead by lap 9 when Stevens pitted. Allison pitted next lap. After the pits stops had sorted out, Allison was leading from Stevens and lapped traffic allowed a gap to open between the leading pair. Stevens fought back and managed to grab the lead on lap 25 but Allison was right behind him and snatched victory on the very last lap of the race. Allison won by just 1.671 seconds after 40 minutes racing. The pair lapped



everyone else in the race. The other class winners were Mike Whitaker TVR Griffith (5th overall), Nick Fleming Lotus Elan S1 (6th overall), James Boot Jaguar

Guards Trophy - Craig Davies Chevrolet Corvette leads Nick Fleming Lotus Elan

E-Type (7th overall), Michael and Andrew Hibberd Lotus 23B (11th overall) and Gary Wright Elva Mk8 (25th overall). The weather may have been cold and wintry, but the racing was hot and certainly made up for any discomfort that the fans may have suffered while attending. Lets hope the weather warms up and the racing remains as it is, exciting!

© Simon Wright



Power boat racing? Denis Welch in his Austin Healey 3000 during the snow bizzard in Practice finished 15th Overall



Rainer Becker Porsche 910 cuts through the snow storm during practice

© Pete Austin



Guards Trophy race winner - Charles Allison - Chevron B8 - 1st



Classic Car of the Month
By Simon Wright.

Ronart W152.

Ronart cars was founded in 1984 by Arthur Wolstenholme in Peterborough. They produce both complete and also part assembled sports cars.

Design on the W152 began in 1981 and production started in 1986 and it was the first car produced by Ronart Cars. The design is based on the front engined Grand prix cars from the 1930s, 40s and 50s but is not a copy of any individual car but incorporates design elements such as the external exhaust

pipes and the hump style headrests reminiscent of the sports racing cars of that period.

The backbone of the Ronart is the CDS and ERW tubular chassis which is MIG welded. The bodywork consists of 6 GRP sections and the body panels consist of a main monocoque complete with safety roll cage. The mechanical components are mainly taken from a Jaguar though other options are used if required. This allows for different engine options including straight 6, V12 and V8 layouts. Any appropriate gearbox can be bolted to the engine unit, but the most suitable is a manual Jaguar gearbox. The Jaguar





© Simon Wright

also supplies the suspension units, the independent rear suspension (IRS) unit and the front wishbone but the standard springs and shock absorbers are replaced with modern coil over shock absorber unit. The Jaguar dual braking system is also used.

The two seater designed high performance road/track car has no doors as fits in with the design of the period Grand prix cars, and the front windscreen is made up of a pair of the small Brooklands aero screens. The performance of these cars depends on the engine fitted, but is exhilarating due to the power to weight ratio. Using the standard XK 42L Jaguar engine gives a 0-60mph in 5 seconds and a top speed of around 180 mph. There are around 125 Ronart cars currently in existence.



© Simon Wright



© Simon Wright



© Pete Austin

Patty McLaren-Brickett. The nominated charities benefitting from donations were Action Medical Research, Headway Northampton, Breakthrough Breast Cancer and the Warwickshire & Northants Air Ambulance Service. A donation was also made to The Springfield Youth Club. The Women's Motor Racing Associates Club was formed on 7th February 1962 by a group of Grand Prix Constructors' and Drivers' wives and prominent women in motorsport. Under the Chairmanship of Sheila Van Damm with a committee comprising Mrs Colin Chapman, Mrs John Cooper, Mrs Gregor Grant, Mrs Graham Hill and Mrs John Webb. Acting secretary was Miss Peggy Sandberg (Mrs Peggy Rowe).

At a time when facilities and safety at circuits was sadly lacking, the Doghouse established a base at Silverstone and Brands Hatch, which the wives and their young families could use, a benevolent fund to help wives travel abroad when their husband was injured or help them in the event of real tragedy. The biannual Charity Balls proved a runaway success in fund-raising for the Benevolent Fund.

(With thanks to Georgie Shaw, Press & PR Officer, WMRAC).

The Doghouse Owners' Club raise £20,000 for charities.

By Pete Austin

Last October the Doghouse Owners' Club (Women's Motor Racing Associates Club) raised £20,000 at their 50th Anniversary Grand Charity Ball held at the Silverstone Wing.

On Thursday 21st March members gathered in the BRDC clubhouse at Silverstone for the presentation of cheques to the various nominated charities. Sir Frank Williams was originally going to make the presentations but David Brabham kindly stepped in at short notice following the sad death of Sir Frank's wife Virginia whose funeral was on the same day. Assisting David with the presentations was the newly announced patron of the Doghouse Owners' Club

© Pete Austin



Leonora Hill (WMRAC Chairman), Patty McLaren-Brickett (Patron) & David Brabham

The 2013 British Touring Car Championship.

With a capacity entry of 32 cars entered for this season, we show some of the new driver/car combinations to watch out for this season. Unfortunately not all the cars were unveiled at the BTCC media day, so there are a few gaps. With four former BTCC Champions in this years line up, it should be an exciting season. The majority of the cars are running to the NGTC regulations which should ensure some close racing. The season started at Brands Hatch on Easter Sunday, and the next round is at Donington Park on the weekend of April 20th - 21st.

1 Gordon Shedden.
Honda
Yuasa Racing Team
Honda Civic



© Simon Wright

2 Matt Neal.
Honda Yuasa
Racing Team
Honda Civic



© Simon Wright

4 .
Michael Caine. Addidon Lee
racing

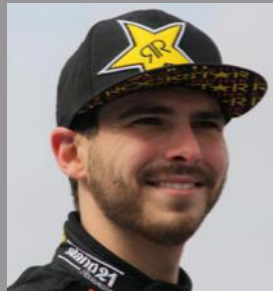
Ford Focus

5 Rob Collard.
eBay Motors
BMW 125i M Sport



© Janet Wright

6 Tom Onslow-Cole.
PPCGB.com/
Kraftwerk
Racing



VW Passat CC

7 Matt Jackson.
Airwaves
Racing
Ford
Focus



© Simon Wright

8 Aron Smith.
Airwaves
Racing
Ford Focus



© Janet Wright

10 Daniel Welch.
Welch Motorsport
with Sopp
Proton Gen-2



© Janet Wright

11 Frank
Wrathall.
Dynojet
Toyota Avensis.



© Janet Wright



12 David Nye.
Welch
Motorsport
with Sopp
Ford Focus



© Janet Wright



13 Rob
Austin.
WIX
Racing
Audi A4



© Janet Wright



14 Will
Bratt.
WIX
Racing
Audi A4



© Simon Wright



15 James Kaye.
AMD Tuning.com
VW Golf Mk5

© Simon Wright



17 Dave
Newsham.
Speedworks
Motorsport
Toyota
Avensis



© Simon Wright



18 Nick
Foster.
eBay Motors
BMW 125i M
Sport



© Simon Wright

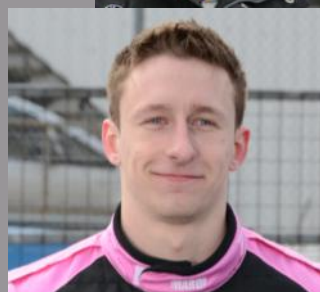


20 James
Cole.
RCIB
Insurance
Racing.



Vauxhall Insignia VXR-R

22 Howard
Fuller.
PPCGB.co
m/
Kraftwerk
Racing



VW Passat CC

28 Chris Stockton.
BTC Racing

Chevrolet Cruze

29 Colin
Turkington
eBay Motors
BMW 125i
M Sport
Va
Ford Focus



31 Jack
Goff.
RCIB
Insurance
Racing



Vauxhall Insignia VXR-R

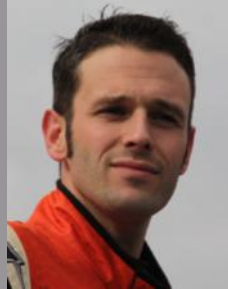
33 Adam
Morgan.
Ciceley
Racing
Toyota
Avenis



39 Warren
Scott.
Team BMR
Restart
SEAT
Leon



43 Lea Wood.
Wheel Haven/
Houseman Racing
Vauxhall Vectra



44 Andy
Neate.
Team 44
Club



Chevrolet Cruze.

48 Ollie
Jackson.
Speedworks
Motorsport
Toyota
Avenis



55 Jeff
Smith.
Pirtek
Racing
Honda
Civic



66 Liam
Griffin.
Addison Lee
racing
Ford Focus



77 Andrew
Jordan.
Pirtek
Racing
Honda
Civic



88 Sam
Tordoff.
MG KX
Momentum
Racing
MG6



© Simon Wright



90 Joe
Girling.
M247
Racing
Chevrolet
Cruze



© Janet Wright

99 Jason
Plato.
MG KX
Momentum
Racing
MG6



© Janet Wright

© Simon Wright



Left Dan
Welch Proton
gem-2
Bottom left
Matt Neal
Honda Civic
Bottom Right
Andrew
Jordan Honda
Civic

After the media launch of the 2013 series at Donington, most of the teams present took part in the open test session in the afternoon, which was open to the public. Andrew Jordan set the fastest in the session in his Honda Civic.

© Simon Wright



© Mick Herring





© Mick Herring



© Simon Wright



© Mick Herring



© Simon Wright

Top: Jason Plato MG6
 Rob Collard BMW 125i M
 Sport James Kaye VW Golf Mk5
 Middle: Liam Griffin Ford Focus
 Rob Austin Audi A4
 Dave Newsham Toyota Avensis
 Bottom: Rob Austin, Dan Welch, Jack Goff, David Nye and Matt Jackson. Joe Girling Chevrolet Cruze