

# *Classic and Competition Car*

August 2013

Issue 35



Glorious Summer  
Goodwood  
Festival of Speed

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Front Cover.

Celebrating the World Land Speed Record Holders of Daytona Beach at the Goodwood Festival of Speed with a little period glamour on the 1933 Bluebird © Pete Austin

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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



## Editorial

The warm weather of summer has allowed spectators and teams to enjoy some of the best Classic motor sport events in the World, at their best. The Goodwood Festival of Speed and the Silverstone Classic are two of the greatest motoring events in the World and both have grown so much in the last few years that you now need more than one day to stand a chance of seeing many of the attractions on offer. And yet smaller events and friendly local venues can offer equal enjoyment and we need circuits like Mallory Park to continue to bring our sport to more people.



© Simon Wright

## Colin Turkington to compete in the Superstars International Series at Donington Park.

Ex British Touring Car champion and current star of the BTCC, Colin Turkington, will swap his E-Bay BMW 1 Series 2 litre Touring car for a V8 BMW M3 as a wild card entry for the Donington Park round of the Superstars International series. The meeting will take place over the weekend of the 31st August and 1st September 2013 and will include ex-Grand Prix drivers Tonio Liuzzi and Gianni Morbidelli as well as multiple Touring Car champion Fabrizio Giovanardi, who has raced against Turkington in the past in the BTCC.



© Janet Wright

## Mallory Park still not secure.

The future of motor racing at Mallory Park is still uncertain after various meetings with Hinckley and Bosworth Council failed to reach any agreement over noise levels and the council decided to take court action to impose noise restrictions on the track. They are pressing ahead with prosecuting the circuit for 5 alleged noise breaches in August and September 2012 of a noise notice issued in 1985. If the council enforce the terms of the noise notice, the circuit says it would restrict the activity days to 92 which they reckon would not make the circuit viable. If it closes it would lead to the loss of 145 jobs in the area and remove £10.5 million from the local economy.



High performance on land and in the air are both promised for the first Sywell Classic Pistons & Props to be held on the 28th and 29th September at Sywell Aerodrome, near Northampton. There will be over 60 years of motoring history on display with cars from the 1930's right through to Grand prix cars from the 1990s. Among the 50 cars set to compete at the event on the 'Racing Runway' is an ex-Michael Schumacher Benetton and its sister car that was raced by Martin Brundle in 1990. There should also be a Lotus 101 in the iconic yellow Camel livery. Going back in time, a 1936 Brooke ERA Special will show how Grand prix cars were before the war.

Sports car fans will see the old and the 'new' from Jaguar with a 1950's D Type showing that Jaguar sports cars look stunning from any period, and a modern 1980's Silk Cut Le Mans Jaguar XJR.

Besides the Racing Runway action, there will be around 20 classic and vintage Dragsters going head to head on the 'Sprint Strip'. It is estimated that around 300 cars from various motoring clubs will be on static display.

The classic action doesn't end on the ground. In the air will be displays from Chipmunks, Be2s, Tiger Moths and Tomahawks plus the iconic Spitfire and the Breitling wingwalkers, the Worlds only aerobatic formation wing walking team. There will also be plenty of entertainment on the ground with a vintage funfair and musical acts to entertain.

For more information, visit [www.sywellclassic.com](http://www.sywellclassic.com).

© Simon Wright



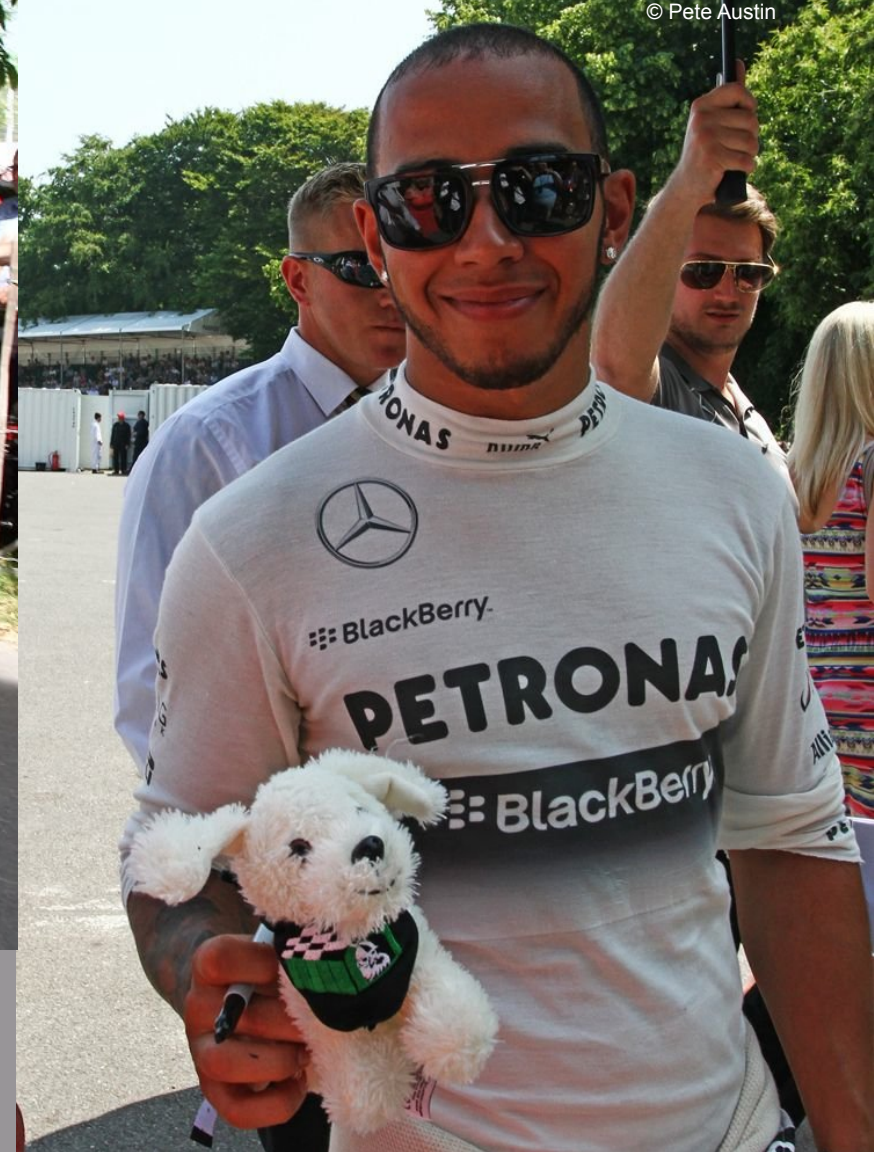


Mercedes MGP W02 Lewis Hamilton Goodwood Festival of Speed

## Hamilton wins for Mercedes.

Lewis Hamilton has finally scored his first Grand Prix victory for the Silver Arrows after taking the chequered flag first in the Hungarian Grand Prix. The 28 year old, who was World Champion in 2008 for McLaren Mercedes, has shown plenty of speed this year but has been overshadowed by team mate Nico Rosberg who has already won 2 Grand Prix races this year. Lewis has previously won 21 Grand Prix, starting with the 2007 Canadian Grand Prix, for his former team McLaren.

Lewis feels that this years World Championship is still within reach and will push to the end of the year in an attempt to win more races and close the gap on current championship leader Sebastian Vettel in the Red Bull.



Lewis Hamilton with the Doghouse puppy at the Goodwood festival of Speed

## 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.

## Renaud Kuppens claims 2nd Maserati title.

The Belgian claimed his second consecutive Maserati Trofeo Europa title at Silverstone on the 14th July after winning the 50 minute Endurance race for the Konvex Motorsport team.



© Janet Wright

## Tiff Needell returns to his roots.

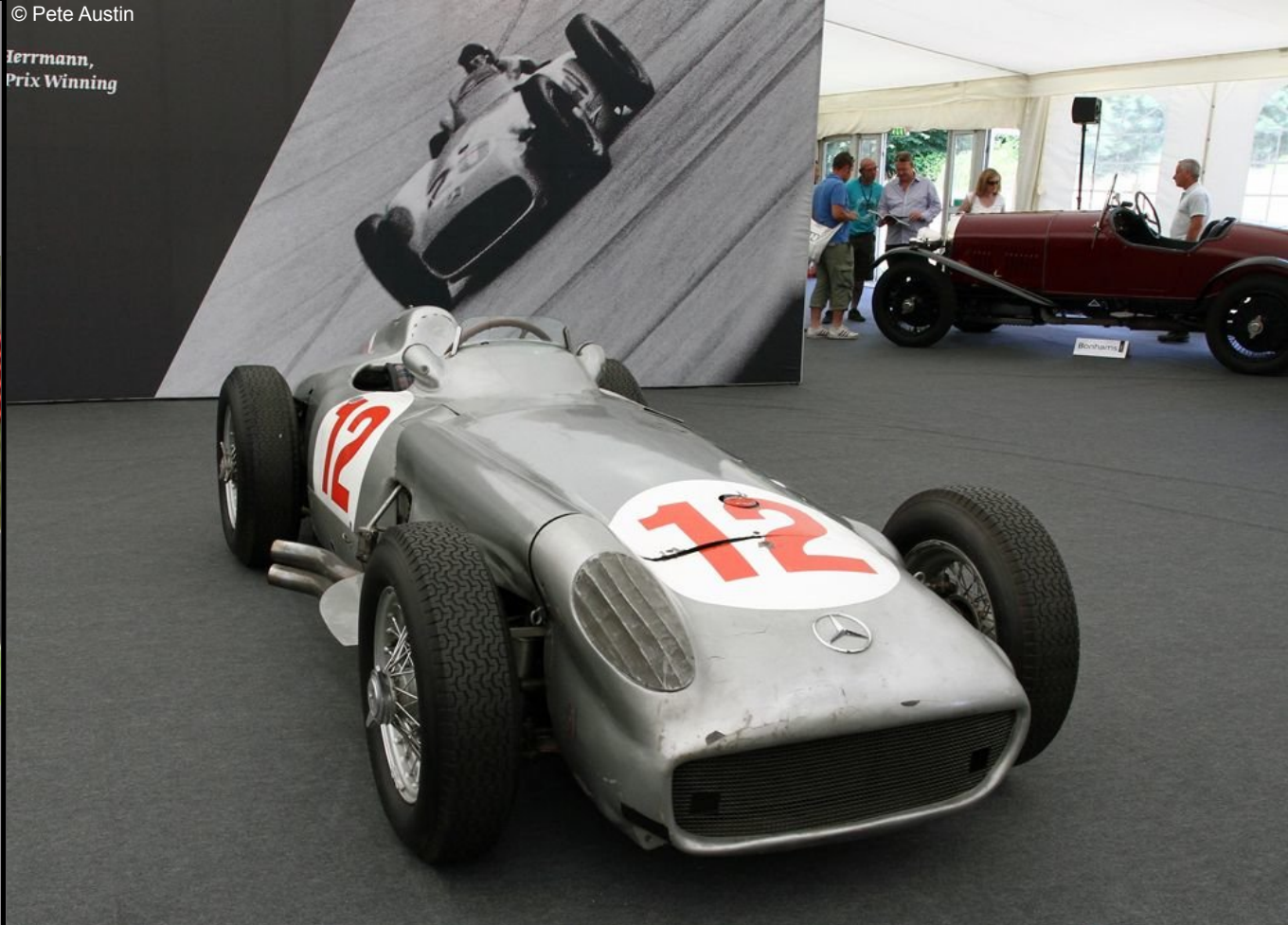
Former Grand prix driver and TV personality Tiff Needell has returned to his racing roots at the Silverstone Classic driving a Formula Ford Lotus 69F. This is the same car that started his career when he won it in an Autosport magazine competition in 1971. He finished 8th in the first race and 7th in the second.



© Pete Austin

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© Pete Austin  
Teffmann,  
Prix Winning



Mercedes Benz W196R at the Bonham Auction Goodwood Festival of Speed.

The Mercedes Benz Grand Prix car driven by Juan Manuel Fangio was sold at auction at the Goodwood Festival of Speed for a record £17,500,000. This car, Chassis number 00006/54 was the car in which Fangio clinched his second World Championship crown and he drove it to victory in the 1954 German and Swiss Grand Prix. It had also been driven by his team mate Karl Kling in the 1955 Italian Grand Prix where it suffered a gearbox failure. The car was sold to a private buyer over the telephone who paid £19.6 million including commission and taxes. It was sold in current condition with several noticeable blemishes.

## Morris Centenary at Classic Motor Show.

This years Classic Motor Show at the NEC will celebrate 100 years of Morris. One hall will contain 16 Morris related motor clubs and the centre piece will be the best 25 Morris vehicles from the past century. This will be the largest in door display of Morris vehicles ever, and is sure to include classics such as the Morris 8 and the million selling Morris Minor which was built between 1948 and 1972.



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## Vittoria Piria

The only woman contesting the European F3 Open series, Vittoria is just 19 years old, from Milan. She has an Italian father and an English mother.



© Simon Wright

She began racing in Formula Renault (Italy) in 2009 after Karting for 6 years. She has also raced in Formula Lista and Formula Abarth in Italy before doing a season in GP3 in 2012.

## Jaguar Mk IV toolkit

These days, many cars only come with a car jack and wheel nut spanner, and some don't even have that if they don't come with a spare wheel! This is the tool kit from a 1948 Jaguar Mk IV saloon that was fitted in to



© Simon Wright

the boot lid and came complete with open ended whitworth spanners, screwdrivers, pliers, monkey wrench, grease gun, oil can, tyre irons, tyre foot pump, jack, starting handle, knock off hammer, feeler gauges and more.



### **Aston Martin Centenary at Shelsley Walsh.**

As part of the year of Aston Martin celebrations, the hill climb meeting at Shelsley Walsh over the weekend of the 17th and 18th August 2013 will include the Lola Aston Martin DBR1-2 that competed in the Le Mans 24 Hours in 2009 and came 4th in class. The 007 car was driven by Jan Charouz, Stefan Mucke and Thomas Enge at Le Mans as part of a two car assault on the race. This will be the first time that a modern Le Mans prototype will have tackled the 1000 yard course in Worcestershire and should certainly make a sight worth seeing.

Also announced is that Aston Martin AMR-ONE, which competed at Le Mans in 2011, will also appear at the meeting. The car was driven in the 24 hours by Darren Turner, Christian Klien and Stefan Mucke. This is a unique car, the only one in existence. Chassis 001 was the last LMP1 car built by Aston Martin before deciding to concentrate on GT racing categories.

This will re-new a tradition of Le Mans Aston Martins running at Shelsley Walsh which started in the early 1950s when the works Aston Martin team came with the Aston Martin DB2s XMC 76 and XMC 77 for Reg Parnell, George Abecassis and Charles Brackenbury in 1950 and 1951. Abecassis returned again in 1953 with an Aston Martin DB3.

Lionel Martin had also entered cars on no less than 7 occasions in the early 1920s, then in 1955 and 1956 Angela Brown, daughter of David Brown, the then owner of the marque, entered a DB3.



## Shelsley Breakfast Club 14th July 2013.

By Simon and Janet Wright.

The regular monthly breakfast club meetings held at Shelsley Walsh are becoming more popular and the beautiful weather in July drew out a large group to enjoy the gathering of interesting cars displayed in the historic paddock. It is estimated that over 200 vehicles attended this meeting which included many classic British sports and saloon cars.

A display of retro custom cars made an interesting addition to the Porsche, Ferrari and Aston Martins which usually frequent these meetings and provided a contrast to the many restored original classic cars. There was also a group of Triumph Stags on display on the grass bank at the top end of the paddock, while a collection of modern Aston Martins had set up camp at the bottom end of the paddock. There had been so many cars arrive, that the overflow had to park in the adjacent orchard field.

© Simon Wright



© Janet Wright

© Janet Wright





© Simon Wright



© Janet Wright

## By Pete Austin

Archive Picture of the month  
By Pete Austin

A black and white photograph of a Martini Racing Porsche 911 Turbo (Type 930) on a race track. The car is white with dark racing stripes and features the number 5 on its side. It has a large rear spoiler and is adorned with various sponsor logos including Martini, Shell, Bilstein, Dunlop, and Turbolader. A 'GTX' banner is visible in the background, and a person stands on a hill in the distance.

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One of the Australians in the modified Morgan +4

team of six drivers in the same two Morgan sports cars for the motor racing hill climb equivalent of the Ashes, the Brake Shoe trophy. The two Morgans were a race prepared Morgan +4 Supersport 2 litre developing 200 bhp and a standard Morgan +4 developing 145 bhp, both kindly provided by the Morgan Motor Company of nearby Malvern. Both teams

drove the cars and the team with the highest score would win the Trophy. The UK Team Prescott consisted of Bugatti Owners Club Director Greg Dixon-Smith along with Allan Cameron, Ian Patton, Simon and Jonathan Baines and a representative from Morgan cars. The visiting Australian Team Rob Roy consisted of MG Car Club Vice President Doug Morrissey, Kenneth Price, Jane Vollebreght, Rodger Chapman, Frank Oostermeyer, Rod Cooper with Lorna Chapman and David Anderson as reserve drivers. Local knowledge proved invaluable, with the English team taking victory

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## Mid Summer Speed Fest Hillclimb, Prescott,

29th-30th June 2013.

By Simon & Janet Wright.

The Bugatti Owners club like to think International themes with their events. This year, the Mid Summer Speed Fest meeting gave the venue an Australian theme with the Brake Shoe challenge. Hosting a round of the 2013 Midland Hill Climb Championship, it also welcomed a team of six Australians from the Rob Roy Hill Climb in Australia. They were to compete against an English

© Janet Wright



Some of the Australian drivers examining the standard Morgan +4 they were going to drive

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## The Brake Shoe Trophy.

In 1937 the Bugatti Owners Club purchased the Prescott Hill Climb Course. At the time it was one of only 3 tarmac hill climb courses in the World, the other 2 being nearby Shelsley Walsh in Worcestershire and Rob Roy in Australia. Home of the MG Car Club of Victoria, it is situated on the outskirts of Melbourne. Originally set up by the Light Car Club of Australia in 1937, it is a short course of just 760 yards compared to Prescott's original short course of 880 yards. The first course record at Rob Roy was 37.39 seconds set by Jack Day in a Bugatti Type 39 fitted with an American V8 engine.

The association between Prescott and Rob Roy came about in 2008 to promote the interests of hill climbing between Australia and the UK, thanks to ex-pat Australian and Bugatti Owners Club member John Passmore who had been to Rob Roy in the 1950's and 60's and then competed at Prescott in the 1990's.

The actual Brake Shoe Trophy has important historical significance for the Australians. In 1951 another hill climb course was built near Melbourne at Templestowe. Over the start line were a large pair of brake shoes. When the course closed down in 1987, the large brake shoes were rescued and erected at the Rob Roy venue. this is reflected in this trophy made from a pair of brake shoes from a 1953 Holden, Australia's Own Car.

© Janet Wright



The Standard Morgan +4 in action

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Trevor Wills was fastest in both run offs in the OMS CF28 - RPE

seconds. A great performance was also given by Susan Young at the wheel of a Gould GR51 - Judd EV who finished both Top Ten run-offs in 8th place with a fastest time of 39.65 seconds on the second run-off.

Several new class records were set during the meeting including Mike Guest in a Caterham Roadsport K setting a new record of 49.62 seconds in Class Q Bugatti Owners Club Members 'B' `license, though the class was won by Debbie Woods in an MG TF 135. David West set a new



© Janet Wright

Adam Steel in the Martlet AS1 Suzuki made 5th in the first run off

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class record on his way to a class win in his Peugeot 106GTi S in 51.81 seconds in the Class A1 Road Going Series Production Cars up to 2000cc, and Roy Standley also set a new class record in Class A2 Road going series production cars over 2000cc on his way to

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with fastest time in the challenge going to Greg Dixon Smith in the Morgan +4 Supersport with a time of 49.93 seconds, second place was Allan Cameron in 51.07 seconds and third place went to Ian Patton in a time of 53.18 seconds. The Aussies got close with Rod Cooper setting their fastest time in 53.77 seconds, Frank Oostermeyer was next in 53.58 seconds and Jane Vollebreght managed a 58.27 seconds. The rematch at Rob Roy in Australia will be in two years time.

In the Midland Hill Climb Championship, Trevor Willis took fastest time in both BMTR Top Ten Challenge run offs in his OMS CF28 - RPE, with his fastest time being a 36.71 in the second run-off. Will Hall took 2nd on both run-offs in his Force WH - Nissan, best time being a 37.67 on the second run, while third place in the first Top Ten went to David Uren driving a Force PC - Suzuki with a time of 38.97 seconds, while in the second top ten, third place was grabbed by Tom New in a Gould GR55 Judd in 38.36

© Simon Wright



David Uren Force PC Suzuki was 3rd in the first run off



Adrian Britnell Force SR4 - Stevens Suzuki rounds Pardon

© Simon Wright



Grant Cratchley Riley 1.5 won his class

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winning the class in a Mitsubishi Lancer EVO 5S with a time of 47.40 seconds. The Mini Cooper S of Martin Depper also broke the class record in 47.61 seconds but his combined class was won by Keith Murray in an Audi 80 Quattro in 45.60 seconds. The Class G Sports Libre Cars over 2000cc class record was broken by 4/10th of a second by class winner Rob Stevens in a Force SR4 - Stevens Suzuki with a time of 39.48 seconds. Classes H and I were merged for racing cars up to 1100cc and Adam Steel was very consistent setting a new record time of 39.53 seconds on both runs in his Martlet AS1 Suzuki to win the class. Andrew Henson was fastest in Class J1 Formula Ford racing cars up to 1600cc with a time of 47.66 seconds in a Van Dieman RF91.

Other Class winners were Alan Mugglestone in a Raw Fulcrum, Chris Green in an OMS 2000M - Honda, Darren Balister in a Ford Escort RS 2000 and David Wilson in a Caterham 7 Vauxhall and Mike Turpin in a Vauxhall VX 220.

Class D Modified Specialist Production cars was taken by Andy Dunbar in a Westfield Sei - VX and Graham Wynn OBE in a Force LM0001 - Suzuki was also a class winner. The Racing Cars over 1100cc and 1600cc class saw victory for David Uren in a Force PC- Suzuki, while

the 1600 up to 2000cc class was won by Tim Davies in a Pilbeam MP88 - Millington. Alan Goodwin in the local built Aldon AL3 sports car was another class winner along with Martin Jones in a Formula Ford Lotus 51A, while the Classic Saloon Cars built up to 1971 was won by Grant Cratchlet in a little Riley 1.5 in a time of 67.95 seconds. Finally Rodney Eyles in a Pilbeam Hart MP53, Martin Jones FF Lotus 59, Charles Boulton MGB and John Huntley Bugatti T30 all won their respective classes.

A great meeting, lets hope the re-match in Australia in 2 years time is just as good.

© Simon Wright



The views are spectacular



Jeremy Rivers-Fletcher MG NA Magnette

© Simon Wright



Fyrth Crosse Ensign LNF3 - Holbay in Ettore's bend



Chris Bentley Jones Mallock MkIIIB Ford

© Janet Wright



David Groom AMS Murtaya - Subaru

© Janet Wright



Stuart Ridge F2 March 792 Cosworth 3rd in class

© Simon Wright



Alan Goodwin Aldon AL3 - Lotus T/C won his class

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Frank Ashley MG M Type

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Peter Shaw Alfa Romeo Giulietta Sprint



© Simon Wright

## Netherton Park Fun Day By Simon & Janet Wright

Typical of many summer Fetes and Carnivals scattered all over the country, the Netherton Park Fun Day had a Classic car show as part of the event. Situated just outside Dudley, in the West Midlands, Netherton, part of the Black Country, is best known for manufacturing the anchor for the SS Titanic.

The event took place on Saturday 6th July 2013 between 10am and 5pm and included a live music stage, stalls with plenty of food and drink, and a Classic Car display all within the grounds of Netherton Park. There was a good turn out of 'modern' classic cars, around 30 on display, a mixture of saloons and sports cars with the display arranged by the Black Country Classic Car Club. Most of the cars were from the 1960-1980s period with most of the British manufacturers of that period represented. A couple of Minis and a Beautiful Riley Elf represented nearby Austin from Longbridge while a white Ford Escort XR3 and a yellow Ford Escort MkII RS2000 were waving the Ford Flag, while a Cavalier was the Vauxhall entry. There were several more unusual cars that caught the eye.



© Simon Wright

A nice example of a Hillman Super Minx estate was at the corner of the display as you approached from the stalls area. The estate was manufactured by the Rootes Group between 1927 and 1967. The one at the show was a 1965 model of the later Mk III or MkIV design. The first Super Minx models were fitted with a 1592cc engine producing 62 bhp, while the Mk IV launched at the 1965 Motor Show in October was fitted with the more powerful 1725cc engine.

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MGB GT

© Janet Wright



© Simon Wright



© Simon Wright



© Simon Wright

There was a 1948 Jaguar Mk IV saloon showing its 1775cc engine and the comprehensive tool kit that was supplied, fitted in to a luxury compartment as part of the boot. The Mk IV was built between 1935 to 1949 and powered by a 4 cylinder 1776cc OHV engine

produced by Standard who also supplied the 4 speed transmission. Nearly 11,000 were built during that period.

MG has always been a popular British sports car manufacturer, and it showed with a Midget, two MGB GTs, and an MG B Roadster all in the display, but pride of place went to a bright red MG TA Midget. This 2 door roadster was built prior to World War 2, between 1936 and 1939 during which around 3,000 were built. It was powered by the engine from the

Wolseley 10 but fitted with twin SU carburettors, a modified camshaft and manifold. This gave the 1292cc engine 50 bhp and a 0-60 mph time of 23.1 seconds and a top speed of 80 mph. It had a 4 speed manual gearbox with synchromesh on 3rd and 4th. Most of the cars produced had steel bodies on an Ash wood frame and in 1936 would have cost £222.

There was a Standard Vanguard from the late 50's to early 60s tucked away along with a Morris 8 Series E Saloon from the 1940's representing British motoring over at least a fifty year period.



© Janet Wright

Morris 8



© Janet Wright

MG TA Midget



Leaving the most unusual car till last, there was a 1971 Matra 530 Sports 2 door coupe. Matra was a French aerospace firm that set up a motoring division in 1965 after the company acquired the Automobiles Rene Bonnet. The company achieved Grand Prix success with Jackie Stewart winning his first World Championship driving a Matra Grand Prix car in 1969. The first true Matra road car was the M530 which was built between 1967

and 1973. The 2 door sports car was powered by a 1700cc Ford Taunus V4 engine, mounted in the middle of the car. The car was

© Simon Wright



capable of reaching 109 mph and did 0-60mph in around 15 seconds. The model here was probably an LX which was introduced in 1970 and had a rear glass hatch which opened with struts and a front bumper. It is reckoned that 4,731 LX models were built between 1970 and 1973 and a grand total of 9,609 of the M530 were produced.

© Simon Wright



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These small shows are typical of similar gatherings all across the country during the summer months and often turn up the odd special car, making them well worth a visit.

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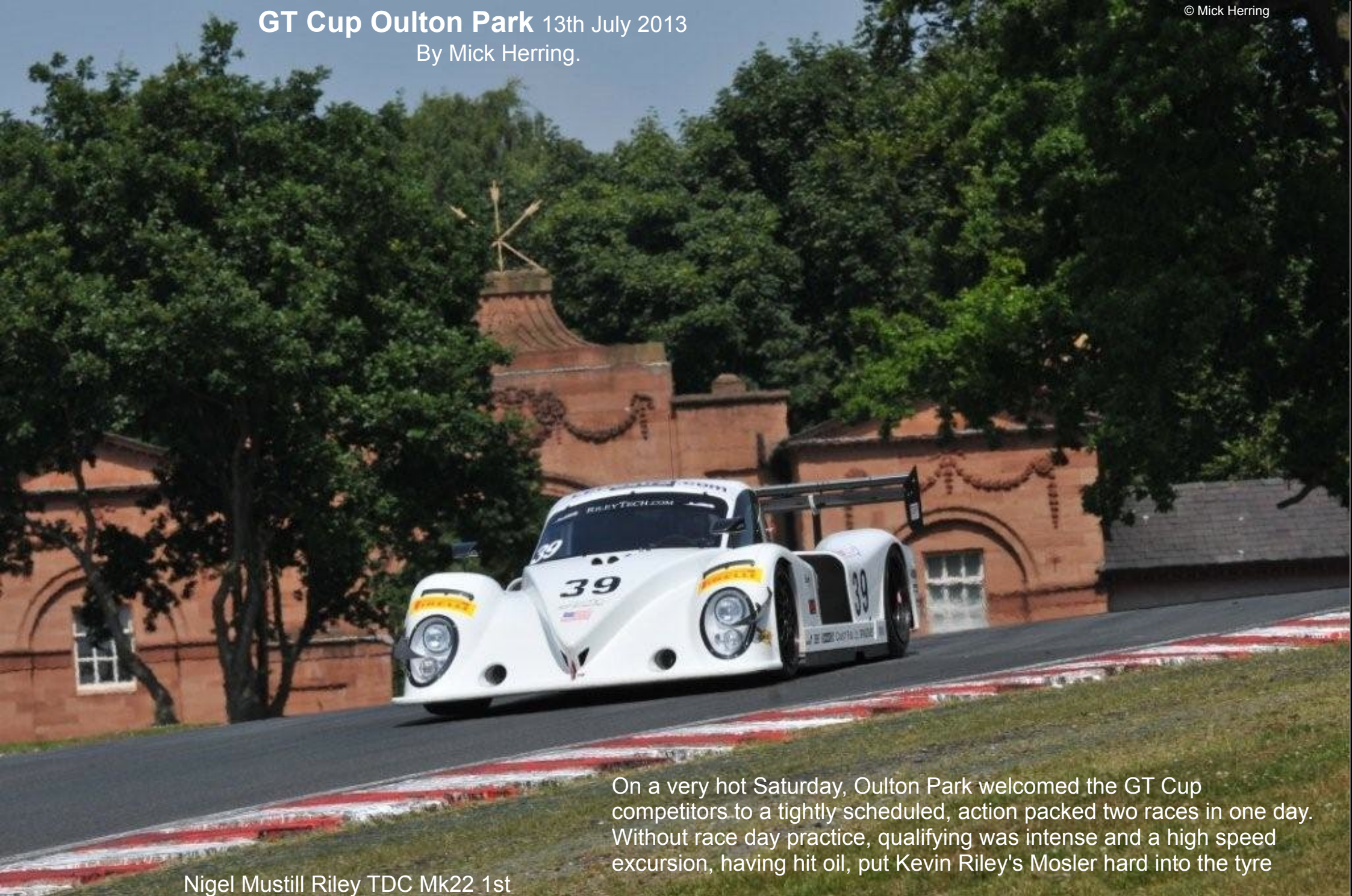


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By Mick Herring.



On a very hot Saturday, Oulton Park welcomed the GT Cup competitors to a tightly scheduled, action packed two races in one day. Without race day practice, qualifying was intense and a high speed excursion, having hit oil, put Kevin Riley's Mosler hard into the tyre

Nigel Mustill Riley TDC Mk22 1st



Ian Dockerill heads Mike Donovan

lead from Alex Martin, opening a gap of 2.25 secs at the flag.



© Mick Herring

Lap 1 Mustill leads Ian Dockerill, Alex Martin and Loggie

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barrier, stopping the session, with the car falling gently on it's side. Unhurt, Kevin would complete both races after a huge repair effort by the team. Resuming with only ten minutes left, the first three grid places were traded consistently by cars from different classes, on pole Alex Martin, GTC class Ferrari 458 Challenge with Ian Loggie's GTB Porsche 997 GT3 alongside and Nigel Mustill's GTO Riley TDC Mk22 behind.

The first lap of race one saw Alex Martin ahead of Loggie by half a second and the rest of the 23 car field.

Despite the searing heat, Mustill's tyres were slow to gain temperature but as soon as they did he began catching and soon took second place from Loggie.

At half distance he took the



© Mick Herring

Jeff Wyatt 11th 1st GTA

Ian Loggie was settling for a safe 3rd until seeing the Porsche 911 RSR of Ian Dockerill beginning to close on him. His pace quickened considerably and 2nd place might be possible, closing to 0.142 secs behind Martin as the flag fell. As in qualifying the first three places were taken by cars from different classes.

The pole position Ginetta G50 of GTA winner, Paul Fleury, started and finished 11th overall. Kevin Riley retired his Mosler two laps



© Mick Herring

Loggie loses places when Porsche slow to fire up

Kevin Riley patched up after ending on his side during quali struggles with broken diffuser in race

from the end when the previously damaged diffuser worked loose and could be heard chattering on the track.

Race 2 with a slightly different line-up of race one winner Mustill on pole, Ian Dockerill's Porsche RSR alongside with GTB and GTC winners, Ian Loggie and Alex Martin behind them respectively. Nigel Mustill's Riley TDC controlled the start well enough to emerge into a lead he would hold to the flag. Ian Dockerill would lose his 2nd place to Alex Martin on lap 1 and the pair

chased Mustill until Dockerill regained 2nd and began his single pursuit of Mustill.

GT Cup returnee, Will Goff had been fending off Kevin Riley's Mosler in his Porsche 997 GT3 but Kevin was able to get by and into 4th as the pair went either side of the slow-to-restart Porsche of Ian Loggie after it had spun. A good result for the Mosler driver after his earlier problems. Will Goff would later have a moment of his own and finish an eventual 6th.



© Mick Herring

© Mick Herring

0.142 secs Alex Martin heads Ian Loggie at flag



Ian Loggie spins Goff avoids

After a hard-charging drive back through the field Ian Loggie would finish 8th behind Mike Donovan. Nigel Mustill had a comfortable win of 1.113 secs, especially so as the American car is still fitted with it's air-con system. GTA went to the consistent Jeff Wyatt BMW M3 in 11th overall after he had relentlessly pressured Paul Fleury, who had an off track excursion.



## VSCC Hillclimb Shelsley Walsh. 7th July 2013.

By Simon & Janet Wright. Additional photos by Pete Austin. The gorgeous summer heatwave continued as the Vintage Sports Car Club arrived at Shelsley Walsh for their annual hill climb meeting run in association with the Midland Automobile Club (MAC). Fortunately there are several shaded areas on the side of the steep course which offer an excellent view of the historic vehicles in action. The view from the top of the hill, which awaits the competitors at the end of their run, is quite spectacular, over the rolling Worcestershire countryside.

The action of the track was equally as hot as the weather. The overall winner was no real surprise with James Baxter scorching his 1935 ERA R4A up the hill in 34.54 seconds to set fastest time of day and win the Fray Challenge Trophy. Second fastest went to another Pre 41 Racing Car, but this time it was class winner Robert Cobden in his 1937 Riley

© Janet Wright

© Pete Austin



Falcon Special in the 1101 to 1500cc class who set a time of 35.28 seconds to just beat Ian Baxter in the same class driving an MG Bellevue Special who went up in 35.62 seconds for 2nd in class. The MAC

Chris Williams Napier Bentley

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Terence Watson Riley Rowson ready for the start

Challenge Trophy was awarded to Robin Baker driving a 1930 11.7 litre Hispano/Amilcar Special which clocked a time of 37.08 seconds. The course suited the 3 wheeled Morgan Super Aero with both Mike Sythes and Sue Darbyshire winning their respective classes. Other class winners were Dr Charles Pither in a Frazer Nash Ulster, Norman Pemberton in a Talbot 95/105, John Guyatt in a 1936 Darracq Talbot Lago T150C, James Collins took the Edwardian class in a 1917 Hudson Super Six, Iain Roche in a little Austin 7, Dr David Pryke in a 1936 Morgan/Riley 4/4 and

© Pete Austin



Winston Teague Wasp Single seater

litre Vauxhall Viper. Moving in to the pre-41 racing cars classes, Mike Gibbs took the up to 1100cc class in the 1922/26 Becke Powerplus while Robert Cobden took the 1101 to 1500cc class and overall winner James Baxter took the 1501-3000 cc class win, while Robin Baxter took the final over 3000cc class win.

Durward Lawson in a 1937 Riley Special. Piglet, the GN/Ford car was in its usual good form thanks to Dougal Cawley taking another class win, while Tony Lees won the non-automobile engined Edwardian cars class at the wheel of a 1913/18 11.7



David Rider Triumph Dolomite reaches the top of the hill car was in its usual good form thanks to Dougal Cawley taking another

© Janet Wright



Dr David Pryke Morgan/Riley 4/4 won his class despite the lock up



Clive Press Peugeot 148

© Janet Wright



David Leigh GN Spider

© Pete Austin



Rod Briggs AC 16/70

© Simon Wright



Geoff Smith Piccard-Pictet Special

© Janet Wright



Conway Hall Riley Ulster Imp

© Simon Wright



Dougall Cawley 1929 Frazer Nash Piglet

*Classic and Competition car*



Dick Wilkinson  
Alvis Silver  
Eagle Sports

© Simon Wright



Terry Crabb ERA R12C

© Janet Wright



© Janet Wright



### Vauxhall 30-98 Centenary celebration at Shelsley.

The Vauxhall 30-98 was commissioned by Joseph Higginson to be a car to beat the current 1912 record at Shelsley Walsh, held by a Daimler driven by H C Holder. Vauxhall fitted their larger class hydroplane boat engine to a chassis derived from a Prince Henry trials car to give a touring, not sports car image. The engine capacity was increased and ended up lighter than the car unit. The 30-98 made its public debut on 3rd May 1913 driven by Higginson at Waddington Fell, which was a hill climb on a public road. Even in damp conditions, he achieved fastest time of day. This shake down for Shelsley meant that on the 7th July 1913 he broke the record at Shelsley Walsh by 7 seconds.

© Janet Wright



## Maserati Trofeo, Silverstone 13th-14th July 2013.

By Simon And Janet Wright.

The Gentleman Drivers series ran its last round in Europe this year round the sweeping Grand Prix circuit at Silverstone, supporting the Open GT series. The sweltering British heatwave saw the three races run under near ideal conditions. The sound of the 3.7 litre V8 engines at full power was music to the ears of any motoring enthusiast. The cars are powerful, developing 490 BHP and a six speed paddle shift gearbox can reach a top speed of around 188mph.

The first race proved an easy victory for Italian Andrea Cecchellero who took the lead from Pole position and won the first race, leading from start to finish. He was persued by current series leader Renaud Kuppens who had settled for the second place points, only to loose them on the last lap when his left rear tyre failed on the last lap. Star of the race was Swiss driver



Andrea Cecchellero won the first of the three races at Silverstone

Mauro Calamia who had started 9th after losing a wheel in qualifying and battled through the field to finish 2nd, taking the place from Riccardo Ragazzi on the last lap.

The second race brought disappointment for the first three finishers. Alberto Cola crossed the finish line first followed by Kuppens and Mikkel Mac, but all three were given a 25 second penalty after failing to take a drive thru penalty for exceeding track limits, mainly at Copse corner. A total of 7 other drivers were also given penalties for exceeding the circuit limits. This handed victory to Brian Wong, with Cola and Kuppens still taking the other two podium places.

The third race on Sunday was the Endurance race over 50 minutes and Belgian Renaud Kuppens took victory in the race and claimed the 2013 European title at the same time. His closest challenger for the title, Mikkel



Mauro Calamia drove a storming first race to finish 2nd



Brian Wong gained victory in the 2nd race



Reigning Champion Renaud Kuppens added another victory at Silverstone in Race 3  
 August 2013

*Classic and Competition car*

Mac received another penalty for exceeding track limits, like he had in race two, and his subsequent drive through from 2nd place, dropped him back down the order, and he eventually finished 4th. Several other drivers were also given drive through penalties for exceeding track limits as the officials did their best to tighten up on driving standards. This gave second place to Ange Barde with third place going to the Riccardo Ragazzil/Alan Simoni car



Quite a few cars exceeded the circuit limits over the weekend

## International GT Open, Silverstone

13th-14th July 2013.

By Simon and Janet Wright.

Silverstone is the Home of British Motorsport, and this year it could also call itself the Home of GT racing. So far in 2013 they have hosted the World Endurance Championship, The British GT Championship, the Blancpain Endurance Championship and now the International GT Open Championship. The International GT Open was first created by former sports car driver Jesus Pareja in 2006. It is currently the best platform for GT2 and GT3 pro-am racing in Europe as most other series have concentrated on GT3. It is the only GT series which attempts to level performance through a time handicap to be served in the pits during mandatory driver changes. The series has kept rules simple and stable during the years to help maintain costs under control for teams competing at some of the best circuits in Europe.

At a very hot Silverstone, Andrea Montermini took pole position for the first race in the Villorba Ferrari, ahead of two V8 Chevrolet Corvettes of Ramos and Sijthoff. In the other class, the Rinaldi Porsche of Marco Seefried was the surprise pole winner in 4th overall, ahead of two BhaiTech McLaren and the AF Corsa Ferrari of local

star Michael Lyons.

The first 70 minute race on Saturday saw Montermini take the lead from the start from the two black Corvettes of Ramos and Sijthoff and the lime green Porsche of Seefried while Mike Simpson in the Ginetta was holding 10th place which he managed to progress up to 6th before stopping at the end of the pit stop window. Montermini had

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Race 1 winners Ramos/Pastorelli 7 litre Chevrolet Corvette

© Janet Wright



Montermini/Filippi Ferrari 458 GT Italia lead the first lap



Simpson/Tomlinson Ginetta G55 GT3

*Classic and Competition car*

opened up a 20 second lead before stopping first of the leaders to hand over to Luca Filippi while the Sijthoff Corvette followed it straight in to the pits to hand over to Bert Longin. Giorgio Pantano took the lead in the McLaren as the leaders all pitted and he held out until literally the last 10 seconds of the pit stop window before diving in to hand over to his team mate Rafael Suzuki. Filippi had dropped

© Simon Wright



Beretta/Lyons Ferrari 458 GT Italia pitstop Race 1

back to 9th place in the Ferrari. After everyone had completed their pit stops the two Corvettes

had secured 1st and 2nd with Longin in the lead, but Pastorelli passed the sister Corvette to take the lead down the Hanger straight. Filippi was in 3rd place in the Ferrari and chasing hard after the two Corvettes. While Filippi and Longin battled for 2nd place, the leading Corvette of Pastorelli was slowly pulling away in the lead. With 20 minutes to go the Ferrari of Filippi slipstreamed the Corvette to take 2nd place. This remained the order until the chequered flag with Ramos/Pastorelli in the Chevrolet Corvette taking their third win of the year with



Race 2 winners Cameron/Griffin Ferrari 458 GT Italia

Montermini/Filippi 2nd in the Ferrari 458 GT Italia and the second Corvette of Sijthoff/Longin taking the last podium position in 3rd. First GTS car home was the McLaren MP4 12C of Chris van der Drift/Luiz Tadeu Razia in 4th place, but after the race they were penalised 30 seconds for changing tyres on the grid after the 5 minute board was shown, pushing them down to 9th overall. This meant that Pantano/Suzuki in the McLaren MP4 12C GT3 won the GTS class finishing 5th overall behind the Ferrari 458 GT Italia of local Drivers Duncan Cameron/Matt Griffin who battled from 15th on the grid to finish 4th.

The Second race on Sunday over 50 minutes, saw an all Ferrari

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Plachutta/Kechner Mercedes SLS AMG GT3 lead the Ferraris of Earle/Kremer and Maleev/Ladygin

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Suzuki/Pantano McLaren MP4 12C GT3

touched and went straight on towards the gravel trap with Constantini getting sideways and ending up spinning backwards in to the gravel before finishing stuck facing the circuit. Camathias limped away and ended up going through the gravel trap at Village. He retired from the race as well as Constantini. At the thirty minute mark the pits were open for the compulsory pit stops and the first of the leading cars to stop was the Longin Corvette from 5th place followed by the Bareatta Ferrari to hand over to Michael Lyons.

front row with Luca Filippi on Pole position from Matt Griffin and race one winner Pastorelli in the Corvette in third place on the grid. From the start it was the two Ferraris of Filippi and Griffin that took the lead with Jeroen Bleekemolen putting his Porsche 997 GT3R in to third place from the second row of the grid but Pastorelli used the power of the 7 litre Corvette to power past the Porsche down the long Hanger straight on the first lap to grab 3rd. Peter Kox had the beautiful Lamborghini Gallardo GT3 in 5th place in the early stages. On the 6th lap there was an incident on the International start straight between the Ferraris of Stefano Costantini and Joel Camathias which resulted in them both retiring from the race. Constantini had run very wide at Club corner, well exceeding the track limits. As he rejoined the track he moved a long way over forcing Camathias over towards the pit wall. Constantini was slightly ahead and tried to turn in tight to Abbey, but Camathias had nowhere to go and held his line. The two cars

Pastorelli was next in to hand over to Ramos in the other Corvette while the two leading Ferrari's continued to lap in close company. Both Ferraris dived in for their pitstops

© Simon Wright



Kogay/Seefried Porsche 997 GT3 R

August 2013

*Classic and Competition car*

© Simon Wright



Hamprecht/Kox Lamborghini Gallardo GT3

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together, but the Filippini/Montermini car had a 45 second success penalty pitstop which handed the lead to Duncan Cameron who took over the Ferrari from Matt Griffin. This pit stop handed the victory to the home drivers of Cameron/Griffin who won in their Ferrari 458 GT Italia by just 3.2 seconds from the other Ferrari 459 GT Italia of Montermini/Filippi while Sijthoff/Longin finished 3rd in their Chevrolet Corvette. Finishing 4th overall was the GTS winning Mercedes SLS AMG GT3 of Miguel Toril/Ranger Van Der Zande. Local driver Michael Lyons finished 11th in the Ferrari 458 Italia GT3 he shared with Matteo Beretta.



Miguel Toril/Ranger van der Zande Mercedes SLS AMG GT3

© Janet Wright



Chris Van Der Drift/Luiz Tadeu Razia McLaren MP4 12C GT3 ahead of its sister car

*Classic and Competition car*

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The two Corvettes lead the Porsche in the 1st

© Simon Wright



Earle/Kremer Ferrari 458 GT Italia passes a Mercedes SLS AMG GT3

© Simon Wright



Maleev/Ladygin Ferrari 458 GT Italia heads a group in the first race

## European F3 Open Silverstone

13-14th July 2013. By Simon & Janet Wright  
For the first visit of this series to Silverstone, the Europeans brought with them hot sunny weather. With a 31 car field, all using Dallara F3 chassis, the European F3 Open series appears to be better supported than the FIA Formula 3 championship. The races are split in to two classes, with the main class running the Dallara F312 chassis with

Toyota engine, while the club class drive Toyota powered Dallara F308 chassis. The first 35 minute race on Saturday had Sandy Stuvik from Thailand on Pole position by just 0.048 of a second from Canadian Nelson Mason. From the start Mason managed to squeeze through Copse corner to take the lead from Stuvik while there was plenty of action on the first lap with a couple of spinners at Stowe and another couple at the loop. Ed Jones emerged in to 3rd place chasing the leading pair. The loop caught out another pair of runners on the second lap when they touched and went off near the rear of the field. By lap 4 the first three were running nose to tail and battling for the lead, which was allowing the rest of the field to start to close the gap on the leading trio. As they started the sixth lap Jones managed to slip past Stuvik as they entered Becketts giving Team West-Tec a 1-2 but by the end of the lap Toril passed both Stuvik and Jones in to 2nd place. At Village Toril took a wide line to try for the lead and Mason ran



© Simon Wright

Ed Jones won the first race for Team West Tec

© Janet Wright



Korean Che One Lim was first in the Club Class in Race 1

into the side of him under braking causing them both to run wide, allowing Jones to grab the lead.

Mason managed to hang on to 2nd and Toril dropped to 4th behind Santiago Urrutia. Jones then pulled out a slight lead to win his third race of the season. The fight for 2nd went right to the last lap, when Urrutia dived up the inside of Mason, forcing him wide on his exit from the loop and taking away 2nd place. Mason finished 3rd with Toril 4th, Stuvik 5th and Yarin Stem finished 6th. South Korean driver Che One Lim took the club class victory



Alexandre Cougnaud had a quick spin at Luffield



16 year old Santiago Urrutia scored his second series win in race 2

Tommaso Manchini tried to out brake Saud Al Faisal in to the loop, he locked his brakes and as Al Faisal turned in, his rear wheel went over the front wheel of Manchini's car which launched Al Faisal in to the air on two wheels and the car rolled over to come to rest on its roll bar on the outside of the loop. On the last lap Stuvik tried all he knew to take the lead, pushing to the end, but the young Urrutia held his nerve to claim his second win in the series. Ed Jones was best of the rest from Toril, Stem and Alexey Chucklin finished 6th. The Club class was won

in 10th overall from British driver Cameron Twynham and Nicolas Pohler from Germany. The second race on Sunday saw 16 year old Urrutia from Uruguay start from Pole position with team mate Stuvik 2nd on the grid and race one winner Jones in third place, on the second row with team mate Mason next to him. Urrutia took the lead from the start and managed to hold it for the entire race to take victory. He was chased hard by his team mate Stuvik and the pair pulled well clear of the rest of the field. There was a nasty accident on lap eight when



© Janet Wright

Toril leads Jones, Stuvik and Stern in a typical F3 slip streamer battle in the first race  
*Classic and Competition car*

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© Simon Wright

Richard Gonda won the club class for Drivex school in race 2 by Richard Gonda from Slovakia with local British driver Cameron Twynham claiming his second 2nd of the meeting and Mexican Gerardo Nieto in third place.

The results are pending an investigation by the scrutineers, in to the use of non standard clutch parts by the West Tec Team after the Spanish race.

## Radical Masters Euroseries,

Silverstone. 13th-14th July 2013.

By Simon and Janet Wright.

A red hot Silverstone saw a couple of blistering races in the Radical Masters Euroseries with Italian Marco Centcetti claim Pole position for race one, while Alex Mortimer grabbed Pole for the second race. After an exciting 4 cars

abreast in to Copse corner in the first race, Mortimer held a lead over Centcetti for the first half of the race. Running longer before his pitstop Christian Kronegard handed the lead over to his team mate Mark Smithson, while Mortimer had dropped to 6th place. He soon worked his way back in to the lead on lap17 and slowly pulled away to take the chequered flag ahead of Calko who had also remained at the wheel for the entire race.

Race 1 winner Alex Mortimer passes Terrence Woodward through Luffield



© Janet Wright

The Supersport class was won by Colin Noble.

The second race saw Mortimer take the lead but this time he had a tougher fight with Ross Kaiser, the pair fighting hard for the first half of the race. Once Kaiser managed to get past in to the lead, he was able to pull away slightly.



Colin Noble won the Supersport class in race 1

© Janet Wright

Race 2 winner Konstantins Calko leads Victor Correa in to Club corner After the pitstops, Konstantins Caiko, who had dropped off the leading three in the first half, gained the lead with Mortimer chasing hard through traffic. He was not able to close on the current Euroseries champion, who edged away through the traffic to win by 13.7 seconds after the race finished a lap early under a red flag. The Supersport class was won by James Abbott who finished 10th overall.



Supersport class winner in race 2 was James Abbott

# Goodwood Festival of Speed 2013 - The First Twenty Years.

By Pete Austin

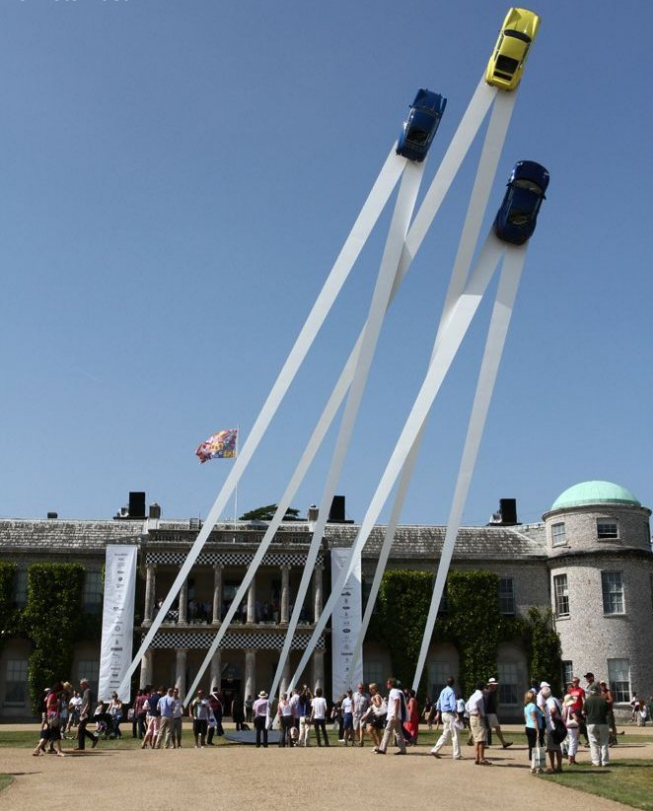
This years Goodwood Festival of Speed marked the 20<sup>th</sup> anniversary of the event with many of the favourites from previous years making an appearance. Also being celebrated was the 50th anniversary of both the Porsche 911 and McLaren Racing.

The centre piece in front of the house in fact comprised three Porsche 911 models perched high on a steel structure. Did they miss a trick by not displaying these cars in the German national colours of black, red and gold?

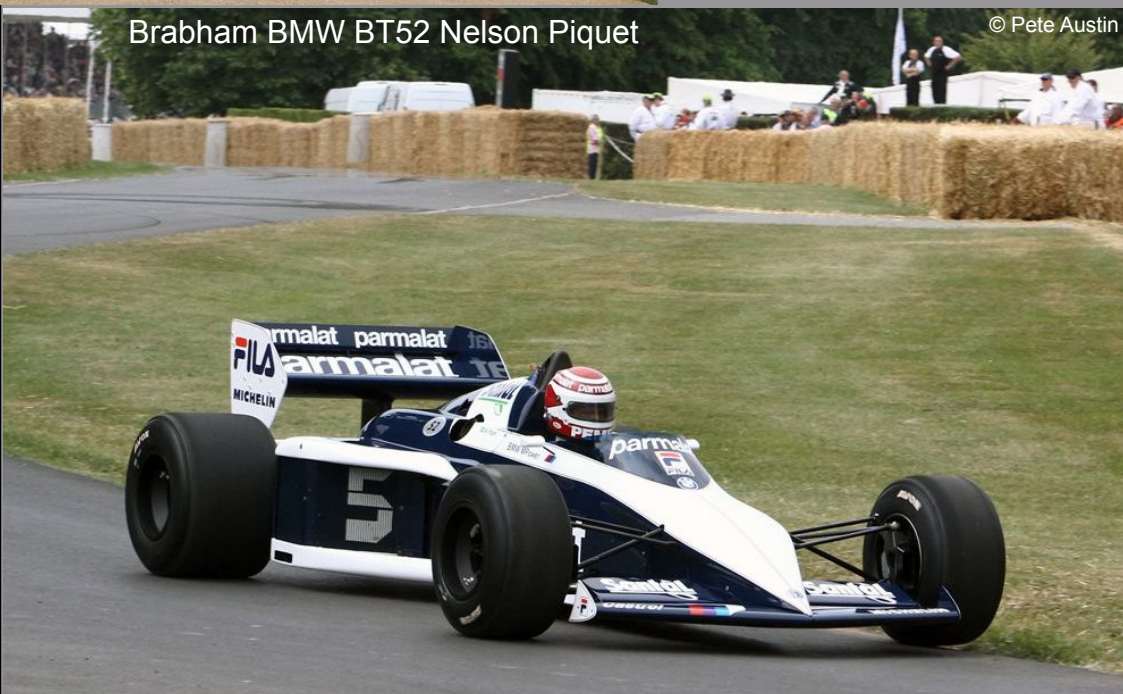
One of the pleasures of the Festival of Speed is seeing drivers reunited with cars that they have been associated

with in the past and this year was no exception. The immaculate Brabham BT52, recently restored by BMW, was taken up the hill by Nelson Piquet who was World Champion with it in 1983.

Hot weather graced this years event which again attracted huge crowds to what must be one of the best events of this type in the world.



Brabham BMW BT52 Nelson Piquet



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McLaren MP4-12C GT3

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Jacky Ickx



© Pete Austin

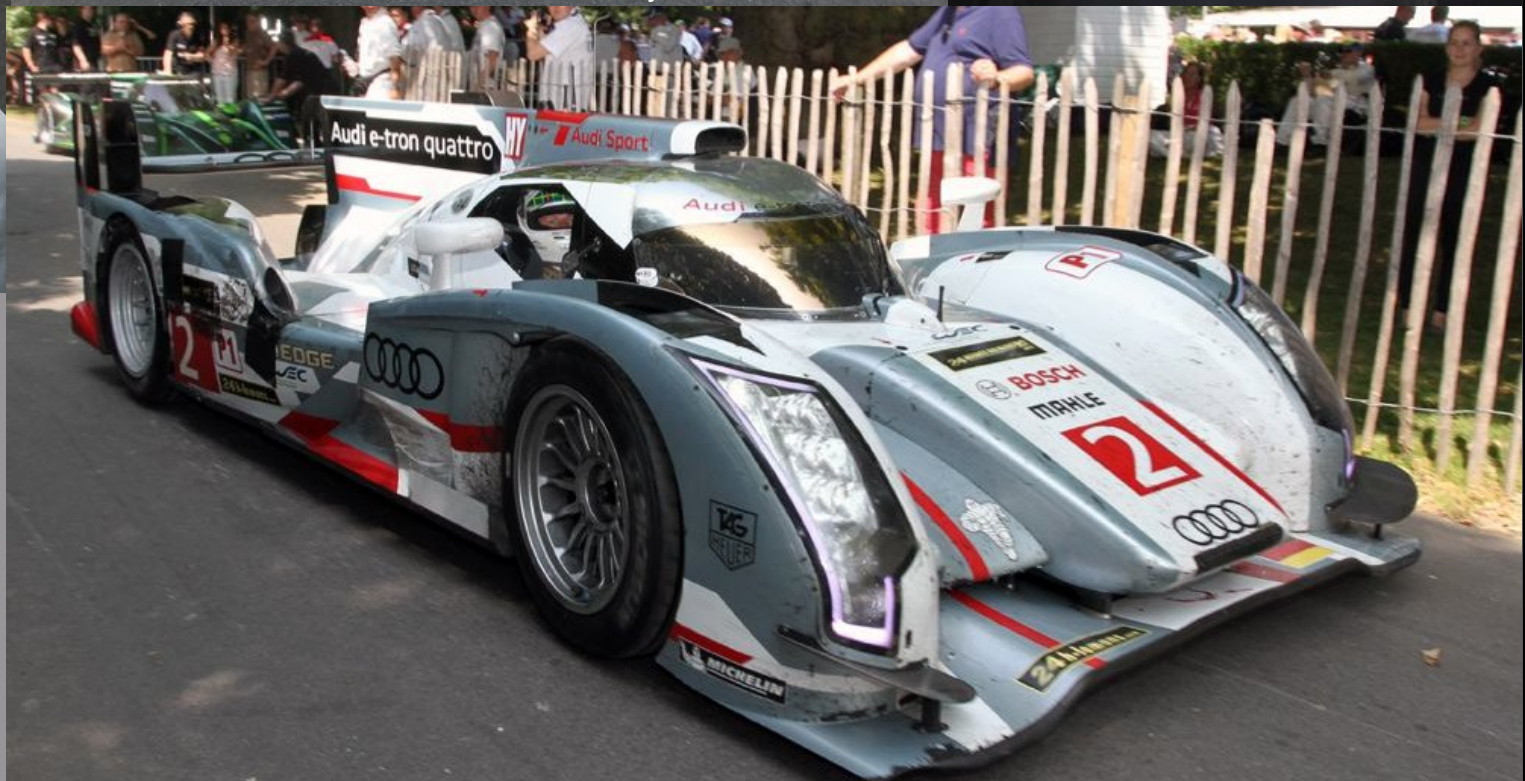
Porsche 917K Vincent Gaye



Hans Herrmann

© Pete Austin

Le Mans winners Hans Herrmann and Jacky Ickx drove 917 and 936/77 models respectively of the Porsche marque with Alan McNish driving this years winning Audi. Vic Elford also drove one of the many Porsche 911 examples present.



2013 Le Mans winner Audi R18 E-Tron Quattro - Alan McNish

© Pete Austin



© Pete Austin

Golden Arrow



Bluebird 1933

One of the highlights this year was the display of Land Speed Record cars presented by the Daytona International Speedway. Part of the cricket pitch was laid out as a beach to display Malcolm Campbell's 1935 Bluebird, his son Donald's 1963 Bluebird Proteus CN7 and other iconic record cars including the Golden Arrow, Sunbeam 1000HP, Renault Etoile Filante and The Blue Flame.

© Pete Austin



Ferrari TR61 - Chris Evans Magnificent Seven © Pete Austin



1955 Lancia Aurelia B24S Spider © Pete Austin



© Pete Austin

1938 Phantom Corsair



Always a popular part of the Festival is the Cartier Style et Luxe display of rare and exotic cars. This years overall winner was the 1955 Lancia Aurelia B24S Spider entered by JD Classics with one of the most unusual looking cars, the 1938 Phantom Corsair, taking the Streamlined Sophistication class.



Mercedes Benz W196 - Sir Stirling Moss

© Pete Austin

Stirling Moss waved to the crowds lining the hill from the cockpit of the Mercedes Benz owned W196 while an ex Fangio example of this car sold for a record 19.6 million pounds at the Bonham's Auction held on Saturday.

A rare chance to see all of these cars displayed together. Also present but running up the hill were the rebuilt 'Babs' of Parry-Thomas and the Napier-Railton from Brooklands.

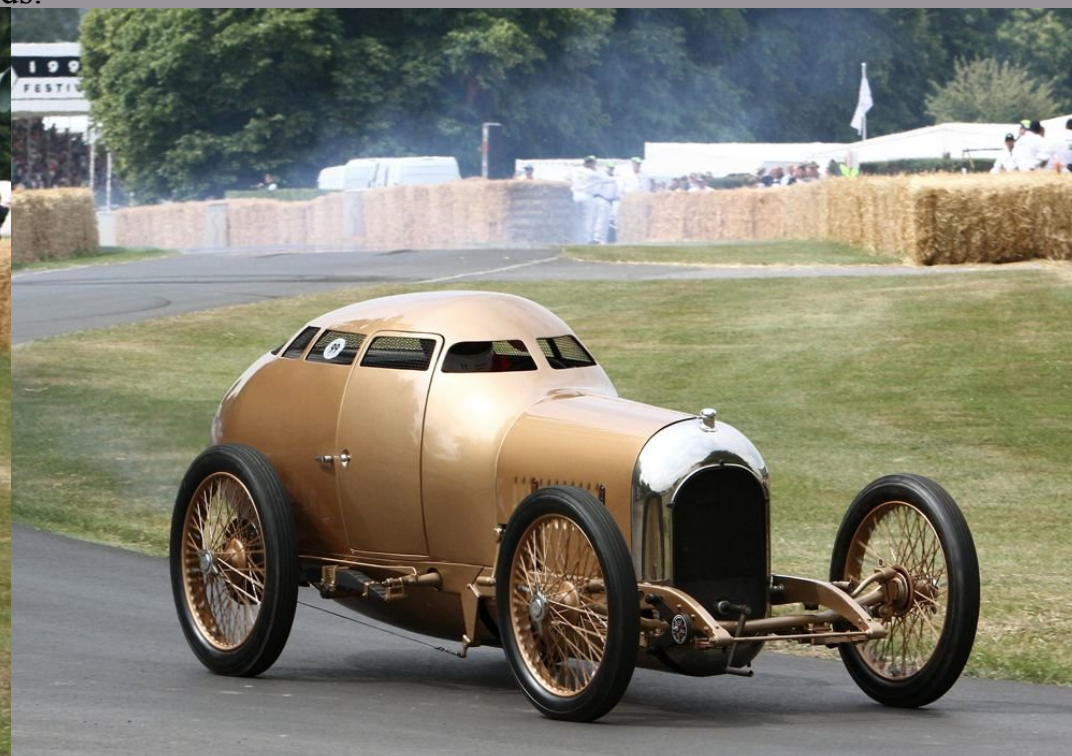


© Pete Austin

JPS Lotus Ford 72 - Andrew Beaumont



Thomas Special 'Babs' - Geraint Owen



© Pete Austin

Miller Aerodynamic Coupe - Robert Boudeman



### Top Ten Run-Off.

The competitive element of the Festival of Speed takes place on Sunday, where the fastest ten cars go in to a run off. This years winner was Justin Law driving the Group C Jaguar XJR8/9. Second went to the Pikes Peak winning Peugeot 208 T16 driven by Gregory Guilvert which actually set the fastest time of the weekend on an earlier run with a time of 45.86 seconds! Third place went to the all Electric powered Lola Drayson B12/69EV of Jonny Cocker, only 2 thousandths of a second off the Peugeot in the Top Ten run off

Peugeot 208 T16 Pikes Peak winner 2013 driven by Gregory Guilvert to fastest time of the weekend but only 2nd in Top Ten run-off

## VSCC Mallory Park. By Simon & Janet Wright. Additional photos by Pete Austin and Mick Herring.

The Vintage Sports car Club held their annual Bob Gerard Memorial Trophy meeting at Mallory Park on Sunday 21st July 2013. The circuit is currently under threat (See News section), so lets hope it wasn't the last time we visit the circuit for a vintage race meeting. After the heat wave that the country had been sweltering under, Sunday dawned dull and overcast and there were several periods of drizzle to deal with during the morning.

The eleven race program started with a scratch race for pre-war cars. Nicholas Topliss blasted away from the start line in his ERA R4A and led from start to finish. He was chased hard by Pole sitter Justin Maeers who finished just 1.56 seconds behind in his GN Parker. Robert Cobden was 3rd in the Riley

© Simon Wright



Winner Robert Car (8) AC/GN Special and Justin Maeer (11) GN Parker were this close for almost the whole Vintage racing Cars race

Falcon Special.

Race two was for Standard & Modified pre war sports cars. In the damp conditions of practice, Sue Darbyshire was magnificent as she put her little Morgan Super Aero 3 wheeler on Pole position by almost a second from Andrew Mitchell in the HRG 1 1/2 litre. In the dry race, the HRG got a better start and Mitchell grabbed the lead in to Gerrards. Darbyshire hung on for the entire race, like a 3 wheeled shadow to the HRG and she finished just 1.21 seconds behind at the flag. Adam Painter brought the gorgeous Maserati 4CS home in 3rd place. The Standard class was won by Mark Brett in the Bellamy Ford LMB V8 who finished 4th. Next out were the Vintage Racing Cars, for the best race of the meeting. Robert Carr claimed Pole position in the AC/GN Special by just 0.19 of a second from Justin Maeers in the GN Parker. The two cars spent most of the race as one eight wheeled vehicle, coming out of the hairpin side by



Tony Lees 1913-18 Vauxhall Viper Special  
*Classic and Competition car*



Race 2 Richard Reay-Smith Lagonda LG45 on Devil's Elbow behind, in her Morgan Super Aero 3 wheeler.

The Handicap race for pre war cars saw Andrew Croysdill hold the early advantage in his Riley 12/4, but Greg Lerigo worked his way through the field in his Riley Special to take the victory just 0.52 of a second ahead of Simon Blakeney-Edwards in the Frazer Nash Shelsley with Tim Kneller finishing 3rd in another Riley 12/4 Special.

The John Taylor Memorial Trophy for Formula Junior Cars saw Sam Wilson claim Pole position in the Lotus 20/22 from Ian Ashley in the Lola. Wilson led from start to finish, winning

by 43.86 seconds from Ashley while Richard Ellingworth took the last podium position in the Gemini Mk II. Class winners were Wilson, Ashley, Martin Sheppard in the Stanguellini FJ in 10th and Shane Trim in a Cooper T56 in 15th overall.

Race 6 was for the Mallory Park Trophy for Special Pre-War Sports Cars and saw Justin Maeers in his GN Parker this time collect the trophy after passing the GN/Ford Piglet of Dougal Cawley on the second lap when Cawley spun at the hairpin and rejoined half way down the field. Guy Plante finished 2nd in the Alvis Speed 25 Special and Ewen Getley was 3rd in a Bentley 3/4 1/2 litre.

Next out was a handicap race for pre-war cars which saw Michael New work his way through the order to finish first in his



Ian Ashley (13) Lola locks a brake chasing Richard Ellingworth Gemini Mk II in the Formula Junior race

© Simon Wright



Clive Morley powers through the esses in his Bentley 3/4 1/2 litre in the Mallory Park Trophy for pre war sports cars

*Classic and Competition car*

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Nicholas Topliss ERA R4A won the Scratch race for  
Pre-war cars

XI. Shackleton then led and the pair were joined by Simon Brown in a Cooper Mk 4 and Mike Fowler in a Cooper Mk V. The leading group opened up a slight gap to the rest of the field as Brown led the final laps of the race, winning by just 1 second from Shackleton with Hunt 3rd and Fowler 4th. The race was actually divided in to 4 different classes, with the first three all being class winners. The final class winner was Shirley Monroe driving a Cooper Mk IX who finished 17th overall.

Race ten was another handicap race for pre war cars which saw Justin Maeers chalk up another win in the GN Parker from Richard Reay-Smith in a Lagonda LG 45 and Jeffrey Edwards in an Alvis Sports Special.

*Classic and Competition car*

Riley 12/4 ahead of Gegan Thruston in an Austin 7 Special and Tony Lees in a Vauxhall Viper Special. The feature race of the day was the Bob Gerard Memorial & Robert Ashley Trophies Race. This 12 lapper was a benefit for William Nuthall who took his Cooper Bristol Mk2 from Pole position to the chequered flag, to win by 7.83 seconds from Frederick Harper in the Kurtis Indy Roadster. Nicholas Topliss took 3rd place in his ERA R4A after being the closest challenger to Nuthall in the early stages of the race.

The Formula 3 (500) race was the only one with a rolling start. There was a good sized grid of 23 cars starting the race, with at least 7 different models of Cooper plus a variety of other makes represented. Darrell Woods led the field round in Pole Position in one of the more modern Coopers, a Mk XII with Roy Hunt next to him on the front row in a Martin 500. It was Hunt that took the early lead from George Shackleton in a Cooper Mk

August 2013



William Nuthall Cooper Bristol Mk11 Winner Bob Gerard Trophy

© Pete Austin



20 Pat Barford Stanguellini fights with Martin Sheppard 1958 Stanguellini in the John Taylor Memorial Trophy for Formula Junior



Race 10 Mark Brett Ballamy-Ford V8 Special and Trevor Swete Invicta S-Type Devil's Elbow

The final race of the day was a Scratch race for Pre War cars which gave Richard Iliffe the final win of the day in a Riley Kestrel 12/4 Special from Jo Blakeney-Edwards in a Frazer Nash Shelsley and Charles Jones in a MG L Magna. There was also a class win for Ralf Emmerling in a Riley Brooklands in 5th place. An excellent days racing, lets hope we can all return to Mallory Park next year to do the same again!



David Saxl Riley 12/4 Special leads a group round the hairpin in the Handicap for pre-war cars

© Janet Wright



Chris Hudson Bugatti T35B cuts across the front of Dougal Cawley GN/Ford Piglet out of the hairpin in the Vintage Racing cars race

© Simon Wright



Tim Kneller Riley 12/4 Special leads Mike Painter MG Kayne round the lake in the Scratch race for pre-war cars



R7 Simon Frowen Reliant kitten 4000 10th  
Spaceframe 2400 of Steven Moss led home Chris Isaac's Morris Minor  
6200 and the diminutive Honda CRX 2000 of Thomas Carey.



R9 winner Mark Livens Honda Civic Type R  
*Classic and Competition car*

## CSCC Summer Race meeting Cadwell Park

29th/30th June 2013. By Mick Herring.

The Classic Sports Car Club's summer race meeting held at the picturesque Cadwell Park in beautiful Lincolnshire sunshine provided eleven races over the weekend (five featured here on Sunday only).

Race 7 CSCC Special Saloons provided the second win of the weekend for Ian Halls mighty Darrian T98, chased hard as the race progressed by Paul Sibley's Lotus Elan Modsports 1600 and elevating the oil temperature of the Darrian's new 6.2 litre Wildcat Rover engine. In 4th place the beautifully constructed and striking Anglia

© Mick Herring



R8 winner Nicholas Olson Lotus Esprit S3

Ronnie Haines' Ford escort Mk1 1700 was 8th, ahead of Rob Compton's Vauxhall Belmont 6700 and Simon Frowen's Reliant Kitten 4000.

Race 8 CSCC Future Classics won by Nicholas Olson's Lotus Esprit S3 from Martyn Adams' Triumph TR7 V8 and Dave Ball's BMW E30.

Nick Leston's Porsche 911 was 8th .

Race 9 CSCC Tin Tops won by Mark Livens Honda Civic Type R, 35 seconds

© Mick Herring



R11 winner Anthony Bennett Caterham R300

ahead of the Ford Puma of Lisa Selby and Toby Harris in 6th.  
Race 10 CSCC Modern Classics and Relatives race won by Mike and Richie  
Hampton Stuart Taylor Locost 998 from Dave Ball's BMW E36 with Tom



R11 Jubilant 1st win Anthony Bennett Caterham R300

Houlbrook's BMW E36 in 4th. Marcos and William Burnett BMW E36 M3 finished 7th ahead of Mills and Gardner Ginetta G27 in 9th. Race 11 Allcomers Challenge Anthony Bennett took a dominant, jubilant 1st race win ahead of a host of quickly refuelled cars that took part in the previous race especially Christopher Mills' Ginetta G27 which finished 6th. David Bryant's Toyota MR2 Mk11 was 7th.



R10 Tom Houlbrook BMW E36 4th



R10 Burnett-Burnett BMW E36 M3 7th  
© Mick Herring



R7 Chris Isaacs Morris Minor 6200 5th

R11 Christopher Mills Ginetta G27 6th  
*Classic and Competition car*



© Mick Herring



© Mick Herring



© Mick Herring



© Mick Herring



© Mick Herring



© Mick Herring



© Mick Herring



© Mick Herring



© Mick Herring

R7 Steven Moss Ford Anglia Space-frame 2400

R8 Martyn Adams  
Triumph TR7 V8  
4200 2nd chased  
by Dave Ball BMW  
E30 3rd

R10 winners Mike and Richie  
Hampton Stuart Taylor Locost

R9 Selby and Harris Ford Puma 6th

R7 Rob Compton Vauxhall Belmont 6200 9th

R11 David Bryant Toyota MR2 Mk2 7th

R7 Ian Hall Darrian Wildcat  
T98 6200 Double Race  
Winner

R10 Dave Ball BMW E36 2nd despite grassy moment

R8 Nick Leston Porsche 911 2400 8th Hall Bends

# Sunbeam Talbot Alpine Register National Rally at the Coventry Museum of Transport 6th July 2013



By Simon and Janet Wright.  
As part of their National Rally weekend, the Sunbeam Talbot Alpine Register put on a display of cars outside Coventry Transport museum on Saturday 6th July 2013. There was a very good turn out of well over 50 classic cars that took pride of place in Millennium square.



© Janet Wright

The locally built cars were officially welcomed back to Coventry by the Lord Mayor of Coventry - Councillor Gary Crookes and his wife.

© Simon Wright



The Sunbeam Alpine Mk I and III were a two door roadster derived from the Sunbeam Talbot 90 saloon, and were manufactured between 1953 and 1955. It is reckoned that just over 1,500 were hand built. It was originally developed as a one off rally car, fitted with a four cylinder 2267cc high compression ratio engine. There was never a Mk II built. The Sunbeam Talbot 90 was a sporting saloon car built by the Rootes Group at Ryton in Coventry between 1948 and 1954 during which time over 20,000 were built. It was produced



© Simon Wright

in two body styles, a 4 door saloon and a 2 door drophead coupe. Fitted with a straight 4 cylinder engine of 1944cc until 1952, then with a 2267cc engine from 1952 and a 4 speed manual gearbox. There were many examples of both the Sunbeam



© Janet Wright



© Janet Wright



© Simon Wright

Alpine and the Sunbeam Talbot 90 on display in the square. There were several Sunbeam Talbot 10 hp Tourers amongst the display. This was an earlier model built between 1938 and 1948 powered by a 4 cylinder 1185cc engine. Finally there was a fine example of a Sunbeam Talbot 4 litre saloon finished in red and cream. This model was built between 1939 and 1940 and used 4086cc side valve six cylinder engine from the Humber Super Snipe producing 100bhp.

© Simon Wright



# Silverstone Classic 26th-28th July 2013.

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

© Simon Wright



Michael Lyons won both FIA Masters Historic Formula 1 races in his RAM Williams FW07

The Worlds largest Classic motor racing festival continues to grow each year. This years event was so massive that it is impossible to see everything in one day. The good weather had encouraged a record crowd of over

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90,000 people to attend over the 3 days, this years event being the first ticket only entry, no tickets available on the gate. Over the weekend there were 24 races, catering for every type of racing - Masters Formula 1 from the 1970s and 1980s, Pre-66 Grand Prix, World Sports Car Masters, Group C Le Mans Sports Cars, GT racing from the 1960s, Pre 66 Touring Cars, Super Tourers from the 80s and 90s, Vintage sports cars, Formula 5000 and Formula 2 single seaters and Formula Junior and Formula Ford single seaters. In 2011 the Classic had set a World record with 1104 entries for the races at that meeting. This year that record was broken with an entry list of 1113 of the World's finest historic racing cars. Some races were



Super Touring Car Trophy Ric Wood Ford Cologne Capri 3400 GA

*Classic and Competition car*





RAC Tourist Trophy Gary Pearson/Jackie Oliver Ferrari 250 SWB

Historic Cars driving a Ferrari 250 SWB with Gary Pearson. Former three times FIA World Touring Car Champion Andy Priaulx enjoyed himself with a competitive race at the wheel of a 1965 BMW 1800 in the Under 2 litre Touring Car race. Current World Touring Car Champion Rob Huff managed to win his class at the wheel of a Mini in the Trans-Atlantic Touring Car Trophy race, dicing with many V8 powered American muscle cars in the race.



Healey Westland on display

*Classic and Competition car*

over subscribed, and the two Formula Ford races saw the largest grids for Formula Ford races ever. The event also attracts many famous former top level drivers who now enjoy the challenge of classic racing. Former Le Mans winner Jackie Oliver won the RAC Tourist Trophy for



Daryl Taylor Shadow DN1/3A Masters Historic F1

© Simon Wright

Tim Harvey, another former BTCC Champion (1992) was re-united with the flame spitting Ford Sierra Cosworth in the Super Touring Car Trophy and he managed to lead for a time before having to give best to young current BTCC ace Frank Wrathall driving a Vauxhall Cavalier, who won both races. It wasn't just the older established stars who put in good performances at the Classic. Young Michael Lyons took four dominant victories over the weekend. He won both FIA Masters Historic Formula 1 races driving a RAM Williams FW07 and then won both Peter Gethin Trophy F2 versus F5000

© Mick Herring



RAC Woodcote Trophy Pre 56 Sports Cars Wolfgang Friedrichs  
Aston Martin DB3S

August 2013



© Mick Herring

races driving the family Formula 5000 Lola T400. The Pearson racing brothers Gary and John also had much success over the weekend. They won the Piper Heidseck International Trophy for GT Cars on Saturday in an E-Type Jaguar, then they switched to an earlier D Type to win the RAC Woodcote Trophy on Sunday. Gary also co drove the fantastic Porsche 917 with Carlos Monteverde to 2nd place in the FIA Masters Historic Sports Cars race on Saturday afternoon, finishing behind the Lola T70 Mk 3B of Leo Voyazides/Simon Hadfield, who had also won the Sir John Whitmore Trophy for under 2 litre Touring Cars in a Ford Lotus



© Mick Herring

Masters Historic Sports Cars Alfa Romeo Tipo 33-2 leads Daren Mk2

Cortina, and both Trans-Atlantic Touring Car Trophy races in a Ford Falcon.

The high-light for many fans were the Group C Endurance races for more modern Le Mans sports racing cars. Unfortunately the



© Janet Wright

Aston Martins were everywhere, both on and off track, Naismith Aston Martin DB4 heads a bunch in the RAC Tourist Trophy for Pre 63 GT cars

*Classic and Competition car*



© Simon Wright

Paul Pochiol Broadspeed Jaguar XJ12 Super Touring Cars



Saturday evening race had to be cancelled after a torrential thunderstorm hit the circuit during the prior GT race. To compensate, the Sunday afternoon Group C race was extended to 40 minutes and proved to be a complete walk over for Nic Minassian driving the unique purple Silk Cut Jaguar XJR14. He almost lapped the entire field by the end of the race, only the Mercedes C11 of Gareth Evans was still on the lead lap and he was 1 minute 48,191 seconds behind, and Minassian's fastest lap had been a 1 minute 46.712 seconds!

Other double race winners included Callum

Macleod who won both Formula Ford races at the wheel of a Merlyn Mk20, Julian Bronson who took both victories in the Froilan Gonzalez Trophy for HGPCA Pre'61 Grand prix cars at the wheel of the Scarab Offenhauser. Finally, or should that be firstly, as they opened the meeting, Andrew

© Simon Wright



Voyazides/Hadfield won both Trans-Atlantic Trophy races in the Ford Falcon

*Classic and Competition car*

August 2013



Minassian won the Group C race in the Jaguar XJR14

© Mick Herring



Neil Glover Lola T330-332 F5000 Peter Gethin Trophy

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Hibberd and Sam Wilson won one Formula Junior race each, and finished 2nd in the other, Hibberd winning the first.

Then there are the car displays. Car clubs fill the centre of the circuit with classic cars and super cars and rare cars. Aston Martin had a large display to celebrate their Centenary and a track parade on Saturday afternoon to show case cars from their last 100 years. Porsche were celebrating 50 years of the iconic 911 and set a World record when 1208 Porsche 911 models took to the circuit for a parade on Sunday lunch time. They were led round by five times Le Mans winner Derek Bell and a Porsche 911 GT1,

© Janet Wright



1208 Porsche 911 spread out around Silverstone for a new World record  
August 2013

*Classic and Competition car*



RAC Woodcote Trophy Dick & Stephen Skipworth Jaguar C Type

plus Mark Porsche, son of Ferdinand Porsche, designer of the original 911 first unveiled in 1963. Cars and owners had travelled from all over the World to take part in this unique experience.

© Pete Austin



Porsche 917 of Monteverde/Pearson finished 3rd

## SIR STIRLING MOSS AT SHELSLEY WALSH

Motor sport legend Sir Stirling Moss was guest of honour, courtesy of Peter James Insurance, at the Classic Nostalgia weekend held at Shelsley Walsh Hill Climb.

The annual event attracted a very wide range of competing cars from the 1950s and 60s and spectators were encouraged to wear period dress to add to the sense of occasion. Jazz and Ukelele bands with retro style singers and musicians played in the courtyard throughout the weekend to add to the festival atmosphere.

Sir Stirling was presented with a certificate to mark his ownership of a yard of tarmac" on the course, which is the MAC"s scheme to help fund the restoration and conservation of the hill climb and buildings, and Sir Stirling officially opened the new bar that has been restored as part of the restoration projects.

Sir Stirling commented: "I have very fond memories of Shelsley Walsh, although my first application to compete was turned down as I was deemed not to have enough experience and I still retain that refusal letter, however, I thankfully won my class at another meeting the

following weekend and have never looked back since.

"This Classic Nostalgia event produces some wonderful sights, sounds and magnificent machines from over the years and all in such a pretty setting amongst the wonderful Worcestershire hills, it is delightful to see the place in very good hands and going from strength to strength.

"I am thoroughly enjoying my visit but I am not trusted or allowed to drive anything up the hill as it is deemed far too dangerous for me!" he added with a wry smile.

Sir Stirling also provided further opinions, recollections and humorous anecdotes about his illustrious career during a question and answer session in the courtyard, much to the delight of the assembled crowd.



Sir Stirling Moss OBE at Shelsley Walsh Hill Climb.



© Tony Adams

Jason Blott in the Ford Zephyr Utility.



Paddy Hopkirk at Shelsley Walsh Classic Nostalgia meeting.

sweep for Chevron racing cars which took the top three positions for Best Time of Day in the hands of local club members Martin Jones, Keith Harris and Peter Cox respectively. Martin, of Tenbury Wells, said: "This is my first drive this year and I am very grateful to family friend Peter Cox for allowing me to share his beautifully prepared 1978 Chevron B42 and hopefully, he is not too annoyed that I beat him to BTM in it! "Thanks must go to all the organisers, officials and marshals who really do make the difference in making this such a successful event, I think everybody agrees that it has been a great weekend.

Another feature of the weekend was a large showing of MG cars ranging from the iconic MGB sports cars to coupes, saloons and Midgets competing in the Luffield Cars MGCC Speed Championship. Honours went to James Thacker with his MG Midget in the up to 1500cc class and to Andy Walker with his MGB in the over 1500cc class. Many Thanks to Mark Constanduros from MAC for this report

Other celebrities making an appearance were renowned competition Mini drivers Paddy Hopkirk and Barrie Williams, who helped to celebrate the 50<sup>th</sup> anniversary of the Mini Cooper, with many examples of the marque competing over the weekend.

Sunday saw the Concours d'Elegance sponsored and judged by Classic & Sports Car Magazine, the maximum number of entries was received by as early as 11.15am and in fitting style for its 50<sup>th</sup> anniversary the overall winner was a humble Mini.

Motoring journalist and regular Shelsley Walsh competitor, Simon Taylor helped judge the 100 cars entered and said: "We have been doing this competition as part of the weekend for many years now and I believe it has become an integral part of the event, the standard today was higher in both numbers and quality which presented the judges with a real headache. "However, we chose overall winner as Dave Rippard of Hereford, with his Cherry Red, fully restored 1961 Mini Minor 850, in absolutely original specification and perfect condition, complete with period picnic basket and transistor radio." Pleasing the crowds was Jason Blott with his Ford Zephyr Utility which left a stream of smoke from its tyres away from the start line on each of its demonstration runs.

Saturday's club competition proved a clean



© Tony Adams

Dave Rippard Concours d'Elegance winner receiving his Classic and Sports Car award from Sir Stirling Moss OBE.

Pleasing the crowds was Jason Blott with his Ford Zephyr Utility which left a stream of smoke from its tyres away from the start line on each of its demonstration

© Simon Cooke



Wide selection of MINIs celebrating the 50th anniversary of the Cooper S