

Classic and Competition Car

May 2013

Issue 32

Aston Martin Owners Club Meeting, Silverstone



BTCC Donington Park



Pride of Longbridge



WEC Silverstone 6 Hrs

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Front Cover.

Geraint Owen Kurtis 500 winning the AMOC 50s Sports Car race at Donington © Janet Wright

Jason Plato flying high for his 400th BTCC Race at Donington Park © Janet Wright

MG line up arriving at Pride of Longbridge © Simon Wright

Alan McNish Audi winning the Tourist trophy © Simon Wright

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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



News



Matt Neal achieved a significant milestone at the Donington park BTCC round at the beginning of April when he became the most experienced Touring car driver of all time when he contested his 500th race. He is also just one victory away from his half century of BTCC

wins. Donington Park was the venue of Matt's first victory in 1999 when he won £250,000 as the first Privateer team to take an outright win in the series. This was the start of the very successful career that has followed. Born in Stourbridge, in the West Midlands, Donington Park is his home circuit and the circuit where he took his first win, but it was not to be the venue for his 50th victory. His first BTCC race was in 1991 driving a BMW M3 for Pyramid Motorsport at Silverstone. He won the Total Cup in 1993 for Drivers without manufacturer support driving for his father's Team Dynamics. He won the Independent's title three further times in 1995, 1999 and 2000 for Team Dynamics as well as the big win as the first Independent to win a race outright. He had a further outright win in 1999. He drove for RJN in the Super Touring category of the European Touring Car Championship in 2001 driving a Nissan Primera. He returned to the BTCC in 2002 and won his first title in 2005 for Team Halfords (Dynamics) finishing every single race in the points. He was champion again in 2006 and took a third title in 2011. All three titles have been won at the wheel of a Honda.



© Simon Wright



Post race penalties decide opening FIA GT results

The FIA GT Series got off to a wet start at Nogaro in France over the Easter weekend. The main race was a 1 - 2 finish for the Belgian Audi Club WRT team with Edward Sandstrom and Frank Stippler taking the win. Their victory was confirmed after the 60 minute race had finished, when their team mates Rene Rast and Niki Mayr-Meinhoff were given a post race penalty for failing to turn off the engine at the mandatory pit stop which dropped them down to 5th overall and 2nd in class. Their team mates Stephane Ortelli and Laurens Vanthoor in another Audi R8 LMS finished 2nd overall, while Alon Day and Maximillian Buhk took another 3rd place in their Mercedes SLS AMG. Qualifying race winners Loeb and Parente had an eventful main race eventually being classified 13th overall after a 30 second retrospective penalty was added to their time. Loeb was initially fighting for the lead with Mayr-Meinhoff but when he came in for his pitstop he was adjudged to have unbuckled his belts before coming to a complete stop. This earned them a retrospective penalty after the race. To make matters worse, Parente collided with the Audi of Rast, spinning the German around. This earned another penalty, giving them a 30 second retrospective penalty after the race.



Image courtesy of FIA GT series

Rally Champion keeps winning ways

Nine times World Rally Champion Sebastien Loeb continued his winning ways after switching to the FIA GT series for his first full season as a racing driver. The Sebastien Loeb Racing McLaren MP4-12C backed by Red Bull took victory in the opening Qualifying race of the 2013 FIA GT series driven by Loeb and Alvaro Parente at the Nogaro circuit in South West France.

The Coupes De Paques meeting over the Easter weekend drew huge crowds to support national hero Loeb at this first meeting of the year for the FIA GT series. Loeb took the wheel just after half way through the 1 hour race and chased down the leading Belgian Audi Club WRT Audi R8 LMS driven by Niki Mayr-Melnhof and Rene Rast. He passed the Audi on the outside of the hairpin with just 8 minutes remaining of the races and went on to win by 5 seconds. Third place went to the Mercedes SLS AMG GT3 of Alon Day and Maximillian Buhk

French footballing Legend takes Gentlemen Trophy win.

Fabien Barthez and Gerard Tonelli in a SOFREV Ferrari 458 Italia won the Gentlemen Trophy class in both races at Nogaro "It is a shame that the weather was so bad during the weekend but for sure it was a triumph anyway. Gerard and I were able to gain some great experience so it is all good. A driver can adapt to any conditions, so it was important to be there today for us and to claim these super results."

Drivers of the 2013 World Endurance Championship at Silverstone 12th April 2013





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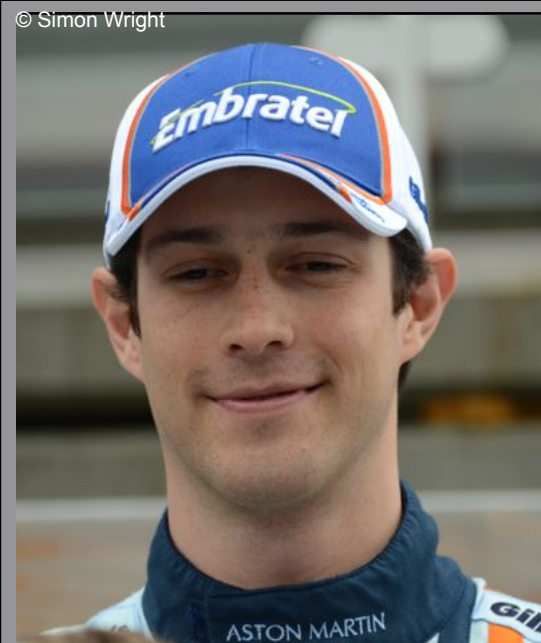
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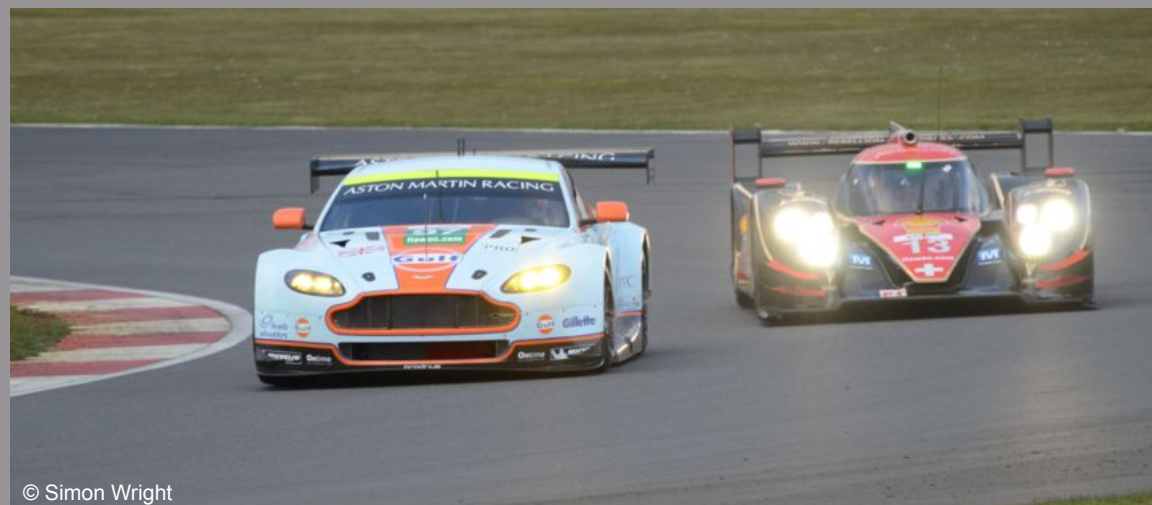
© Simon Wright



Former Grand Prix drivers switch to WEC with success.

Two of last years Grand Prix drivers have switched to the World Endurance championship with great success this year with a promising start for both of them.

Bruno Senna, nephew of 3 times World Champion the late Ayrton Senna, raced in 46 Grand Prix between 2010 and 2012 driving for HRT, Renault and Williams. This year he has joined the works Aston Martin



© Simon Wright

team in the LMGTE Pro class driving with Darren Turner and Stefan Mucke in the Silverstone 6 Hours race. Being part of the works team during Aston Martin's centenary year is a great opportunity for Senna to

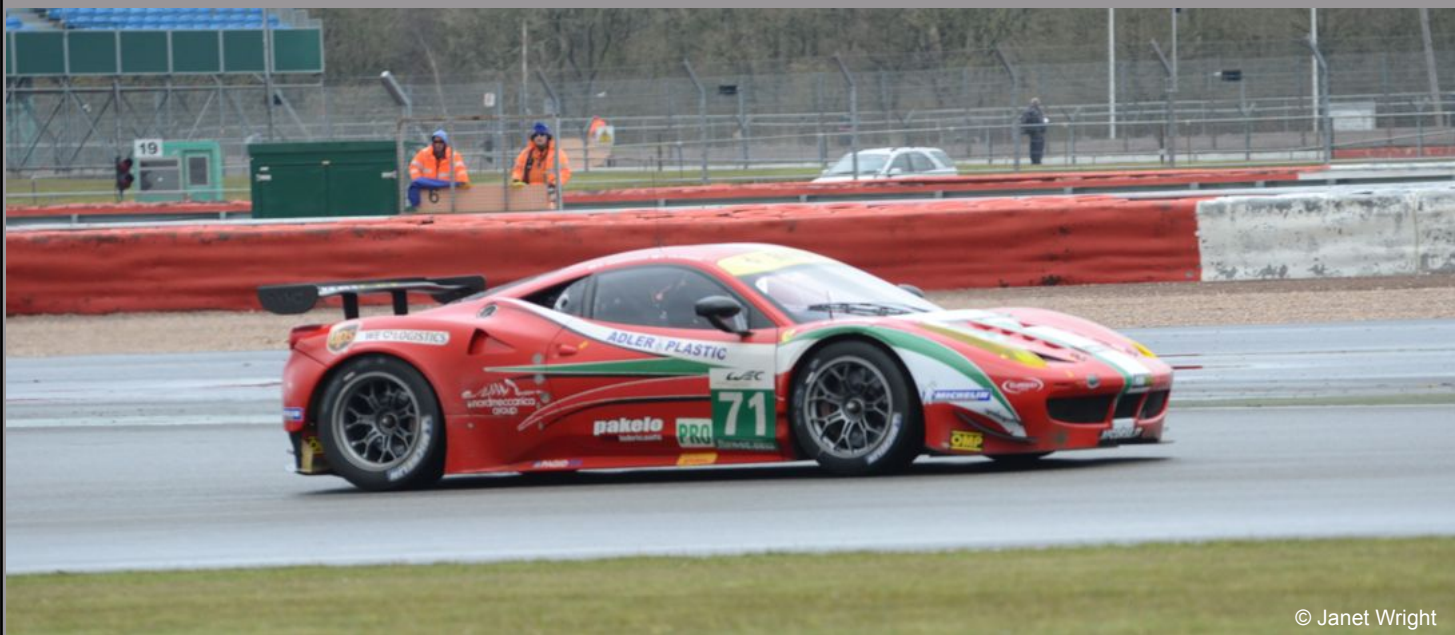
switch to the World Endurance Championship. Racing in the iconic Gulf blue and orange colours, Bruno achieved victory in his first race for the team, taking class honours at Silverstone and finishing 14th overall.

Three years younger than Bruno, Japanese driver Kamui Kobayashi, aged 26, started in 60 Grand Prix between 2009 and 2012. During that period he drove for Toyota and Sauber. His highest placed finish was on the podium in Japan 2012 where he finished 3rd in a Sauber. This year he has joined AF Corsa, the works supported team in the LMGTE Pro class of the World Endurance Championship driving a Ferrari F458

Italia with Toni Vilander. In his debut at Silverstone, they finished 2nd in class behind his old Grand Prix competitor Bruno Senna, finishing 15th overall.

They join several other ex-Grand Prix drivers in the WEC, including Alan McNish, Anthony Davidson, Nick Heidfeld, Giancarlo Fisicella and Tonio Liuzzi, Sebastien Buemi, Alexander Wurz and Pedro Lamy

© Simon Wright



© Janet Wright



© Mick Herring

evoking the 250 GT SWB, the Lusso (with the characteristic Aston raised prow) and the 400 Superamerica from the rear.

Once owned by Victor Gauntlett, then-chairman of AM, "0201" was fully restored by Aston Martin Works by 1988 after passing to a Swiss owner mid-restoration.

This important car, not offered for sale for more than thirty years is to be auctioned at Newport Pagnell on 18th May.



© Mick Herring

VSCC Silverstone - Bonhams Auction Exhibition

20th/21st April By Mick Herring.

Bonhams seven-car display took prominent position at Silverstone's VSCC "Spring Start" meeting but the 1960 Aston Martin DB4GT "Jet" Coupe, estimated at £2.8 - £3.8 million it certainly grabbed attention.

Exhibited at the 1961 Geneva Motor Show, resplendent in its Giorgetto Giugiaro-designed and "Carrozzeria Bertone" bodywork this unique car is, to me, a glorious blending of three beautiful Ferraris, frontally



© Mick Herring

The auction estimate for the 1955 Maserati 300S Sports-Racing Spider, chassis 3053, started where the Aston's finished at £3.5 - £4.5 million.

Ordered new by the legendary Briggs Cunningham for his friend, Bill Spear, it finished third in the 1955 Sebring 12-hour. Continuing the Italian flavour a 1934 Alfa Romeo 8C-2300 Le Mans Tourer, rebodied from a saloon in the 1970s is expected to realise £1.4 - £1.8 Million.

Upholding British traditions, the ex-Works/Le Mans/Mille Miglia 1953 Austin Healey 100 Special Test Car, "NOJ 392", 12th at Le Mans in 1953 is estimated at £500,000 - £600,000.

Flanking the Alfa were examples of a 1929 4 1/2 litre Bentley Tourer £350,000 - £450,000, a V12 Lagonda Tourer and an MG single-seater race car.



© Mick Herring

BTCC Season Opener at Brands Hatch 31st March 2013

The new season opened on the Brands hatch Indy circuit and saw Jason Plato make a great start by winning the first race in his MG6 ahead of Pole Position man Andrew Jordan in the Honda Civic and Rob Austin in the Audi A4.

Even with success ballast, Plato managed to repeat his win in the second race again ahead of Andrew Jordan and his team mate Jeff Smith in the Honda Civics. Reigning Champion Gordon Shedden was excluded after the race when Civic failed the ride height test.

The Draw for the third race grid saw Matt Jackson on Pole position from Adam Morgan with Gordon Shedden starting from the back. Flash drove a storming race from the back of the grid to 2nd place at the finish, only 0.083 of a second behind his team mate Matt Neal to deliver a Honda 1-2. Sam Tordoff finished 3rd in his first meeting in the MG team.



© Janet Wright

Plato took 2 wins at Brands with his New MG6

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.

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Photo courtesy of Blancpain Endurance series



Blancpain Endurance Series gets off to a great start in 2013

A huge grid of 60 cars arrived at Monza, Italy, for the first round of the Blancpain Endurance series over the weekend of the 13th and 14th of April, with 171 drivers representing 28 countries.

To the delight of the Tifosi, their beloved Ferrari took a clean sweep of all classes, with the Ferrari 458 Italia of Kessel Racing driven by Ramos/Rigon/Zampieri claiming victory in the race ahead of the ART Grand Prix team McLaren MP4-12C driven by Leclerc/Parisy/Soucek. Third overall went to the Gulf Racing McLaren MP4-12C of Carroll/Verdonck/Bell. The Pro-Am class was won by AF Corsa Ferrari 458 Italia of Hommerson/Machiels/Bertolini who finished 5th overall. The Gentlemen's Trophy class was won by another Ferrari, the SOFREV ASP Ferrari 458 Italia driven by Beaubelique/Goueslard/Blanchimain.

The next round is at Silverstone over the weekend of the 1st and 2nd of June 2013

WEC Qualifying changes for 2013

Qualifying has taken on a new format for 2013 with two drivers required to each set two timed laps. The qualifying



© Simon Wright

time is then determined on the average of the four total laps. The new system has not won the approval of all the drivers. Nicolas Lapierre, who sharing with Alex Wurz, claimed Pole Position at Silverstone for Toyota using the new system reckoned it was dangerous because in the 20 minute qualifying session you only get three timed laps per driver, which means you have to take risks in traffic. Anthony Davidson, second in qualifying at Silverstone, reckoned the new system diluted the purity of qualifying. he felt that it should be the driver flat out against the circuit, with low fuel, new tyres and just go for it. Other driver suggested it might be better to take the fastest lap of each driver, add them together and then take the average of the two times. The new Qualifying system will not be used at Le Mans.

© Janet Wright



Burn out at British GT.

Colin White's Ginetta G55 burnt out at Oulton Park during the British GT race. He suspected that the silencer in the right hand sill had come adrift or split and set the whole of the right hand side of the car on fire. After

wrestling with the blazing left hand drive car for half a lap he bailed out, unhurt, adjacent the Deer Leap marshals. No one was able to operate the cut out switch due to the intense flames and heat. Every available fire extinguisher and two fire tenders were unable to extinguish the inferno as the melted fuel line fed the flames for about 10 minutes.

© Mick Herring



© Mick Herring



Crystal Palace will shine on over the Witsun Bank Holiday

The fourth annual Motorsport at the Palace sprint competition will take place over the weekend of the 26th and 27th May 2013. This year's event will maintain the quality and quantity of entries which has already established this as one of London's leading motorsport events. The mix of classic and modern machinery includes Ferraris, Jaguars and Aston Martins and provisionally includes a 1913 Vauxhall Viper, a 1966 Ford Cortina 1500Gt (used as a course car at Crystal Palace in 1967) and a 1926 Chrysler G70 roadster.

As well as the sprint taking part on part of the old racing circuit, there will be lots of other attractions, including a kit car village and classic car display. The Classic Racing Motorcycle Club will also have a display. The event has raised over £10,000 for local charities. Tickets and further information can be obtained from

<http://motorsportatthepalace.co.uk/>

Photograph copyright Mike Lambert/Gridshots.



Dick Patten - Fiat 508 'S' Balilla Sports (1935)

Classic and Competition car

SMITH RELISHES PUKEKOHE F5000 RETURN

Pukekohe Park Raceway has a special place in the heart of evergreen racing great Ken Smith. So when the 71-year-old three-time New Zealand Grand Prix winner was asked if he would like to take part in a special 'salute to New Zealand's fastest racing cars' at the ITM 400 V8 Supercar race meeting at the track the answer was an unequivocal yes! Smith will be one of eight regulars from the popular MSC NZ F5000 Tasman Cup Revival Series who will participate in three demonstration runs - one per day on Friday, Saturday and Sunday - in their classic '70s era stock block V8-powered wings-and-slicks single seaters. Smith joined the MSC NZ F5000 Tasman Cup Revival Series in 2007 and has since won the MSC title three times. For the first four years he drove a Lola T430, but for the past three he has raced a Lola T332 which he co-owns with long-time crew members Barry Miller and Phil Richardson. Though not the same car he used to win the 1976 New Zealand Grand Prix at Pukekohe (that car still exists and is in active use by Australian driver Andrew Robson) Smith's 'new' car has been re-sprayed the same bright red and carries the same La Valise Travel, K-Road signage as the original did 37 years ago.

Joining Smith in the 10 minute (Friday and Saturday) and 15 minute (Sunday) demonstration runs at the circuit are this season's third place-getter Clark Proctor (March 73A), father-and-son Peter and Aaron Burson (McRae GM1s), Andrew Higgins (Lola T400), Tim Rush (McLaren M22), Warwick Mortimer (Surtees TS5) and Alan Dunkley (Lola T140).

Though the runs are strictly for demonstration purposes only Smith believes that, with the changes to the track to accommodate the V8 Supercars the quickest possible time could be very similar to the one compatriot Graeme Lawrence set when the front and back straight chicanes were in use in 1976. With its new right-left-right complex of corners on the back straight, and the tighter confines of the now concrete barrier-lined corner entering the start-finish straight the track will certainly not be as quick as it was when the MSC NZ F5000 Tasman Cup Revival Series last had a round there in 2008. That year class stalwart Roger Williams gave an indication of just how fast a Formula 5000 single-seater could lap the fast, flowing circuit by easily bettering the track's original category lap record (the Match one from 1971) in qualifying with a best lap time of 55.35 seconds, then got very close to Ken Smith's contemporary best in an F5000 car (55.20 set in a Match A50 in 1993) in the first race, his quickest lap a 55.80. He and McRae GM1 driver Chris Hyde then went quicker again the day after, Williams setting a best lap of 54.59, Hyde 54.73, both in the second race. These times compare favourably with those of the V8 Supercars at the time with Ford driver Mark Winterbottom the last to claim pole position at the track (in 2007 before the ill-fated move to the Hamilton street circuit) with a time of 55.6704 and a typical race lap being in the mid 56s. However, ultimate times, says Smith, are only part of the ageless appeal of the F5000 category and the cars built for it. 'There's just something about them and you see it wherever we go. People like the speed, obviously, how fast they go. But I think they also like the fact that they've got V8s in them, and that unlike a lot of these modern cars the difference still comes down to the driver.' Had the annual V8 Supercar round not returned to Pukekohe Smith agrees that the future of the venue would have been shaky at best. So he is pleased the necessary funding has been found to upgrade the track. "Old tracks are like old buildings," he says, "we've lost so many, Bay Park, Wigram, Waimate, we don't want to lose any more." Prepared by FAST COMPANY of behalf of the New Zealand

Formula 5000 Association www.F5000.co.nz



Kiwi racing great Ken Smith in his Lola T332 on his way to a race win at a recent MSC NZ F5000 Tasman Cup Revival Series race meeting at Hampton Downs.

Photo credit: Fast Company/
GroundSky Photography.



Richard Smeeton F1 March 721-1

Grand Prix Masters test

April 4th

By Mick Herring.

With snow having claimed several pre-season test days and the first historic meeting at Oulton Park, the Masters Series test day at Donington provided the first serious opportunity of the year for a dry, if somewhat, cold test session. Serving as a final shakedown, some of the cars would, together with the GP Masters F1 cars present, be heading for their first

races in the warmth of Spain almost immediately. Accompanying the sportscars at the Masters Test day at Donington were a varied, if smaller, selection of single seaters, mainly 1970s F1 cars from the Grand Prix Masters.

© Mick Herring



Richard Smeeton Wainor Formula Junior

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F1 Copersucar Fittipaldi

© Mick Herring



F5000 McLaren M10B

Not seen for many years was the ex-Mike Beuttler March 721 ,chassis 1, in the hands of Richard Smeeton, who also used the sessions to test his rare Wainor Formula Junior. Simon Hadfield was busy, as ever, driving the ex-James Hunt Hesketh 308, which



Simon Hadfield Hesketh inside Martin Stretton's F2 Chevron B40

would also be exercised by Masters boss, Ron Maydon later in the day. Simon also drove an early F5000 McLaren M10B in addition to his sportscars.

The sight of the Hesketh and Martin Stretton's F2 Chevron B40 side by side down the Craner Curves was particularly stirring. Given that there weren't that many Heskeths built, it was good to see another 308E.

Lotus were represented as were Arrows, Tyrrell 012 and Copersucar Fittipaldi, in the hands of Alain Plasc, Gary Culver and Bob Berridge respectively, a second Fittipaldi appeared briefly.



F1 Hesketh 308E

© Mick Herring

For me, the star of the show was Philip Walker's Ford GT40, a rebirth of chassis GT40P 1041, parts of which had lain unused since 1967 when it was bought by Colin Crabbe from Belgian Jean "Beurlys" Blaton and cannibalised for most of its components (including the monocoque chassis) to facilitate the rebuild of his own GT40 1021.

John Grant 8.8 litre
CanAm McLaren M8C-D



© Mick Herring

John Grant's fearsome 8.8 litre CanAm McLaren M8C/D was another car turning a wheel for the first time in three years since an accident at Brands Hatch left Grant with broken legs.

Group C was well represented at Donington by Steve Tandy's Nissan RC90, Bob Berridge's Sauber Mercedes C11 and Pete Chambers (in Mike Donovan's) Spice SE88 DFV.

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](#).



Steve Tandy Group C Nissan RC90

World Sportscar Masters featured the GT40 above, the immaculate Lola T70 Mk3B of Leo Voyazides and, as always, co-driven by the car's preparer Simon Hadfield. Martin Stretton was also T70-mounted and Chris Jolly enjoyed many laps in his earlier Cooper Chevrolet T61 Monaco.

Decades Apart Philip Walker Ford GT40 1041 and Pete Chambers Spice SE 88



© Mick Herring

As in period, a number of 2 litre cars from Lola and Chevron, were competing strongly with the big boys



© Mick Herring

Leo Voyazides Lola T70 Mk3B

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Kelvin Fletcher to Race Porsche in Britcar

By Mick Herring.

Seen at the Masters test at Donington, the world of television was represented by actor and petrol-head Kelvin Fletcher.

The 2012 Silverstone Classic Morgan Celebrity race winner, who AC/DC front-man Brian Johnson told his fans on the day, "That Kid From Emmerdale Farm" had beaten him into second place.

Kelvin was familiarising himself with the Porsche GT3 Cup car he will race at Donington on the Britcar meeting bill, having previously raced successfully in a Ginetta and the "Mighty Mini" series.



© Mick Herring



© Mick Herring



© Mick Herring

Jaguar F-Type.

By Mick Herring

Most manufacturers are not keen to do their development in full view of their potential customers or rivals.

The cars tested on the road are usually heavily camouflaged and don't stand still for long.

Jaguar may well be different, content to have their F-type development prototype fully badged and even labelled. "Development Prototype K00058" was left unattended in Oulton Park's paddock during the British GT meeting on



© Mick Herring

4.8secs and a top speed of 171 mph. The even more powerful 5 litre V8 produces 495 PS (488 bhp), 0-60 4.2secs, top speed 186 mph.

In a (YouTube) video the Jaguar F-Type is driven around Snetterton by three top drivers including Martin Brundle, who previously recorded top speeds at the Nardo Ring of 212.3 mph and later 217.1 mph (de-catted/increased rev limit) in a Jaguar XJ220.



© Mick Herring

1st April. Unsurprisingly, the Jaguar was often surrounded and there can't be many people who went home without a photograph of the car or with them stood alongside it, in spite of the exotic GT racing and supercars there.

With a choice of two engines, both supercharged and with an eight-speed paddle shift gearbox, the 3 litre V6 produces 380 PS (375 bhp) endowing the car with a 0-60 time of



© Mick Herring



© Mick Herring

Fangio Mercedes to be auctioned at Goodwood By Pete Austin

The Mercedes Benz W196 which Juan Manuel Fangio drove to victory in the 1954 German and Swiss Grand Prix and helped him to his second of five world championships is to be auctioned by Bonhams at this years Goodwood Festival of Speed. The car was then driven to fourth place in that years Italian Grand Prix by Hans

© Pete Austin



© Pete Austin



Herrman. The car was kept by Mercedes until the early 1970s when it was loaned to Lord Montagu's National Motor Museum at Beaulieu where it is pictured here. This W196 (chassis 00005/54) was then donated to the museum until it was sold into private hands. In 1990 collector Jacques Setton obtained it for \$20 million which equates to about £14 million in today's money. It will be interesting to see how much such an iconic car, the only one out of captivity, fetches at Goodwood on July 12th.



Alpine A110, Aston Martin DB6, Ferrari 360, Ford Mustang

he still admits to it being an "on-going project".

First time visitors to Shelsley Walsh were motorcycling members of staff from motorsport company Racelogic, who rode up from Buckingham to visit the historic venue and marketing manager and keen biker, Mike Broadbent commented: "We were absolutely frozen riding here but the trip has been well worth it and we are amazed at the variety of quality machinery on show."

Summing up, Mark Constanduros said: "Shelsley Walsh was featured by Jules Hudson in his Escape to the Country programme on BBC television on Monday so we think that may have encouraged more people to attend, however it would help greatly with catering, and parking arrangements, if people would kindly register on the website beforehand so that we know what numbers to expect and can host them correctly. "All in all it was a fabulous morning and credit must be given to the club members and visitors who take such a pride in the presentation of their varied and wonderful cars."

visit www.shelsley-walsh.co.uk

From Mark Constanduros

FANTASTIC TURNOUT FOR SHELSLEY BREAKFAST CLUB

"The best gathering yet", was the reaction of MAC commercial manager Mark Constanduros to the unexpectedly large turnout for the monthly Breakfast Club meeting at Shelsley Walsh on Sunday 7th April 2013.

Around 180 people had previously registered their interest to attend via the club's website, but the best sunny morning of the year so far saw well in excess of 200 cars and over 300 people turn up to look at the vehicles, walk the hill and enjoy a traditional Shelsley breakfast.

"It is simply fantastic" enthused Mark, who with club assistants Chris Gittins and Mike Cockayne, ended up guiding people to park in The Orchard as the paddock area was completely full by early morning. Exotic machines of all eras including a Ford GT40, AC Cobra and several Ferrari, Porsche, Aston Martin and Lotus cars joined classic and sports cars parked neatly in the paddock for people to stroll around and look at.

Retired engineering quality manager and regular visitor, Frank Platts, of Worcester, arrived in his 1971 MGB GT which he has spent the past twelve months restoring. Frank said: "Thanks to having a luxury workshop at home which has a pit and hoists, and is actually carpeted to „save my knees“ I enjoyed every minute of the renovation work", but



FRANK PLATTS with his 1971 MGB GT



Selection of cars displayed in the paddock



R2 First Lap Simonsen leads Nick Tandy

Benji Hetherington in the other Fortec Mercedes had led away from the start and led away again after a safety car period. Positions also suffered, with several cars spinning away positions following an oil spill, which turned into a fire aboard Richard Sykes' Ginetta G55.

Most cars pitted immediately the window opened and the highlight of part 2 was the battle for the lead between Phil Keen and Olly Hancock,

© Mick Herring



R1 Tandy Trackspeed Porsche leads Keen and Hancock

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now in Jon Minshaw's Porsche and Hetherington's Mercedes respectively. This allowed Nick Tandy, in Ashburn's Trackspeed Porsche to catch and pass the duelling pair for

British GT Oulton Park April 1st By Mick Herring.

A freezing cold Oulton Park hosted its traditional Easter British GT Championship opener, with two exciting races providing a pair of double winners and a new lap record.

Trackspeed took both outright wins, the first for the 2013 Porsche 997 GT3 R, race 1 by Jon Minshaw/Phil Keen and race 2 by Porsche works driver, Nick Tandy and a straight back out of retirement, David Ashburn.

Both GT4 races were won by Zoe Wenham/Declan Jones in their Ginetta G50.

Race 1 saw the leading cars away cleanly but a mid-pack incident right at the first corner, Old Hall saw Gregor Fiskens (Trackspeed Porsche 997 GT3) going down the inside of Andrew Howard (Beechdean Aston Martin) on the grass, the inevitable contact pushed the Aston into Jason Minshaw (Fortec Mercedes SLS GT3) ending its race immediately against the tyres.

The Aston managed a total of four laps before retiring due to the damage.

Gregor Fiskens, and subsequently Richard Westbrook, raced on to the end but he was later disqualified and fined.

© Mick Herring



R1 Fiskens Trackspeed Porsche minimal damage later disqualified



R1 German leads Italy

the lead. Subsequent pick up of rubber caused Tandy to slow and hand victory back to teammate Keen with Hancock's Mercedes finishing third. In GT4, Zoe Wenham/Declan Jones' Ginetta G50 took the lead and victory when Rick Parfitt Jr/Ryan

Ratcliffe's Ginetta G50 served a drive-through penalty for a too-short pit stop. Storming through the field into fifth, Alan Simonsen took fastest lap after Hector Lester's lowly grid position, 0.34secs behind reigning champion Michael Caine, this year with Ahmad Al Harthy. A major achievement given their Ferrari 458 is a 2011 spec car and hasn't run since last year's final at Donington. Race 2 should have seen the Simonsen/Lester Ferrari on the podium after another dominant first half drive and constant battle with Nick Tandy's Trakspeed Porsche. The duo consistently traded fastest times for all their 21 laps together, first Tandy with 1m35.948secs on lap 3 and the Flying Dane setting a new lap record of 1m 35.861secs on lap 4. Jonny Adam's



R2 Jones Brothers New McLaren

repaired Beechdean Aston Martin ran an early lonely third but after the handover to Andrew Howard the car would retire when Jon Minshaw's



R1 Jon Minshaw 1st Trakspeed Porsche



R1 Allan Simonsen Ferrari 458 5th

Porsche dramatically launched itself over kerbs under ambitious braking and into the side of the Aston. With so many cars in this race the pit lane was crowded, putting everyone under pressure, there were near incidents and a drive through resulting from an unsafe release.

However the greatest drama of the race befell a very philosophical Colin White's Ginetta G55 which caught fire (See News section). He later suspected that the silencer in the right hand sill had come adrift or split and set the whole of the right hand side of the car on fire.

The inevitable safety car finally cleared, leaving a two-lap sprint to the finish with David Ashburn holding off Mark Patterson's United Autosports Audi R8 with Marco Attard's Ecosse BMW Z4 third ahead of Hector Lester's Rosso Verde Ferrari 458 with the quietly improving Steve Tandy/



R2 Mark Patterson Matt Bell Audi R8 2nd

© Mick Herring



R1 Keen chases Hancock Mercedes

© Mick Herring

Dan Brown Triple 8 Z4 in fifth.

A dramatic end to both dramatic races with the single 2 hour race on the bill at Rockingham on May 6th.

© Mick Herring



R1 Ryan Ratcliffe 2nd GT4 passes stricken Merc



© Simon Wright



© Simon Wright

Alfa Romeo at Coventry.

By Simon & Janet Wright.

The Alfa Romeo Owners Club



© Simon Wright

East Midlands put on a display of around 30 cars outside Coventry Transport museum on Easter Sunday 31st March. Unfortunately, the recent cold weather and the salt residue still on the roads caused members with older classic cars not to attend. There was still a good

turn out with a variety of more modern Alfa Romeo models on display.



© Janet Wright

Right outside the entrance to the museum was a rare Alfa Romeo SZ (Sprint Zagato). The SZ was mechanically based on the Alfa Romeo 75, powered by a 3 litre V6 engine and 5 speed manual transmission. The front engine, rear wheel drive configuration produced 210 bhp. Only 1036 were built between 1989 and 1991. New techniques were employed to fit the resin panels to the steel framework and many hours were spent in the Fiat wind tunnel to produce the unique body design which resembled the cross section of a wing and yet had a tiny drag factor of only 0.3 and yet still produced down force. The suspension settings were sorted out using two Alfa Romeo 75 test cars and experience gained in IMSA racing. This allowed the chassis to generate incredible G forces of up to 1.4G for short periods. Another unusual feature was an hydraulic system to raise the



© Simon Wright



© Simon Wright



© Janet Wright

suspension by up to 50mm to clear speed bumps operated by a switch in the car, due to the very low ground clearance. One of the older cars on show was a 1973/74 Alfa Romeo GT 2000, one of Alfa Romeo's popular designs of the 1970s, with versions of the car racing in Touring car series all around the World.

The Alfa Romeo 75 was the last Alfa developed before the company was bought by Fiat. Introduced in 1985, it was called the 75 to celebrate 75 years of Alfa Romeo production.

Around 386,767 were built. The car was perfectly balanced with engine in the front and the 5 speed gearbox in the rear in a Transaxle arrangement. Torsion bar suspension with shock absorbers on the front and a de Dion tube with shock absorbers on the rear, with inboard rear disc brakes, gave it excellent handling. Both the 2 litre twin spark and 3 litre V6 models were fitted with Limited Slip Differentials.

Another unusual car on display was an Italian registered (Tuscany) 1982 Alfa Romeo Giulietta Turbo Autodelta. Only 361 were built with a turbocharged 1962cc engine and all were black with a red interior. The Autodelta version was effectively a homologation special for the saloon racing version. The model was fitted with a large turbocharger, bespoke exhaust system and special dual calliper brakes, and had a 0-60 time of around 7 seconds.

All Alfa Romeo have stylish designs, even the more traditional 3 box style saloons, but the more modern cars

© Janet Wright



© Simon Wright



have a more rounded aerodynamic appearance.



World Endurance Championship Round 1 Silverstone 6 Hours

By Simon and Janet Wright.

The teams arrived at a cool and damp Silverstone for the first round of this years championship with two full manufacturers teams battling out for overall honours in LMP1. Audi were back to defend their title, while Toyota have entered a two car team in this years championship to challenge the German manufacturer. There is also a wealth of ex-Grand Prix driving talent in the series with Bruno Senna and Kobayashi joining the GT ranks this year.

After the new qualifying (see News section), Toyota had a complete lock out of the front row, with the Toyota TS030 Hybrid of Wurz/Lapierre on pole from the sister car of Davidson/Buemi/Sarrazin. The Kristensen/



© Simon Wright

Alan McNish/Tom Kristensen/Loic Duval Audi R18 e-tron quattro winners of the Tourist Trophy

Duval/McNish Audi R18 e-tron quattro was third and the Nicolas Prost/Jani/Heidfeld Lola B12/60 Toyota Coupe managed to mix it with the manufacturers cars in 4th. The Oreca 03 Nissan of Pizzonia/Graves/Walker was fastest of the LMP2 cars in 7th, while Turner/Mucke and Bruno Senna were fastest on the LMGTE Pro cars in the works Gulf Aston Martin Vantage V8. Keeping home interests alive in the LMGTE Am class were Jamie Campbell-Walters/Hall and Goethe in their Aston martin Vantage V8 in 13th overall.

The action started before the race had begun, with Ka To in the LMP2 Morgan Nissan spun off at Village on the warm up lap and got the car stuck on the kerb, but thanks to the Marshalls, the car was quickly pushed off before the race started and he rushed around at



© Janet Wright

Nick Heidfeld/Nicolas Prost/Neel Jani Lola B12/60 Coupe Toyota 5th overall 1st LMP1



LMP2 winners Antonio Pizzonia/Tor Graves/James Walker Oreca 03 Nissan



Tonio Liuzzi/Kevin Weeda/Christophe Bouchut had an eventful debut in the new Lotus T128 for 44 laps

the back of the field. From the start of the race, Wurz led the two Toyotas off with McNish in hot pursuit in the Audi. It only took McNish about 6 minutes to deal with the second placed Toyota,

passing Davidson down the Hanger Straight in to Stowe.

Former Grand prix driver Tonio Liuzzi was the first driver in trouble, pitting the brand new Lotus T128 after only 6 minutes. He was back in again a few laps later. The door kept flying open and the team were having problems trying to tape it shut. His day went from bad to worse when he was hit by the Oreca 03 Nissan of Minassian/Perez Companc/Kaffer as he turned in to Village corner. Liuzzi had gone in fairly wide when the LMP2 car dived up the inside and collided with him, forcing both cars wide off the circuit. Liuzzi limped back to the pits for repairs but after only 44 laps the car was the first retirement from the race. The Oreca received a stop go penalty later for causing the accident.

One team caught out by the new qualifying system was the HPD ARX 03c Honda driven by Jonny Kane, Danny Watts and Nick Leventis. They had not managed to complete the required 4 laps in qualifying and had to start from the back of the grid. In the first few laps Kane had carved through the field and after 10 minutes they were already in to the top 10. unfortunately, later in the race, Nick Leventis had a high speed spin on the approach to Village and slid backwards in to the Ferrari F458 Italia of Gerber/Griffin/Cioci with quite an impact. The car retired after just 55 laps. Just after the 10 minute mark Alan McNish swept through in to the lead after Davidson ran wide out of Club corner. It didn't take much



Chris Dyson/Michael Marsal/Tom Kimber-Smith LMP 2 Zytec Z11SN - Nissan



Alexander Wurz/Nicolas Lapierre put the Toyota TS030 Hybrid on Pole position and finished 4th

wall next to where the accident happened and push the car back out of the wall and on to the track, where it had to limp round the entire circuit to return to the pits for repairs with smoke pouring from the front tyres where the dislodged nose was rubbing on the tyres. This bought out a full course yellow and Toyota immediately got their second car to pit for an early routine stop. Even under the full course yellow, the Aston Martin of Goethe/Hall/Campbell-Walter managed to spin off the track all on its own, but avoided contact with anything and was able to continue. When the race resumed, the Treluyer/Lotterer/Fassler Audi took advantage of the

© Janet Wright



Christoffer Nygaard/Kristian Poulsen/Allan Simonsen Aston Martin Vantage V8 LMGTE Am winners

to go McNish makes a routine pit stop, but will still need to make one more before the end. The No 1 Audi of Treluyer was running at a disadvantage, a drive shaft had broken and the car was unable to utilise its hybrid power. This did not stop it

longer for Treluyer to take the no1 Audi in to 2nd place. The first rain of the race started around the 30 minute mark and after 40 minutes both Audi's pitted together for their first routine stops but did not change tyres. Toyota stopped their cars a couple of laps later, one at a time and did change tyres on both cars. The wet conditions did catch a couple of cars out at village with a quick spin by the Aston Martin of Campbell-Walter/Goethe/Hall and the Rebellion Lola of Belicchi/Beche/Cheng ran wide off the track on to the tarmac runoff area. More serious was the spin in to the pit wall by the Oreca 03 Nissan of Rusinov/Martin/Conway which lost control coming out of Club corner in the wet and hit the pit wall head on, though at slow speed. The front bodywork was knocked off, but the Marshalls were able to open a gate in the pit

damp conditions to drive through past the McNish Audi to take the lead of the race.

With an hour and twenty minutes remaining McNish has closed up on Treluyer in the lead as they approach Club corner. The two Audi's battle for the lead and McNish passes Treluyer down the Wellington straight in to

Brooklands to take the lead of the race. The third place Toyota is now 2 laps behind the leaders. With an hour

© Simon Wright



Giancarlo Fisichella/Gianmaria Bruni Ferrari F458 Italia 5th LMGTE Pro



Nick Leventis/Danny Watts/Jonny Kane LMP1 HPD ARX 03c - Honda backmarkers and reporting a strange vibration. This gave Treluyer a good lead with around 35 minutes remaining, Treluyer was at Luffield as McNish exited the pits, over 29 seconds in front.

Alan McNish was now in inspired form on his home circuit. he was not going to be denied the victory and threw the Audi around as though it was a Grand prix car. With 9 minutes remaining the gap was down to around 4.5 seconds and McNish could see the other Audi in front of him. McNish then set fastest lap of the race and continued to chop away at the lead. Both cars were cutting through traffic. With just over 4 minutes remaining McNish retook the lead through Brooklands and Treluyer tried to stay with the No2 Audi but he could not challenge McNish who took victory

retaking the lead after a tactical short refueling stop with around an hour to go. His excitement wasn't over yet though as he was forced on to the wet grass as he entered the Hanger straight, by two backmarkers, as he lapped them. He managed to keep the car straight and rejoin the track just before it narrows to pass under the bridge. When the number 1 Audi made its final pitstop with just 38 minutes remaining, Treluyer stayed at the wheel and was just fueled, no tyre change and McNish retook the lead. Next lap he dived into the pits for his final stop and was fueled and had all 4 tyres changed after spinning off passing

© Janet Wright



Chevrolet Corvette C6 ZR1 of Patrick Bornhauser/Julien Canal/
Fernando Rees 2nd in LMGTE Am class

© Janet Wright



Aston Martin starts its centenary year with victory in LMGTE Pro with Darren Turner/
Stefan Mucke/Bruno Senna in the works Gulf Aston Martin Vantage V8

and the Tourist trophy for a great win. McNish was delighted with the victory. When he returned to the pit lane, he climbed on to the roof of his Audi to celebrate. Behind the two Audi were the two Toyota's with Davidson/Buemi/Sarrazin 3rd and Wurz/Lapierre 4th. First of the private LMP1 teams was the Rebellion Racing Lola Toyota B12/60 of Nicolas Prost/Jani/Heidfeld ahead of its sister car driven by Belicchi/Beche/Cheng in 5th and 6th. LMP2 winners were Graves/Pizzonia/Walker in their Oreca 03 Nissan in 7th, the LMGTE Pro class was won by the Gulf Aston Martin of Turner/Mucke/Bruno Senna in 14th and the LMGTE Am class was taken by another Aston Martin Vantage V8 driven by Nygaard/Poulson/Simonsen in 19th place overall. Next race is at Spa



Harry Tincknell won the first race, first British winner since 1984

FIA European F3 Championship Silverstone

By Simon & Janet Wright.

Local driver Harry Tincknell took pole position for the first of 3 races at Silverstone supporting the WEC event over the weekend of the 13th and 14th April 2013. Alex Lynn made it a British driver all front row while current championship leader Raffaele Marciello could only manage 4th next to Felix Rosenqvist. Tincknell powered away from the start and Lynn could not challenge him during the race, but they pulled well clear of the opposition to take a 1-2 finish for the local drivers. Tincknell's victory was the first by a British driver in the European F3 championship since Johnny Dumfries in 1984. Felix Rosenqvist finished 3rd, while Marciello

© Janet Wright



Raffaele Marciello won the third race and leads the championship

determined mood having lost out on the restart and soon pulled back the leaders and past Tincknell on lap 10 into Brooklands, having done a similar manoeuvre on Buller 3 laps before for 2nd place. Buller then had a high speed spin and dropped to 9th place

while Marciello and Auer both managed to pass Tincknell before the chequered flag. Tom Blomqvist finished 5th behind Tincknell. The third race was early on Sunday morning on a still drying track. Rosenqvist made the best of the damp conditions at the start to take the lead from the second row of the grid, passing Pole man Lynn before the first corner at Abbey, but several cars slipped and spun off the circuit, including Sven Muller at Becketts, with six cars failing to complete a lap which resulted in the safety car being deployed. Rosenqvist made no mistakes this time on the restart but was soon caught by Ferrari Academy backed driver Marciello. They battled for the lead but Marciello managed to take the lead and took the flag by just 1.511 seconds from Rosenqvist, with local driver Lynn taking the

© Janet Wright



Felix Rosenqvist won the second race

final podium place at his home race. This leaves Marciello leading the championship 36.5 points from Rosenqvist with Tincknell in third place just 7 points behind and Lynn is 4th on 60.5 points as the championship heads for Hockenheim in Germany for the next round.

There are 3 famous names in this series. Josh Hill, son of ex World Champion Damon Hill and 3rd generation racing driver failed to finish in the first race, managed to finish 7th in the second race and was one of several who

© Simon Wright



Josh Hill following the family business



© Janet Wright

Alex Lynn had two podiums at his home race. Followed by Eddie Cheever

race in the wet track conditions. Currently 13th in the Championship. Eddie Cheever III, is the Italian son of Eddie Cheever the American former Formula 1 driver. Eddie was 19th in the first race, 10th in the second race and another who was caught out by the damp conditions at the start of race 3. He currently lies 15th in the Championship. Finally we have Tom Blomqvist son of World Rally Champion Stig Blomqvist was 10th in the first race, 5th in the second race and 14th in the third which leaves him highest of these three in 9th place overall in the championship.

ELMS Silverstone 13th April 2013 by Simon & Janet Wright.

Twenty three cars took to the track for the 3 Hours of Silverstone, the opening round of the 2013 European Le Mans Series. Local driver and former GP2 star Oliver Turvey started his sports car career with the Jota Sports team on a high by claiming Pole position in the Zytek Nissan which he shares with Simon Dolan. Brendon Hartley was his nearest challenger in the Murphy Prototypes Oreca Nissan with co-driver Mark Patterson. The LMPC pole went to the Team Endurance Challenge FLM Oreca of Paul Loup Chatin and Gary Hirsch. Moving to the GT cars, the Ferrari 458 Italia driven by local Johnny Mowlem and Matt Griffin took the LMGTE class pole while in the LMGTC class, pole position went to the Momo Megatron DF1 Audi R8 LMS of Kuba Giermaziak and Raffi Bader.

While practice and qualifying had been held in damp conditions, the weather was to play a much more important part in the race. Rain began to fall as the cars were out on the green flag lap before the start of the 3 hour race and two cars managed to spin off before the race began, with Chris Dyson hitting the wall at Becketts. As the field powered away for the start, in the rain, Alex Loan spun across the track and put his LMPC car in to the pit wall before he even reached the start line. Oliver Turvey took the lead from the start but ran wide entering the loop letting Nelson Panciatici alongside through the loop and the Alpine-Nissan got better acceleration on to the Wellington straight to take the lead. The ELMS race teams were using the old pits, even though the race was



Dark and wet at Silverstone for the ELMS race



© Simon Wright

started outside the Wing, so after half a lap quite a few teams drove in to the pits to change to wet tyres while the stricken car was removed from the circuit. The Pons/Avanti Formula Le Mans Oreca 09 spun off at the exit of Becketts but managed not to hit anything and was able to continue. The safety car was deployed while the crashed Oreca was removed from the circuit and the Alpine-Nissan of Ragues/Panciatici led the field behind the safety car. Ten minutes in to the race, the green flag released the field to race and the top seven cars immediately dived in to the pits for wet tyres, as the pit lane was closed during the safety car period! This let the Morgan Judd of Gachnang/Mailleux in to the lead of the race as he was one who had pitted before the pit lane was closed and did not get held at the end of the pit lane, like some of the other early pit stop drivers who were held until the safety car had

Simon Dolan and Oliver Turvey won the race for Jota Sport in the Zytek Z11SN - Nissan

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Most cars went off at some point. here the Boutsen Ginion Racing ORECA 03 Nissan of Briere/Dagoneau/Hartshorne goes off coming out of the loop

Stowe corner and the car spun off a long way in to the gravel, beaching the car. This let Maillieux back in to the lead. At the same time, the AF Corsa Ferrari 458 Italia of Perazzini/Cioci/leo went off at the entrance to the wing pit lane, just past Stowe corner, in Vale. The action was now coming thick and fast as the Alpine of Panciatici which was in 2nd place had a spin at the start of the Wellington straight, then spun again as he tried to rejoin the circuit, but he managed to retain his 2nd place overall. Visibility was getting worse on the pit straight as the rain continued to fall and various cars were leaving the track. After losing 3 laps, the Hartley car was finally extracted from the gravel and was back on the track. At the 45 minute mark the Thiriet ORECA 03 of Hirschi/Thiriet passed the Alpine for 2nd place going through Brooklands. The following lap the Alpine

passed the pits. Another car already on wets was the Hartley/Patterson ORECA 03 Nissan which was now in 2nd and taking 3 seconds a lap off the leader. The LMPC class was being led by Chatin/Hirsch in their Formula Le Mans ORECA 09, while the leading GTC car was the BMW Z4 of Smith/Millroy/McCaig in 10th overall while the GTE class was led by RAM Racing Ferrari F458 Italia of Jeanette/Montecalvo in 4th overall.

Twenty five minutes in to the race, and the rain was still pouring from the sky. Hartley was right on the tail of the leader Maillieux while the GTE lead changed as Nick Tandy took the Proton Porsche 911 GT3 RSR past the RAM Racing Ferrari. Into Vale and the lead changed as the Morgan ran slightly wide and Hartley was through in to the lead at the end of the 10th lap. The GTC class was still led by the Ecurie Ecosse BMW Z4. Once clear in the lead, Hartley pulled away from the rest of the field but then at the 40 minute mark he lost control entering

© Simon Wright



GTC winners Ecurie Ecosse BMW Z4 of Millroy/Smith/McCaig



Signatech Alpine Nissan Pierre Ragues/ Nelson Panciatici

wall hard with the rear of the car. This handed the lead to the Jota Sport Zytkek Z11SN - Nissan of Turvey/ Dolan as the Hirchi/Thiriet car had pitted for a tyre change and dropped to 3rd. This had allowed the Race Performance Oreca 03 Judd of Frey/Niederhauser up in to 2nd place. At just over the hour mark, the GTE leader Ram Racing ferrari of Jeanette/Montecalvo had a spin at the entrance to Club corner. Just afterwards the Greaves Motorsport Zytek of Michel Marsal/Dyson had a big crash coming out of Stowe and spinning off in to the wall on the inside of the circuit, doing damage to the rear wing, but managed to get going again to head back to the pits. Next car off was the Dkr Engineering Lola B11/40 Judd of Porta/Brandela/Raffin which lost it coming out of Club corner and went a long way off in to the gravel.

At the 1 hour 15 minute mark, the leading Zytek came in for a fuel/tyre and driver change. This gave the lead to Niederhauser/Frey Oreca 03 Judd with the Thiriet

lost another place as the Jota Sport Zytek of Oliver Turvey/Dolan went through as they exited the loop. Panciatici then headed straight in to the pits for a driver/tyre change. Fifty five minutes in to the race and the leading Morgan crashed out of the lead exiting Becketts, in Chapel curve and lapping a GT Porsche. There was no contact with the Porsche, but the Morgan was off line. Instead of turning left on to the Hanger straight, the car veered right, spun on the grass and hit the tyre



Proton Competition Porsche 911 GT3 RSR Christian Ried/Gianluca Roda/Nick Tandy winners LMGTE

Oreca 03 Nissan of Hirschi/Thiriet right behind them in 2nd. As they entered Club corner there was a spinning Ferrari of Mallegol/Bachelier/Blank across the track and the lead changed as the leader went inside and on the grass while the Thiriet car went round the outside and in to the lead. Dolan then lost the Jota Sport Zytek coming out of Stowe, like many before him, and hit the inside wall before continuing. Next off was the Momo Megatron Audi R8 LMS of Bader/Derdaele/Giermaziak which spun in to the gravel at the end of the Hanger straight at Stowe. At around the half distance mark, the safety car was deployed to allow the Audi to be retrieved. This closed the pits for 3 laps, as per the regulations when the safety car is deployed, which meant that Nick Tandy would exceed the 1 hour 30 minutes allowed for the main driver, in the leading GTE Proton Competition Porsche 911 GT3 RSR. The order behind the safety car was the Thiriet Oreca of Hirschi/Thiriet in first, followed by the Jotoa Sport Zytek of Dolan/Turvey and the Race Performance Oreca Judd of Niederhauser/Frey in third. With 40 minutes remaining the red flag was shown and the race was stopped with 77% of the race completed. This gave the victory to Jota Sport Zytek Z11SN Nissan of Oliver Turvey and Simon Dolan, with the Race Performance Oreca 03 Judd of Michel Frey and Patric Niederhauser in 2nd and the Thiriet by TDS Racing Oreca 03 Nissan of Pierre Thiriet and Jonathan Hirschi was third. The GTE Class was won by the Proton Competition Porsche 911 GT3 RSR of Nicky Tandy, Christian Ried and Gianluca Roda. The LMPC class was won by Anthony Pons and Soheil Ayari in the Formula Le Mans Oreca 09 and the GTC Class was won by Ecurie Ecosse BMW Z4 of Ollie Millroy, Andrew Smith and Alasdair McCaig.

© Simon Wright



Murphy Prototypes Oreca 03 Judd Brendon Hartley/Mark Patterson

© Simon Wright



Thiriet TDS Racing Oreca 03 Nissan Pierre Thiriet/Jonathan Hirschi

© Janet Wright



Momo Megatron DF1 Audi R8 LMS Raffi Bader/Dylan Derdaele/Kuba Giermaziak

It was 30 years ago this year that Ayrton Senna first drove a Formula 1 car when he tested a Williams at Donington Park. Despite being impressed with his performance they were not then in a position to offer Senna a drive the following season. Therefore his first Grand Prix season was undertaken with the Toleman team. Although this small team was not in the same league as McLaren, Brabham or Ferrari, Senna is best known that year for his outstanding drive at a soaking wet Monte Carlo. The race was cut short just when he was starting to challenge Prost for the lead and he finished a brilliant second. The rest is history. He is shown here in the Toleman at the 1984 British Grand Prix



Archive Picture of the month

By Pete Austin

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Aston Martin Owners Club Racing Silverstone.

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



Michael Mallock Aston Martin DB4 2nd in the Intermarque race

Run on the National circuit at Silverstone on Saturday 6th April 2013, this first Aston Martin race meeting of the year drew together some of the finest classic sports car racing in the country with the added bonus of a HRDC Touring Greats race to add in some saloon car fun. Providing an excellent start to the Centenary year celebrations for Aston Martin, the meeting also saw a round of the Aston Martin GT4 Challenge of Great Britain, which this year has also thrown open its doors to allow GT1, 2 and 3 Aston Martins to join in, as well as a special invitation class, making several races within the race. First race on the programme was the AMOC Intermarque Championship race, a series the club have run for many decades and allows Aston



Wolfgang Friedrichs Aston Martin DP214 ahead of Steven Routledge Ferrari 355 Challenge



Equipe GTS - John Andon - Triumph TR4 1st leads Pete Foster - Triumph TR4 2nd

while Kevin Norville finished 3rd in his Aston Martin GT4.

Next race was the "Equipe" GTS series for pre 1966 period specification production sports and GT cars from the 1950s and 60s. Only smaller engined cars are allowed excluding cars over 2.7 litres in size. In qualifying the Triumph TR4 was the car of choice with John Andon taking pole from Pete Foster. The race proved to be a high speed procession for the Triumph pair with Andon leading almost every lap. On lap 27 the pair swapped position with Foster leading over the line by just 0.746 of a second, but next time round Andon had restored the status quo which he managed to hold for the last 2 laps, winning by just 0.534 of a second from Foster with Peter Tognola over 46 seconds behind in his Porsche 911, the only other driver on the lead lap.

Tognola won his class, with the other class winners being Paul Chase-Gardener in an Alfa Romeo finishing 11th overall and Anne Reed in an Aston Martin DB2 finishing 13th overall.

Compared to the other races, there was a relatively small field for the AMR GT4 Challenge of Great Britain race, with just 8 GT4s and 2 DB4 Lightweight in the Invitation class. This was also the longest race of the day, lasting 1 hour and 40 minutes. The

Martins to compete against Ferrari, Jaguar, Porsche, Austin Healey and Sunbeam on an equal footing by use of a multiplier which makes adjustments to the final results, allowing a 1950s Sunbeam Tiger to compete on an equal footing with a modern Ferrari F355 Challenge car or an Aston Martin GT3. David and William Smallridge put their 1965 5 litre Sunbeam Tiger on to Pole position by nearly 3 seconds from the 1959 4.5 litre Aston Martin BD4 of Michael Mallock. The Sunbeam Tiger managed to lead the first lap before Mallock took the lead in the DB4 which he held until lap 20 when he pitted. This allowed James Neal to lead a single lap in his Porsche 964 C2 before he also pitted for his regulation stop. This allowed the Smallridge Sunbeam Tiger back in to the lead on lap 22 which it held to the end of the 45 minutes, completing 41 laps in the 45 minutes, lapping the entire field.

Mallock finished 2nd in the Aston Martin DB4,

© Simon Wright



Zak Mercer/David Tinn/John Dickson 7th AMR GT4 race

Track-Club.com car of Kevin Norville and Calum Locke took Pole position, but it was the car of Oliver Bouche and Andrew Jarman that went into the lead which they held until the pitstop on lap 39. This gave the lead to the Bolaji Odunsi and Richard Hope car which they held until lap 53, even after they had pitted for their driver change. On lap 54 Bouche and Jarman retook the lead and were never headed until the finish after 91 laps. Behind Bouche and Jarman came the GT4 of Tom black and Chris Kemp while Norville and Locke finished in 3rd place. The invitation class was won by Martin Melling and Peter Snowdon in their leightweight DB4. To add a little variety to the proceedings, the Historic racing Drivers Club (HRDC) had brought their Touring Greats series to the meeting for the first

© Janet Wright



HRDC Touring Greats - Michael Peet Sunbeam Rapier

But by lap 23 it was all over for Webb and Groom as they headed back to the pits to retire. Burton went on to win the race in the Jaguar Mk1, finishing over 46 seconds ahead of Les Ely in another Mk1 Jaguar. Rae Davis finished 3rd and won his class in the Austin A40 lightweight, a lap down on the winner. Keegan and Thurgood got the MG to 9th overall and finished 2nd in class. The other class winners were Brian Arculus in a Hillman Minx in 6th overall, Bruce Chapman driving a MG Magnette ZA and finally the little Fiat 600 Abarth of Louise and Jason Kennedy which finished 15th overall.

© Pete Austin



HRDC Touring Greats - Rupert Keegan - MG Magnette ZA 'Bumble'

round of their 2013 Championship. The series is for Pre-60s historic Touring cars and

features such favorites as the Austin A35, Ford Zephyr/Zodiac Mk1 and the Jaguar Mk1. To add a little spice to the mix, former Grand prix driver Rupert Keegan was paired with HRDC Race Director Julius Thurgood in his MG Magnette ZA. Pole position belonged to the Jaguar Mk1 of Nigel Webb and Groom just under 1/2 second ahead of another Mk 1 Jaguar of Peter Burton. Making the most of Pole position, the Webb/Groom Jaguar shot in to the lead followed very closely by the other Jaguar Mk1 of Peter Burton and the two cars ran as one eight wheeled Jaguar for lap after lap. Burton pitted first on lap 15 which dropped him back to 6th.. The Webb/Groom car responded immediately, pitting the next lap. this gave the lead, temporarily to Les Ely in yet another Mk1 Jaguar. When he pitted 3 laps later, the Webb/Groom car retook the lead from Burton, but now the gap between the two was over 24 seconds. In two laps he had grown the gap to over 27seconds.



AMOC 50's Sports Cars - 22 Neil Perkins - RGS Sports Racer) 71 Brian Arculus - Lotus Mk IX

Brooklands, and the Jaguars would close up and get closer round Luffield, but he slowly opened up the gap down the straights to take a convincing victory by 12 seconds from Nigel Webb in a jaguar XK120 and Andrew



© Simon Wright

Equipe GTS Charles Clegg Austin Healey Sebring Sprite

Plus 4 (6th), David Reed Aston Martin DB2 (7th), Brian Arculus Lotus Mk IX (11th), and Louis Frankel in an Alfa Romeo Sprint (18th).

The final race of the day was for the 50s Sport Cars including the Jaguar XK Challenge. Geraint Owen put the fabulously powerful Kurtis 500S on Pole position, well ahead of Andrew Moore in the Jaguar XK120. The Kurtis is a sportscar in the roadster design of the 1950s which was very successful in America during that period. Over here, in historic racing, it may have lost out slightly to its European counterparts such as the fabulous Jaguar XK120, Austin Healey and Morgan. However, at Silverstone in April 2013, it was the best car at the right time. Owen powered down the long straights keeping the Kurtis in front of the field. He seemed a little early on the brakes in to



© Janet Wright

Siamak Siassi Jaguar XK120

© Simon Wright



David Reed Aston Martin DB2 goes off at Brooklands

Britcar MSA British Endurance Championship Round 1 3 Hour Donington Park

13th April By Mick Herring

With warm-up and qualifying taking place on a sunny Saturday morning, the 3 hour Britcar MSA Endurance Championship opening round was a difficult call for most teams when the rain showers arrived during lunch and stayed for the rest of the meeting.

Too wet for slicks and sometimes too dry for wets, this late afternoon race was going to be challenging, especially when you add in



End of lap one Morcillo getting away from Chevron, Rapier

© Mick Herring



Spray clouds early race Flick Haigh,Webb BMW Intersport Mosler

Classic and Competition car

May 2013

Donington's liberal coating of Avgas from above.

The Mosler MT900R of Javier Morcillo and Manuel Cintrano, runner up last year and the Paul Bailey/Andy Schulz pairing were back, it would be these four that the tense race revolved around. After suffering an engine blow-up in their usual Ferrari 430 during testing only a couple of days previously, they would race their hurriedly-bought Aston Martin GT3 replacement to good effect. As the race progressed and the Aston Martin drivers got to grips with their new car, recording fastest lap of the race, the Mosler and Aston would trade places on a regular basis.

Schulz suffered a drive-through penalty for infringing a yellow flag but his drive during the final hour was reeling in Morcillo's Mosler rapidly until the need to replenish fuel halted progress again.

Morcillo must have been relieved as he was also fuel-marginal.

In third place and winning class 2, after a fast and consistent drive was the Porsche 997 Cup car of Ian Loggie/Chris Jones, also recording the fastest class 2 lap of the race.

Fourth place, class 3 victory and class 3 fastest lap, went to the works "grey power" Chevron GT4 of Anthony Reid/Ray Grimes just 33.5 secs behind the Porsche.

Fifth and 2nd in class 3 was the Fauldsport Ginetta G55, following an excellent drive from Flick Haigh, who started the Ginetta in the appalling conditions.

Ryan Ratcliffe continued the charge started by her and the need for a late fuel stop would see them finish just 16 secs behind the Chevron.

© Mick Herring



Silhouettes Rapier 10th and Megane 9th

© Mick Herring



Loggie Joned Porsche 997 3rd

© Mick Herring

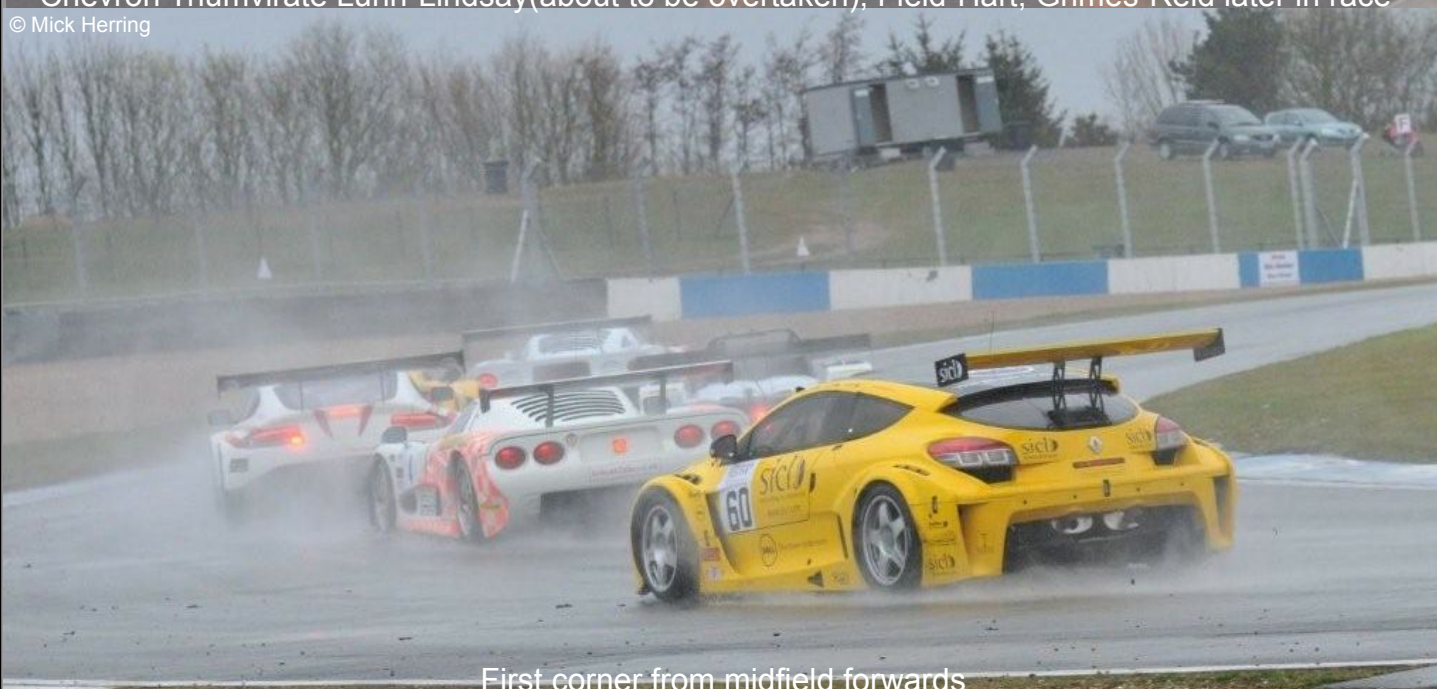


Fast Flick 5th



Chevron Triumvirate Lunn-Lindsay (about to be overtaken), Field-Hart, Grimes-Reid later in race

© Mick Herring



First corner from midfield forwards

Classic and Competition car

May 2013

Both the works Chevron GT3 and the Rapier SR2, which had featured so strongly at the front during the early part of the race slipped, out of contention as the race progressed

© Mick Herring



Controlled win for Mosler

© Mick Herring



Bailey-Schulz Ferrari replacement Aston 2nd

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Pride of Longbridge by Simon & Janet Wright.

The eighth annual pride of Longbridge rally took place on Saturday 13th April 2013. Despite cold and windy weather which later turned wet, over 1,000 vehicles turned up at Cofton Park to celebrate Austin and BMC vehicle manufacturing at Longbridge and within the British Leyland group. The event is co-organised by the Austin Longbridge Federation (ALF) which aims to preserve the heritage of Austin and Longbridge by promoting all clubs associated with the various marques - Austin, Wolseley, Riley, MG, Rover and Vanden Plas. The first event in July 2005 was just 3 months after production had ceased at Longbridge, and was to mark the centenary of Austin starting production at Longbridge. It was a huge success and the event has continued annually in April ever since.

This years event was well supported at Cofton Park which is just over the road from the Longbridge site, part of which is still used to build the current MG range under Chinese



Mini heads up part of the convoy from Cowley



Vinateg Austin 7 line up including pick up truck

© Janet Wright



© Simon Wright

1928 Austin 12/4 Coupe 2 seater with Dicky. Bodywork by Hoyal.

management, while the old Morris site at Cowley still produces the Mini range under BMW ownership. As usual there was a convoy of around 100 vehicles which left the Cowley 'sister' Morris factory to arrive at Cofton park mid morning.

Cofton Park is a large open public park area which in the past used to host trade union meetings if strike action was called for. Now it makes the ideal location for events such as this. Unfortunately, due to the very wet

winter we have



MG line up

© Janet Wright

experienced this year, parts of the park could not be used as they were a little soft and waterlogged. This did mean that parts of the display area were split in to smaller regions and the cars did need to park a little closer than normal, but there was still enough room for over 1,000 cars to display for the large public audience that turned up to this free event.

The Austin had produced cars for nearly 100 years at the site, under different brand names at the end, including MG and Rover, but to the people of Birmingham it will always be the home of the Austin. There was a good selection of vintage Austin cars on show, ranging from the ever popular Austin 7 through to the World famous Mini and including some of the more luxurious saloons such as the Austin 6, Hereford, Cambridge as well as some of the more basic but still popular A35 and A40 models. As you looked



© Simon Wright

across the field from the vintage cars, you could trace the history of popular British motoring. There were

Most unusual car at Longbridge was this Rover 150 - made from two Rover 75 front ends in only 9 weeks. The car is fully road legal with two of the rear 'headlights' red for tail lights and the rear 'engine' compartment is fitted out as a boot with yellow rear number plate.

lines of Minis, Allegros and Montegos, working through the more modern Rover and MG ZR hatchbacks.

Lined up down the hill were 29 of the Rover 200 BRM LE hatchbacks, many of which had arrived in convoy together, aiming to achieve a new record for the number gathered in one place. The Rover BRM was based on the Rover 200vi and introduced at the 1997 Frankfurt Motor show before being launched as a production car at the British Motor show in 1998. The car uses the 1796cc 16 valve 4 cylinder in line K-series Rover engine producing around 143 BHP and was supplied with lowered ride height and better dampers to improve handling. A close ratio gearbox and Torson diff from the 220 turbo round



© Janet Wright

BMC engineering at its best - 3 marques, one model. On the right is the Austin A55 Cambridge Mark II In the middle is the MG Midget III and on the left is the Wolseley 15/60. All were fitted with the BMC 1489cc B Series engine but the MG was fitted with twin SU carburettors to improve performance. The Wolseley had leather upholstery and a wooden dash and was the up market version. Different radiator grills and front end styling helped to differentiate the models. This car was also sold as the Morris Oxford V and the Riley 4/68.



29 Rover 200 BRM LE line up in the park

and aluminium trim. Production ran at 795 for the UK market and a further 350 being sold overseas. Performance of 0-60 in 7.9 seconds and a claimed top speed of 127 mph.

It might have been a cold day, but the sight of so many cherished cars was enough to warm the heart of any car enthusiast.

out the sporty package. All the cars are finished in Brooklands green and fitted with a bright orange grill (a link to the orange nose cones fitted to BRM Grand Prix cars of the 1960s) and come with quilted red leather seats, red carpets



© Simon Wright

Austin A40 Sports, part of the convoy from Cowley that arrived mid morning



Mark Charteris heads the line of Clubman cars waiting to leave the pit lane

shortened slightly and on the rolling start Gibson appeared to have gearbox problems and dropped to the back of the field which let Charteris lead from the start. Gibson soon seemed to overcome the problem and was back to third by the end of lap two and took the lead going into the chicane on lap 5. Despite his best efforts Charteris could not retake Gibson and the finishing order was

© Mick Herring



2012 2CV Champ Alex Graham DNF race 1 Wins Race 2

Classic and Competition car

May 2013

Motors TV Day Donington Park.

By Simon Wright. Photographs by Mick Herring

The popular series of Motors TV days continues this year with a variety of different series holding races at each meeting. The Donington Park meeting on the 6th April saw an unusual mix with races for Citroen 2CV, MG, Porsche, BMW, Classic Formula Ford, Mazda MX5 and Clubman cars. With the race meeting being transmitted live to 37 countries across Europe, each race drew a good entry of competitors eager to put on a good show for the audience.

The Clubman Register was returning to Donington for the first time in 7 years and Dan Gibson took pole position in his Nemesis Mk11 Proto with Mark Charteris next in the Mallock Mk20/21. Each series was given two races on the programme. In the first race Gibson managed to hold on to the win despite the best efforts of Charteris with Richard Mallock took the last podium place driving a Mallock Mk21. Due to the meeting running late, the second race was



© Mick Herring

Start of the 2CV race with cars all across the track... and beyond



Benn Simms in the Juno flies across the kerb and gravel as he avoids two spinners



further back after 12 laps. The second race saw Alec Graham win from 0.332 of a second from first race winners Bousfield/Panas while Sparrow/Fritchley took third place again.

The Classic Formula Ford Races always see close racing and Mike Gardner in a Van Dieman RF80 won the first race from pole position only being headed once by Callum Grant who went on to finish 3rd in his Merlyn Mk20A. Stuart Kestenbaum finished 2nd in another Van Dieman RF79. In the second race Gardner went out on the first lap, losing his nose cone at the chicane and retiring from the race. This left Stuart Kestenbaum in the lead in his Van Dieman RF79 until Benn Simms grabbed the lead on lap 5 in the Juno. On lap 8 Kestenbaum retired from 2nd place and Grant got to the front and had Simms chasing him all the way to the flag, just holding on to the win by just 0.391 of a second. Simon Davey finished a close 3rd. The Kumho BMW Championship always draws large grids, and this meeting was no exception. Garrie Whittaker in a BMW E36 M3 won the first race having started on pole position with Thomas Webb finishing 2nd in a similar car, and Michael Cutt was 3rd in a BMW M3. A shortened second race saw exactly the same from Whittaker with a flag to flag win, but this

© Mick Herring



Tom Hibbert BMW E36 318is shoots flame in to Redgate



time Cutt managed to get 2nd place from Webb. The first of the Mazda MaX 5 championship races saw David Chapman start from Pole position in his Mazda MX5 but he was beaten for the win by Jonathan Halliwell, with Clive Bussey 3rd. The first two did the same again in the second race with

Halliwell making it 2 out of 2 from Chapman. Jonathan Cryer finished 3rd. Adding a little bit of tradition to the bill was an MG Invitation Race, offering



High Flying MGB V8 Rob Spencer



© Mick Herring

Christopher Whittle heads Porsche formation a mix of MG B sports cars and MG ZR hot hatchbacks. Russell McCarthy planted his MG B GT on pole position but it was Simon Cripps who led most of the way in his MG B Roadster to take the win from Chris Bray in an MG ZR 190 with Doug Cole third in another MG ZR 190.

The first race on the programme was a Porsche Cup race which saw Peter Morris win the first race in his Porsche 996 C2. Tom Bradshaw was 2nd in a Porsche Boxster and Mark Sumpter was 3rd at the wheel of a Porsche 964 C2. The second Porsche race saw Morris win again, but this time he was just 0.6 of a second ahead of Mark Sumpter in the Porsche 964 C2. Third place went to Mark McAleer at the wheel of his Porsche 996 C2.

The next Motors TV day is at the VSCC Spring Start

VSCC Spring Start Silverstone

By Simon & Janet Wright,
Pete Austin and Mick Herring.



Chris Williams smokes the tyres on his 24 litre Napier Bentley trying to shake off Sue Darbyshire in her 1.2 litre Morgan Super Aero 3 wheeler

Saturday - by Simon Wright.

This year there were two significant differences to the Vintage Sports Car Club (VSCC) annual start to their racing season. First, the event had grown from one day in to two for the first time, and the second was live TV coverage of the second day on Motors TV all across Europe. The two day format also allowed for a wider variety of racing series to join with the VSCC and expand the number of categories represented, especially on TV.

© Janet Wright



Commander Yorke F3 500 Trophy race Ian Phillips Cooper Mk10 leads Richard De La Roche in a Smith Bucklet Mk2

30 seconds from Nigel Ashman in a Cooper Mk11 and Roy Hunt in a Martin. The second race on Sunday was a much closer affair with Jones winning again, but this time Ashman was much closer, only 11 seconds apart at the flag. Roy Hunt was again a distant 3rd. The Fox and Nicholl Trophy for standard and modified pre-war sportscars provided a straight forward win for Charles Gillett in the Frazer Nash Super Sports who finished 8.03 seconds ahead of the Alta Sports of Sam Stretton with Andrew Mitchell finishing a very close 3rd in the HRG 1 1/2

Saturday dawned with blue skies and warmer weather than of late in the UK. First up was a scratch race for pre-war cars with Mike Painter claiming the first win of the day in his little 1935 850cc MG Kayne from Robert Lewis in the much larger 1939 4479cc Lagonda V12 Le Mans replica and Andrew Kellock in the 1929 2 litre Fiat AC.

There was a large entry of Formula 500 F3 cars for the Commander Yorke Trophy with a race on each day. The first party on Saturday saw Steve Jones in his Cooper Mk 10 romp away from the field, winning by more than



© Mick Herring

Charles McCabe ex-Bira-Lindsay ERA R5B

litre.

The big race of the day was the GP Italia and Lanchester Trophies race for Vintage racing cars over 10 laps. It quickly developed in to a four way fight for victory with Geraint Owen Bugatti T35B holding the lead from a battling Justin Maeers GN Parker and Tony Lees in the AC/GN Cognac. Just behind them were Robert Carr in the AC/ GN Special and Charles Gillett in the Frazer Nash Super Sports. Lees retired on lap 4 and Carr found himself in 2nd place being chased hard by Gillett. That was the order they stayed in till the chequered flag. One of the more interesting battles in this race was



Peter Butler Bentley 3/4 1/2 litre passing Hans Van Wortel Riley Special

between Chris Williams in the 24 litre Napier Bentley and Sue Darbyshire in her very small 1.2 litre Morgan Super Aero 3 wheeler. The little Morgan tucked itself in to the slipstream of the giant Napier and hung on down the long straights and then did its utmost to past the giant car round the Luffield complex, sometimes getting along side the huge rear tyres. But as Williams turned out of Luffied and put his foot down through Woodcote, the tremendous power from the 24 litre Aero engine was unleashed and smoke poured off the rear tyres, much to the delight to the crowds watching. The power advantage was enough to keep Williams ahead and they finished 6th and 7th at the end.

Race 6 was a short 5 lap Handicap



© Mick Herring

Aston Martin DBR4, Gordini T16, Connaught B Type

race for pre-war cars which saw Robert Lewis in the Lagonda V12 Le Mans replica take one of the closest wins by just 0.72 of a second ahead of Guy Plante in an Alvis Speed 25 Special and Tom McWhirter in a Jaguar SS 100 was only a further 0.83 seconds behind in 3rd. This was followed by another short 5 lap Scratch race for Pre-war cars which was an ERA benefit with Mac Hulbert winning in ERA R4D ahead of Terry Crabb in ERA R12C. Mark Gillies completed the podium in his Riley ERA.

The Historic Grand Prix Cars Association had two races over the



© Janet Wright

Clive Morley Bentley 3/4 1/2 litre (87) spins in front of Daniel Smith Frazer Nash Boulogne Vitesse



HGPCA Pre-1966 Grand Prix - Peter Mullen - BRM P261

weekend for Pre-1966 Grand Prix cars. John Harper won the Saturday race at the wheel of a Brabham BT4 beating Peter Horsman in the Lotus 18/21 by just over 6 seconds. Will Nuthall came 3rd in a Cooper T53.

© Janet Wright



Sean Danaher Maserati 6CM

Amschel Rothschild and Patrick Lindsay Memorial/ VSCC Pre-61 Front-Engined Racing Cars, Including The Halford Trophy.

By Mick Herring.

Difficult to single out a particular race or combination amongst such VSCC quality and diversity but the grids for the two major front-engined single seater racing car encounters provided it for me.

That the same three car/

driver combinations finished in the same positions in both races belies the intensity, with a beautifully executed text-book move into Brooklands in the Lotus 16 of Philip Walker setting the result of Sunday's race two. Briefly headed in both races by Julian Bronson's recently acquired 1960 Scarab Grand Prix, resplendent in its beautiful metallic blue paintwork. But Philip Walker would take his two wins (and a third in his Lotus 15 sports racing) by margins of 1.14 and 1.41 secs respectively from the big American car with its technologically advanced fuel injected engine.

Tony Wood's distinctive 1959 Maserati Tec Mec was often seen challenging Julian Bronson but he would remain in third at the end of both races.

Philip Walker told the commentator that both victories were comparatively easily taken but he never underestimates the challenge he faces from Bronson, especially as he and his team learn more about their new car.

Saturday's Patrick Lindsay Memorial and Amschel Rothschild Trophies' top five was rounded out by Mark Gillies' 1934 ERA R3A and Michael Steele's 1956/57 "Toothpaste Tube" Connaught 'C' Type. Sunday's VSCC Pre-61 Front-engined Racing Cars including The Halford Trophy For Special Racing Cars saw 4th place going to Eddy McGuire's 1958 Lotus 16 and Michael Steele, again 5th. Two of the most famous and historic ERAs were also well exercised over the meeting the ex-Prince Bira/Patrick Lindsay ERA R5B "Remus" and the ex-Raymond Mays R4D delighted crowds with their sight, sounds and Methanol smells.



Bronson Scarab GP leads Walker Lotus 16 and Wood Maserati Tec Mec

© Mick Herring

Amschel Rothschild & Patrick Lindsay Memorial Race -
Graham Adelman - Maserati 250F

© Pete Austin



Charly Willems HWM Alta Jaguar
George Abecassis Centenary Trophy

The races continued to come thick and fast with an 8 lap Silverstone Trophy race for pre-war sports cars next on the programme. This saw a win for David Pryke in a Riley 12/4 TT Sprite Replica ahead of Dougal Cawley in Piglet GN/Ford. Brian Maile took the 3rd spot in an Alvis Speed 25 Sports.

There was a very special race next, by invitation only, to celebrate the birth centenary of the well known and highly respected racing driver and HMW equipe owner George Abecassis. The forty minute race featured as many of the sportscars that George raced plus cars of the same marque and model that raced against them. It featured a compulsory pitstop would allow a second driver to race the cars if desired. To add extra interest his grandson Jonathan Abecassis was entered in the race driving an Austin Healey 100/4 and he finished 7th overall and 2nd in his class. The race was won by Mark Midgley driving an Aston Martin DB3 ahead of Spike Milligan in a HWM Jaguar Sports with Wolfgang Friedrichs Aston Martin DB3S taking 3rd spot. There was also a display of cars relating to George Abecassis

© Pete Austin



Aston Martin Centenary Race - Andrew Bell - Aston Martin 12-50 Coupe leads
Chloe Mason - Aston Martin Ulster LM18

© Pete Austin



Formula Junior Front Engine - Richard Pilkington - Cisitalia D46

Classic and Competition car

May 2013

Sunday - by Pete Austin

Clear blue skies again greeted competitors for the second day of the VSCC Spring Start meeting, this time under the watchful eye of Motors TV. It's always a pleasure to see and hear ERA cars being driven in anger and Mac Hulbert obliged by opening the proceedings with victory in R4D. The front engine Formula Juniors were next up for their only race of the weekend with Stuart Roach taking the honours in his Alexis Mk2. A car rarely seen in these races was the pretty Cisitalia D46 of Richard Pilkington.



Rudolf Ernst and Mike Hibberd Kieft Climax 110 1950s Sports and Racing Cars

Allard) in the 1950's Sports Racing Car race. The Aston Martin Centenary was celebrated in the next event with victory going to Tony Armstrong in his 1933 Le Mans model.

Philip Walker was at it again in the Front Engined Pre-1961 race, this time gaining victory in his Lotus 16 with the Scarab of Julian Bronson



22 James Gray Comet Mk1 and 92 Neil Hodges DB Commander Yorke Trophy F3 500

Frederic Wakeman and Charles Gillett scored a 1 -2 for Frazer Nash in the pre-war sports car event in their Super Sports models. John Harper had less luck today in the HGPCA Pre-1966 race when he retired his Brabham BT4 giving the win to Jonathan Hughes in his Cooper T53. Mac Hulbert was at it again in the Allcomers Pre-War Scratch Race, this time taking victory from Charles McCabe in ERA R5B 'Remus'.

The Lotus 15 of Philip Walker beat the 'big bangers' of Julian Majzub (Sadler MkIII) and Tony Bianchi (Farrellac

© Pete Austin



HRDC Allstars - Ding Boston - Riley 1.5 leads Jarrah Venebles - Milano GT and Tony Wood's Tec Mec Maserati having a good fight behind. The HRDC Allstars were out next with a varied field. Bill Shepherd claimed victory in his huge Ford Galaxie 500 from the Aston Martin DP214 of Wolfgang Friedrichs. Guy Plant took the penultimate race of the day, a handicap for special sports cars, in his Alvis Speed 25 Special. A large field of 30 F3 500s came out for the final race of the day, Part 2 of the historic Commander Yorke Trophy with victory going again to Steve Jones in his Cooper. So ended a tremendous weekends racing with large fields, glorious weather and the ever efficient organisation of the VSCC.



HRDC Allstars - Ed Glaister - Cannon GT

© Mick Herring



Patrick Lindsey Memorial & Amschel Rothschild Trophies race Tom Dark Bugatti T73C Spins

© Janet Wright



Commander Yorke F3 500 racing cars Charly Rampal Cooper Mk4

© Simon Wright



Graham Paddick McDowell Ford Track Racer



© Mick Herring

Rare HWM Jaguar GT Coupe driven by Philip Schinnedler



Shedden leads Plato and Neal in the second race

For the second round of the British Touring Car Championship the teams headed to Donington Park over the weekend of the 20th and 21st of April 2013. As they arrived in the Midlands, Jason Plato was leading the championship in his MG6 by 9 points from Andrew Jordan in the Honda Civic, with current champion Gordon Shedden down in 9th place.

Flash (Shedden) was determined to close the gap on his rivals and stormed to his first pole position in nearly two years, ahead of Frank Wrathall in the Toyota Avensis. Andrew Jordan lined up behind Shedden in 3rd, next to Matt Neal and Championship leader was behind Jordan in 5th.

The first race was a start to finish victory for Shedden but he was pushed hard all the way by Andrew Jordan in an identical Honda Civic which took 2nd place from the start line, where Frank Wrathall fell from second on the grid to fourth by Redgate on the first lap. Jordan stayed with Shedden and held 2nd all the way finishing less than 0.5 of a second behind Shedden at the finish.

Former Champion Matt Neal made it a clean sweep for Honda by taking 3rd place and last step on the podium.

The second race saw an important milestone reached for two drivers. Matt Neal started his 500th BTCC race (See News story)



Jordan heads Neal and Plato into the chicane

Morgan was also in the group in 5th in his Toyota. On lap 16 of 18, Plato lined up Shedden through Redgate and slipped inside him at the top of the Craner curves to take 2nd place. Jordan took his 5th championship win with Plato 2nd and Shedden 3rd.

The draw for the reverse grid in race 3 was done by David Brabham who drew number 10 and it placed Tom Onslow-Cole in the VW Passat on Pole position with Colin Turkington in the BMW next to him on the front row, while previous race winner Andrew Jordan was back on the 5th row. Onslow-Cole made a sluggish start and Turkington led away from the start. Aron Smith made a good start and tried to take Onslow-Cole in to the first corner and the pair were side by side round Redgate and the start of the Craner

while Jason Plato started his 400th BTCC race, and both drivers carried that number as their race number for this race. From the start Shedden held the lead from Jordan and Neal, but behind them Kaye (VW Golf) and Nye (Ford Focus) made contact at the start on the inside edge of the track and the two cars locked together, shot across the track and hit the end of the pit wall, just before the pit lane exit. The other cars behind them on the grid managed to take avoiding action. With the two cars in a dangerous position, the Safety car was immediately deployed while the cars were removed from the track. As soon as the race was released from behind the Safety car, Plato lined up Matt Neal and the two cars went through the Craner curves side by side, but Plato had the inside line for Old hairpin and took 3rd place. Warren Scott lost control of his Seat though the Craner curves a couple of laps later and ended up stuck in the gravel at Old Hairpin. Jordan continued to pressure Shedden and on lap 7 managed to dive inside Shedden at Redgate to take the lead. Plato was now pushing Shedden for 2nd as Jordan slowly pulled clear of the pursuing battle. On lap 9 Plato was side by side with Shedden through the first part of the Craner curves, but could not get past. Matt Neal was on Plato's rear bumper and Adam



Onslow-Cole flies across the chicane in front of Jackson



Turkington won the third race for ebay BMW

on lap 4. Sam Tordoff put his MG6 in to 3rd place after being side by side with Onslow-Cole through the Craner curves and soon made light work of passing Smith for 2nd using the advantage of the softer tyres. Dave Newsham in his Toyota tried to take Onslow-cole through the Craner curves but failed to make the pass, the two cars touched and Newsham spun across the track half way down the hill. Everyone behind managed to avoid the sideways Toyota filling the track, but several drivers including Plato had to take to the grass. This broke the field up a little and Onslow-cole was now heading a bunch of cars including Matt Neal, Jason Plato, Mat Jackson and Jeff Smith in his Honda Civic. Ollie Jackson was losing oil from his Toyota which eventually caused him to spin coming out of the chicane. On the penultimate lap, Shedden had closed right up on Tordoff and Neal had closed up on Adam Morgan, who was the first to crack and he ran wide on the exit of Mcleans, letting Neal through to 4th. On the last lap Tordoff was doing his best to keep Sheedan behind him but at McLeans they both ran wide off the circuit and Shedden made the quickest recovery to grab the inside line through Coppice to grab 2nd place and Matt Neal followed him straight through on the same corner to finish 3rd. Turkington was delighted with his victory, he knew getting an early lead would be critical and trying to build a lead on the softer tyres would play an important part of winning the race.

The Jack Sears Trophy for S2000 cars was being led by Liam Griffin in a Ford Focus as the teams arrived at Donington. James Kaye set the pace in the class in qualifying with his VW Golf and converted that to a win in

curves until Smith managed to get ahead in to 2nd place. Turkington was on the softer tyres for the third race and used the advantage to pull out a lead. Frank Wrathalls weekend went from good to bad when he got hit from behind after a slow exit from the chicane due to traffic in front of him, causing his car to spin and the rear nearside wheel was bent.

Andrew Jordan was in the pits

© Janet Wright



Rob Austin Audi A4 repaired after Brands Hatch shunt

© Simon Wright



Joe Girling won the Jack Sears class in the third race

the first race just ahead of Liam Griffin in the Ford Focus. The second race was a disaster for most of the runners in the Jack Sears class. Kaye and Nye collided at the start, Warren Scott spun his Seat Leon in to the gravel and out of the race, and then Liam Griffin and Joe Girling retired with mechanical failures. This left Lea Wood as the sole remaining S2000 car in the race to take the class win in his Vauxhall Vectra. The final race saw Kaye manage to start from the back of the grid, but retired with an electrical failure. Griffin and Wood also retired with mechanical problems, leaving Joe Girling in the Chevrolet Cruze to take the class win from Warren Scott in his Seat Leon. After the meeting, Liam Griffin and James Kaye are joint leaders of the Jack Sears Trophy.



Bratt Audi crosses the line in two parts!

© Simon Wright



© Janet Wright



Lee Wood Vauxhall Vectra

© Simon Wright



Goff Vauxhall Insignia



Winner Gareth Burnett/Jeremy Haylock 1934 talbot 105 Alpine

The Pioneer class for Pre 1920 type cars was won by Robert Abrey and Brad Webb in a Chalmers 10 (Class 1). The majority of the entries were in the Vintageant class for Pre 1941 type cars and this class was won by the outright winners Gareth Burnett and Jeremy Haylock driving a Talbot 105 Alpine (Class 5) with Sue Shoosmith and Trina Harley finishing second in a Bentley 3-4 1/2 which also won Class 6. Third overall were David Thomson and Gareth Holding in another Talbot 105 Alpine.

The other Class winners were Alastair Caldwell and Catriona Rings in an Alfa Romeo 6C (Class 4), Paul Carter and John Bayliss in a Bentley Derby (Class 7), Andrew and Jonathan Davies in a Riley 12/4 (Class 2) and David and Sarah Rayner in a BMW 321 Coupe (Class 3).

The Flying Scotsman Rally

by Simon & Janet Wright.

The only long distance rally purely for Vintage cars, the Flying Scotsman is a 'press on regardless' style of event that runs from London to Edinburgh. The rally is named after the famous train that started the first non-stop London to Edinburgh run in the 1920's.

This year, the fifth running of the event, started in Hertfordshire, near London and finished 3 days later just north of Edinburgh, at the Gleneagles hotel. The event is a reliability trial with a few off road timed stages to add to the competition element. All the vehicles entered were manufactured before 1941, and with over 100 entries, there was a great variety of models competing. There were several foreign crews entered including Olaf Pothoven and Rob van den Berg driving number 22, a Bentley Derby Special, which finished 7th overall.

© Simon Wright



Robert Abrey/Brad Webb 1912 Chalmers 10 first in Pioneer Class



Detlef Heyer/Terence Bradley 1938 BMW 328



Paul Merryweather/Brian Johnson 1938 Chevrolet Coupe leads
David Williams/Sadie Williams 1938 Chevrolet Fangio Coupe



David Tomlin/Hilary Tomlin 1936 Ford Coupe



Fred Gallagher/Neil Oatley Lancia Aprilia



Paul Collins/Peter Blenk
Lagonda LG6 Rapide



David Cook/Martin Bryant Talbot 105



Jonathan Turner/Robert Coucher Squire Short Chassis



Alastair Caldwell/Catriona Rings
Alfa Romeo 6C



David & Sarah Rayner BMW 321 Coupe



George Melville/Steve Gipson Alvis Speed 25



Club Lotus Show and Festival, Exhibition Hall, Donington Park
20th and 21st April 2013
by Simon & Janet Wright.

Organised by Club Lotus, the Worlds biggest and oldest Lotus club, the 30th annual Club Lotus show is the largest and best attended indoor Lotus show in Europe and regularly attracts over 5,000 enthusiasts from all around the World. This year the show was the same weekend as the British Touring Car Championship race meeting at Donington. Inside the refurbished Exhibition halls, there was the usual selection of display cars, trade stands and memorabilia plus technical demonstrations of various aspects of Lotus restoration including Lotus engines, chassis, gearboxes, interior trim, glass fibre repairs and painting. There were various club stands, promoting membership and also displaying members



© Janet Wright



1960 Lotus Alfa Romeo 18

cars. One of the most interesting of these was the Historic Lotus register area. There were several interesting Lotus racing cars as well as historic road cars. One of the more unusual was the 1960 Formula 1 Lotus Alfa Romeo 18. This was built in 1960 by Team Lotus mechanic Bob Dance. Chassis number 375 was flown to South Africa for driver Syd van der Vyver to install the 1500cc Alfa Romeo engine to race in the South African Grand Prix. The car finished 4th behind winner Stirling Moss driving a Porsche, Jo Bonnier in another Porsche and current World Champion Jack Brabham in a Cooper Climax. Another car of Special Interest on display

© Janet Wright



Lotus Mk VI

Lotus Mk VI (RYO 9). The Mark VI was the first production car produced by the Lotus Engineering Company of Hornsey, North London, and was the first all Lotus chassis. It was offered as a chassis frame from 1952, to which a range of engines could be fitted. This car RYO 9 was bought in 1953 by two brothers as the basis for a sports racing car. It was built over an 18 month period and fitted with a modified MG TC engine. It was



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1958 Lotus 11 Le Mans

completed in 1954 and registered as a sports/racer in October 1955. It was never intended to be a road car and has only covered about 50 miles on the road. It was laid up in 1960 and purchased by its present owner in 1990. There were lots of examples of early Lotus sports cars on display including various Lotus 11 Le Mans and the famous Lotus 7. Coming more up

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Lotus 7

to date, there were many examples of modern Lotus Sports cars, with many more on display in an area outside the front of the exhibition halls. The Historic Lotus Club had another selection of classic cars on show, including a very nice white Lotus Elite.



Lotus Type 25

Lotus 25 and a Lotus 32B. The Type 25 was the car used by Jim Clark to win his, and Lotus, first World Championship 50 years ago in 1963. The 1965 Lotus 32B fitted with a 2.5 litre Coventry Climax engine was a one off used by Jim Clark to win the 1965 Tasman Championship in New Zealand. It won 9 of the 13 races it raced in to give Clark the title.

Classic team Lotus and Lotus cars both had displays in the exhibition halls. Classic Team Lotus were celebrating the 50th anniversary of Jim Clark winning his first World Championship for Lotus. There were



Lotus Type 32B



Lotus Elite