

# Classic and Competition Car

Multimedia Edition

May 2015

Issue 56

British GT Oulton Park



Restoration & Classic Car Show



BTCC Donington Park



British Hillclimb  
Championship Prescott



MSA Spring Classic



WEC 6 Hours of Silverstone

## 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 personal postings and your own photos.

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### Contents

Page 3	News.
Page 8	Flying Scotsman Rally.
Page 11	Motors TV Live BARC Silverstone
Page 15	Pride of Longbridge
Page 21	British GT Oulton Park
Page 27	Restoration and Classic Car Show, NEC
Page 32	Silverstone Auctions Restoration Show sale
Page 33	Silverstone Classic Media Launch
Page 38	Archive Photo of the month
Page 39	MSA Spring Classic.
Page 43	FIA WEC 6 Hours of Silverstone
Page 51	F3 FIA European Championship, Silverstone.
Page 53	ELMS 4 Hours of Silverstone.
Page 57	Sunday Brunch Scramble, Bicester Heritage.
Page 61	BTCC Donington Park.
Page 67	Rally North Wales.
Page 69	BRM Association Track Day, Blyton Park.
Page 74	British Hillclimb Championship, Prescott.
Page 79	Coventry Transport Museum Breakfast Club.
Page 83	VSCC Spring Start, Silverstone.
Page 88	MGCC Midland Centre Spring Sprint, Curborough.

Front Cover. The winning Audi R18 e-tron quattro of Marcel Fassler, Andre Lotterer and Benoit Treluyer slips inside the Chevrolet Corvette C7 of Gianluca Roda, Paolo Ruberti and Kristian Poulsen © Simon Wright.

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Classic and Competition Car is published by [simonwrightphotos.com](http://simonwrightphotos.com) High View Drive, Kingswinford, West Midlands DY6 8HT  
E-mail [simonwright57@hotmail.com](mailto:simonwright57@hotmail.com)  
Tel 07905 435973

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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 Historic, 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.



Lucy Owen-Moczadlo.  
Lucy runs Jucy Rally Photography and joins us to expand our rally coverage. She loves anything to do with Subarus and even tries her hand at a bit of autotesting in her modified Nissan.



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Editorial.

Well the racing season has started in the UK with a vengeance and this is our biggest issue yet. With more contributors, we continue to bring the best coverage of UK motorsport and car shows. This month we have something for everyone. World Endurance Championship from Silverstone, British Touring Cars from Donington Park, Vintage racing from the VSCC Spring Start, British Hill Climb Championship from Prescott, Rallying for the North Wales Rally, Sprinting from the MGCC at Curborough and the Restoration and Classic Car show from the NEC plus much more. Hope you enjoy it.



© Simon Wright

# News



© Janet Wright

The driver line up for the 2015 FIA World Endurance Championship before the first round, held at Silverstone in the UK at the beginning of April, with reigning champions Toyota at the front.

## Nine ERA for Chateau Impney Hill Climb event.

Almost half of the remaining ERA single seater racing cars will be at the Chateau Impney Hill climb meeting over the weekend of the 11th and 12th July 2015. Eight of these fabulous racing cars are down to compete in the hill climb competition. These include R4A driven by Nick Topless R4D driven by Mac Hulbert RC13 driven by Julian Wilton R10B driven by David Morris R11B driven by Ludovic Lindsey R12C driven by Terry Crabb R14B driven by Donald Day GP1 driven by Duncan Ricketts There will also be R8C built in 1936, on static display as part of the wider motorsport exhibition. "We're delighted to have attracted not one, but nine of the iconic remaining ERAs still in existence to the Hill Climb," said Rod Spollon, chairman of the Chateau Impney Hill Climb Club.



Terry Crabb with ERA R12C

© Janet Wright



Gary Hall, Chief Executive of Culture Coventry and David Bond, Director of Footman James

## Attempt to smash 2 World Records in Coventry

Coventry Transport Museum and Footman James, a leading classic car insurance broker, have announced that they are attempting to smash two Guinness World Records in Coventry on Sunday June 14th 2015. To help celebrate the relaunch of Coventry Transport Museum after a £9 million refit the following week, they are aiming to break the Guinness World Records for the largest parade of classic cars, and the largest parade of Jaguar cars. Over 2000 classic cars are needed to take part. The current record for the largest parade of classic cars stands at 1,674 vehicles in Mexico City in 2014, whilst the largest parade of Jaguar cars is currently held by the organisers of the Silverstone Classic who got 767 E-Tpes in a parade round Silverstone circuit in 2011.

The route of the parade must be at least 2 miles in length in order to meet Guinness World Record rules, so it will start at the Ricoh Arena and will include part of the Cities famous inner ring road. All cars taking part must be at least 30 years old and must be presented with its original registration documents on the day of the event.



## ENDURANCE RALLY ASSOCIATION OUTLINES THE WAY FORWARD

The Endurance Rally Association (ERA) has outlined how the company will move forward following the death of founder and Rally Director Philip Young, after a recent meeting of his estate executors.

Philip's life partner Jane Young, who knows and fully supports Philip's ambitions and aspirations, will become the company director, and ERA Vice President Fred Gallagher will take a more active role to work alongside the existing ERA team to maintain the vision, competitive spirit and imagination that Philip created.

Jane said: "Maintaining Philip's legacy won't be easy but I know it's what he would have wanted and, with the support of the competitors and the brilliant team Philip has built at the ERA, I know we can do it. Selling or breaking up the ERA is not an option."

Fred Gallagher and the rest of the ERA team were on-hand throughout the Flying Scotsman. Fred added: "Philip was a visionary and an innovator, a real ideas man. His spirit of adventure is the backbone of the ERA events and what inspired not only his team but the whole historic rally movement. Yes, it will be different without Philip, but the way forward is to successfully build on the legacy of his extraordinary vision, continue to innovate and create yet more memories of a lifetime for thousands of classic car enthusiasts. It is exactly what we know he wanted." Philip Young's funeral was held in Wadhurst in East Sussex on 2nd April. Details of Philip's Memorial service will be announced as soon as arrangements can be made. For further updates, visit [www.endurorally.com](http://www.endurorally.com).



Fred Gallagher

## BTCC Season Opener.

Brands Hatch saw the first Round of the British Touring Car Championship take place and Rob Collard won the first race for BMW, while the Yuasa Honda pair of Gordon Shedden and Matt Neal won the second and third races, to give three different winners at the first round.



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



### Jaguar Heritage are to build the 'missing six' lightweight E-Types.

The next generation "Special GT" E-Type cars were originally built in 1963 with new aluminium bodies to improve performance, but only 12 of the projected 18 were ever built. Now engineers will complete the task with the original series missing chassis numbers. All six are competition cars with FIA homologation for historic motorsport.

### Franchitti supporting Formula 4 drivers.

By Mick Herring  
A feature of the BRDC's backing of the championship ensures that the trophies are presented by a BRDC member. Doing the honours at Oulton Park was Indy Car and multi Indy 500 winner Dario Franchitti, also in his capacity as mentor to the Ecurie Ecosse Young Driver scheme supporting Ciaran Haggerty along with EE boss Hugh McCaig.



### Ramona Karlsson confirms Euro RX entry.

Sweden's Ramona Karlsson has confirmed she will enter this year's FIA European Rallycross Championship presented by Monster Energy (Euro RX). She will compete in her own team, Romona RX, and is the World's first female driver to run her own RX Supercar team. She competed in several rounds of last year's World RX and this year will compete in all five Euro RX rounds in Belgium (15-17 May), Germany (19-21 June), Norway (21-23 August), Barcelona (18-20 September) and Italy (16-18 October). She will also contest her home event, the World RX in Sweden (3-5 July).

She will drive a VW Scirocco Supercar, prepared by Ingvar Gunnarsson Motorsport.



## Steve Tandy - Mike Simpson Lola T70 Test

By Mick Herring.

Well known British GT and historic sports car driver Steve Tandy tested his bright yellow Lola T70 Mk3B at the Silverstone

Classic Media Day, sadly there is no passenger seat fitted to this car.

Testing ahead of the World Sportscar Masters race at the Classic was two-fold in purpose.

Firstly, in an effort to slow the thundering Lola down against its often, more aged competition, don't forget that these cars benefitted from three years more development than the Ford GT40, the WSM organisers have mandated that the dive-planes which add to the front downforce, be removed and that the cars are subject to a 20mm increase in minimum ride height.

As has become customary, Steve Tandy has offered drives in his historic cars to the drivers who have partnered him in British GT, Joe Osborne in the Group C Nissan and Dan Brown in the T70 for instance.

Thus, works Ginetta driver and British GT partner, Mike Simpson took the wheel of the T70.

Having never sat in the car before and certainly never driven one, he acclimatised rapidly and inside a total of about 15 laps he could have rendered himself unemployed by posting a time nearly two seconds a lap quicker than Steve Tandy before returning to the pits, he reeled off the car's behaviour and made suggestions as to how he would alter it to claw back its performance.

In reality Steve was more than pleased that the multi karting championship winner and Ginetta development driver had gone faster than him in their bid to scoop this year's race win.



© Mick Herring





## Scottish Sun brightens Bentley Benefit.



This years Flying Scotsman Rally saw 110 competitors in pre-war cars tackle over 750 miles from Oulton Hall in Leeds to Gleneagles in Scotland in just 3 days in what has been called the toughest short pre-war rally in the World. With overnight stops in Newcastle and Edinburgh, it is the only long distance rally to be aimed solely at Vintage car enthusiasts incorporating several timed stages and off the road time trials. The Flying Scotsman event was established in 2008 by the Endurance Rally Association (ERA).



© Gerard Brown

William Medcalf and Tony Brooks 1925 Bentley Super Sports

On serious events like this, it is experience that counts and overall victory went again to last years winner William Medcalf and navigator Tony Brooks in the 1925 Bentley Super Sports. The reputation of the event had drawn competitors from all



Anders Thorell and Ulf Forsberg 1936 Morgan 4/4 2 seater

around the World, who pushed their cars to the limit and provided stiff competition to the winners who acknowledged that it is a "full on" event for drivers and navigators. Second place went to a very fortunate Bill Cleyndert and Dan Harrison in a 1928 Ford Model A. They nearly retired on the final day when the rear axle broke, but winner Medcalf came back to

© Gerard Brown



Gavin and Diana Henderson 1939 Frazer Nash BMW 328



Bill Cleyndert and Robert Ellis 1928 Ford Model A

help repair the Ford. Cleynderf was concerned that Medcalf should return to the rally, but Williams was quoted to say “ I want to beat you on the road, not by the side of it, now grab a hammer!” All their hard efforts paid off and they got the Ford to the finish.

Third place went to the 1936 Talbot 105 Alpine of David Thomson and Alan Smith ahead of the all lady pairing of Sue Shoosmith and Tina Harley who finished 4th overall in their



© Gerard Brown



© Gerard Brown

Chris Lunn and Peter Writer 1931 Talbot 105 Dirk and Nick Van Praag 1936 Delahaye 135S

1926 Bentley 3-4 1/2 to win their class. Another Bentley came 5th to win its class, the Bentley Derby 3 1/2 of Olaf Pothoven and Piet van Leusden from the Netherlands.

The other class winners were Brad Mottier and William Hoff in a Riley Bigley Special, Jonthan Turner and Jonathan Proctor in a Triumph Dolomite and Martin and Lesley Neal in an MG TA Sports.

Both Team awards went to Bentley crews while the Spirit of the Rally award went to George Melville and Steve Gipson in the

© Gerard Brown



Patrick Engelberg and Philippe Truchet 1931 H.E. Tourer special

Ford Model A Sports Coupe. Finally the Concours D'Elegance award went to Robin and Helen Rainsley in a Ford Model A. Vice President of the Endurance Rally Association, Fred Gallagher, said “this is a full-on event that was made harder with the recent loss of Philip Young, but the ERA team did him proud and delivered an exceptional event, as they will continue to do with the future rallies on the calendar”. The next ERA rally takes place in America as 45 crews prepare to take part in the second

TransAmerica Rally from Halifax, Nova Scotia to San Francisco, California in June 2015. Next years Flying Scotsman is scheduled to take place between the 14th and 17th April 2016. For more information see [www.endurorally.com](http://www.endurorally.com)

© Gerard Brown



Arthur Manners and David Wilson 1933 Lagonda M45

© Gerard Brown



Daniel Geoghegan and William Paul 1927 Alvis 12/50 SD

© Gerard Brown



Oliver and Rupert Henderson 1934 Jaguar SS One

© Gerard Brown



Rudolf Hug and Simon Ayris 1941 Chevrolet Master Deluxe

Many thanks to Andrea Seed at Poppyseed media for the information and Gerard Brown for the photographs.



Mason/Lockie won both of the British Dunlop Endurance races in there Ferrari 458 Challenge

The British Automobile Racing Club staged a very early 2 day race meeting at Silverstone at the end of March, with live TV coverage of the Sunday afternoon races. Saturday included a good variety of saloon and sports car races, with qualifying in the morning and races after lunch. The meeting started with the MSA British Dunlop Endurance Championship (formerly Britcar Endurance) for GT cars. The series has been upgraded to MSA championship which gives the series an elevated position within GT racing series. The one and a half hour opening race



© Janet Wright

Storey/Cadwick finished 2nd in race two in the Wolf GB08 CN2

of this new Endurance series started on a wet track and saw David Mason and Calum Locke in their FF Corse Ferrari 458 Challenge lead from Pole position to the chequered flag, not even losing the lead when they pitted on lap 47 to change driver. By the end of the race they had lapped the entire field, with Nick Holden solo driving to 2nd overall and a class win in his Ariel Atom, nearly 30 seconds ahead of Neary and Short in a BMW M3 V8 GTR who finished 3rd. The other class winners were Moss and Clarke in their BMW E46 M3 in 6th place and Daniel and Paul Gibson who were 11th in their McLaren MP4 12C GT3. Their second race was the last race on Saturday with another one and a half hour blast round the National circuit. This provided another win for Mason and Lockie in the Ferrari, but this time they were chased hard all

the way by the class winning Wolf GB08 CN2 of Pete Storey and Oli Chadwick who



Nick Holden in the Ariel Atom finished 2nd in Race one. Passing Barclay/Hollings Ginetta G55 GT4

were only 16 seconds behind after 65 laps of racing. This time the two Gibson's took 3rd overall in the McLaren MP4 12C GT3 and were 2nd in class. The other class winners in this race were Alistair Barclay and Charlie Hollings in a Ginetta G55 GT4 who finished 5th overall.



3 cars can take Luffield side by side. Philip Burden Peugeot 206 GTi, Paul Waterhouse Peugeot 306 GTi 6 and winner Philip Jose Renault Clio 172 Sport battle in the Thermex Classic Saloon and Historic Touring Car & Toyo Tyres Pre 2005 race

After the first Endurance race, the crowd were entertained by the Thermex Classic Saloon and Historic Touring Car Championship and Toyo Tyres pre 2005 Championship race. The pre 2005 cars were obviously the fastest overall and Philip Jose took pole position in his Renault Clio 172 Sport, while Steven Sprigg was fastest of the older cars in 7th in a Ford Lotus Cortina Mk 1. The modern French hatchbacks dominated

the race with Jose winning from Gary Parkes in a Peugeot 206 GTi 180 and Philip Burden in a Peugeot 206 GTi. The pre 66 cars were not that far out of overall contention with winner Jason



David Hall Ford Cortina Classic saloon and Historic Touring car race

Brooks in an Austin Mini Cooper S finishing 4th overall amongst all the more modern cars. It was a very tight victory with David Hall in 2nd only 0.893 of a second behind in his Ford Cortina. Third place went to Steven Sprigg in his Ford Lotus Cortina

© Janet Wright



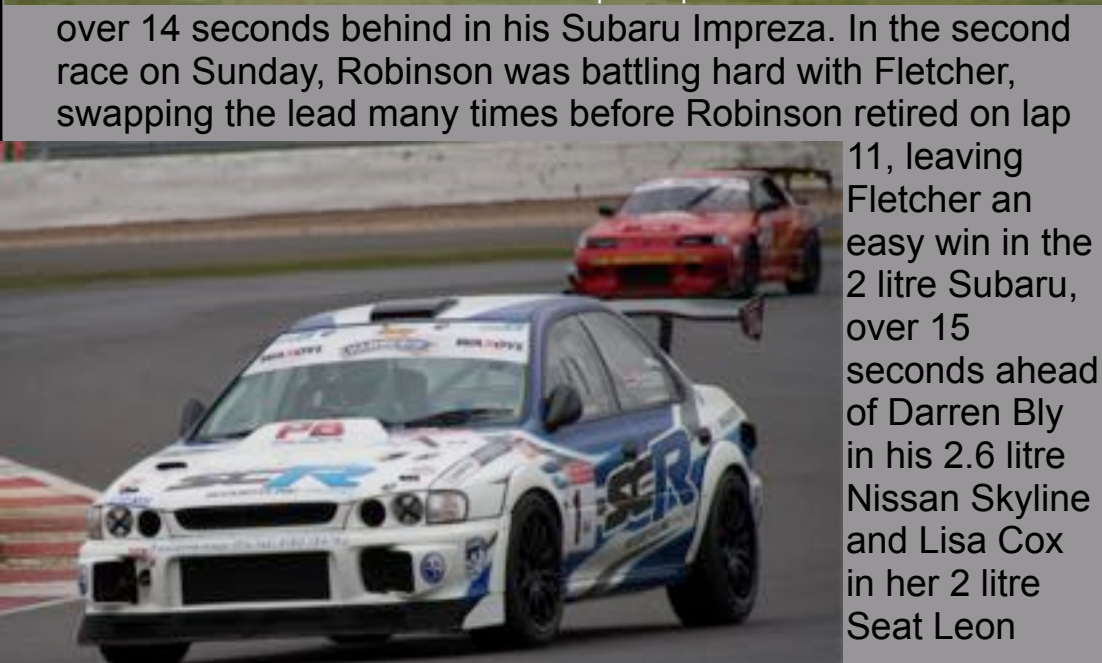
Darren Bly Nissan Skyline in the Hammerite Racing Thunder Championship

Mk1. The second race on Sunday saw identical results in both class, with only one change, in the pre 66 class 3rd place went to Andy Messham in an Austin Mini Seven.

The Hammerite Racing Thunder Championship also saw a race on both Saturday and Sunday. Andy Robinson claimed pole in his 7 litre Ford Falcon V8 Supercar and he took a tight victory in the first race by less than a second from Kevin Wendt in a 4.2 litre BMW M3 E46 with Vaughan Fletcher a distant 3rd



Winner Andy Robinson Ford Falcon V8 Supercar with 2nd Kevin Wendt BMW M3 E46 Thunder Championship



over 14 seconds behind in his Subaru Impreza. In the second race on Sunday, Robinson was battling hard with Fletcher, swapping the lead many times before Robinson retired on lap 11, leaving Fletcher an easy win in the 2 litre Subaru, over 15 seconds ahead of Darren Bly in his 2.6 litre Nissan Skyline and Lisa Cox in her 2 litre Seat Leon

Race 2 winner Vaughan Fletcher Subaru Impreza Thunder Championship  
*Classic and Competition car May 2015*



Paul Gibson Nemesis K11 Proto in the Clubman race

Cupra was 3rd and winning her class.

The next race was a real blast from the past for Clubman cars, celebrating their 50th anniversary with a grid of modern and classic front engined cars. Paul Gibson took Pole position in the Nemesis K11 Proto while Robert Manson was fastest of the classic cars with the car that founded the championship in 1965

a Mallock. The first race was stopped after a red flag on lap 6 when Steve Dickens was leading in a Mallock Mk 29, while Robert Manson was in 2nd place in his classic Mallock Mk21. The second race on Sunday managed to go the distance with Dickens taking the chequered flag this time at the end while Gibson finished 2nd. Mason finished 3rd overall to be the first of the classic cars.

The AutoGlym Racing Pre

© Janet Wright



Winner Steven Dickens Mallock Mk29 Clubmans race



Pre 83 Touring car winner Ray West BMW M3

'83 and SVG Motorsport Pre '93 Touring Car Championships were combined in to a single race on both days. Ray West in a 93 BMW M3 took pole with Andrew Harrison 3rd in a Jaguar XJS as the fastest of the Pre 83 cars. In the Saturday race West won from Roger Stanford in another BMW E30 M3 while Harrison failed to finish and the Pre '83 was won by Stephen Primett in a Ford Escort ahead of Peter Winstone in another Escort in 2nd. The Sunday race saw a repeat in the Pre '93 but this time Harrison kept going in the Jaguar XJS to finish 4th overall and win the Pre '83 ahead of Nic Strong in a Ford Capri.

© Janet Wright



Andy Smith Honda CRX had a spin in practice at Becketts as Gary Fletcher passes in the Vauxhall Firenza droop snoot

The sixth race saw three series combined in to a single race, the Burton Power Blue Oval saloon championship, the VTEC Direct Pre '03 Championship and the CBT Business Travel VW

Championship. The cars from these series were fairly evenly mixed on performance with Jim McLoughlin on Pole in a Honda Integra, from Paul Nevill 2nd in a Ford Escort RS2000 and the fastest VW was 4th fastest Steven Wood in a Volkswagen Golf Mk4. The race provided a different order with it being won by Wood in the Golf from Olly Allen in a Ford Fiesta and McLoughlin 3rd in the Integra, all winning their respective classes (races).



Jim McLoughlin Honda Integra in the Blue Oval VTEC Direct race

The second race on Sunday saw a different result with Allen winning in the Fiesta from Ken Lark in a Volkswagen Corrado V26 and Wood 3rd in the VW Golf. The Honda race was won by

5th place Alexander Owen in a Honda Civic Type R. Sunday saw in addition, two Max5 races for Mazda MX5 sports cars. The first race was

won by Paul Roddison in a Mk3 and the second race was won by Jonathan Halliwell.



Winner Paul Roddison in the Max5 race

## Pride of Longbridge 18th April 2015. By Simon & Janet Wright.



one of the largest yet, with probably only the Austin Centenary celebrations of a few years ago being bigger. It was estimated that there were over 4,000 cars on display and around 10,000 people attended this year's event. It caused grid lock on many of the approach roads to Cofton Park as the cars arrived, with long queues on the A38 from the M5, Bristol Road South, Lowhill Lane and Groverley Lane.

Although it is called the Pride of Longbridge, cars manufactured elsewhere in what was once the British Leyland empire are welcome to attend. Large numbers of MG and Rover models were present, some of the later model saloons were built at Longbridge. Triumph, Jaguar, Riley, Alvis, Wolseley, Land Rover as well as Austin and Morris cars were all represented and someone even managed to sneak in a Ford Anglia and Sunbeam Rapier. I don't remember them being built under the BMC/Leyland regime, do you?

It has been ten years since the Longbridge car manufacturing plant closed under British ownership, and this was the 10th anniversary of the Pride of Longbridge rally which was born just

a short time after the closure, to show support for the many workers who lost their jobs. The event, held in Cofton Park, just over the road from the current MG factory at Longbridge, has grown tremendously over the years and this year was

Quite a few car clubs had arranged to meet away from Cofton Park so that they could all arrive together and park up as a group. Most of the vintage and



Three MG Metro 6R4 rally cars on display



older cars are grouped together at the lower end of the massive park area, while the newer models line up on the slopes of this natural amphitheatre. The Austin 7 was one of the earliest mass produced cars at Longbridge and there were many fine



examples on display in the vintage car area. Probably the most popular car built at Longbridge has to be the original Mini, and there were probably hundreds lined up on the slope of the park. All the popular models were there, the original 850 and 1000, the Clubman, the Traveller, the Cooper and Cooper S, plus the special variations like the Riley Elf and Wolseley Hornet. The modern equivalent, in numbers, was the Rover 25 and MG ZR hatchbacks which were basically the same apart from

© Janet Wright



suspension modifications to the later MG version. People had travelled from all around our island to attend including Scotland's MG & Rover Owners Club. The current production at Longbridge is the Chinese run MG factory, and MG were probably the most prolific brand in Cofton





Park, with cars ranging from the old MG TA sports cars, through the Magnette saloon, the MG B, MG Midget right up to the MG SV from the original British run company, while the Chinese had the current MG 3 and MG 6 on display.



© Janet Wright



© Janet Wright



Impressive line up of Rover BRMs

One thing BMC/British Leyland excelled at was badge engineering. They would produce one car design and tweak it with slight modifications and sell three or 4 'different' cars. A prime example of this was the Austin 1100/1300 saloon of the early 1970s. Available in two engine sizes, 1100cc and 1300cc A series engine as an Austin or Morris. Then there was the MG 1100 and 1300, a sportier model with twin SU carburettors, the Riley 1300 and Kestrel with a two tone paint job and a different front radiator grill, the Vanden Plas Princess 1100/1275/1300 with a more luxurious interior and the Wolseley 1100 and 1300 which was more upmarket than the standard Austin/Morris car.

There is always a good turn out of the Rover BRM, a distinctive model of modern Rover based on the Rover 20. They are all finished in British Racing Green with an orange 'mouth' on the front and distinctive BRM emblems on the bodywork.



Riley Kestrel, MG 1300 and Austin 1300GT showing different grills and bonnets



An interesting thing to observe at these shows is how cars and emblems change over the years. The Rover Viking longboat remains the main item in the Rover badge.



However, the main thing that Longbridge will always be known for, is that it was the home of the Austin.



© Janet Wright

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# Back with a bang, British GT

Oulton Park 6th April 2015

By Mick Herring with additional photos by David Goose and Stuart Yates of Motorsport-Imagery.

© Mick Herring

© Mick Herring



Hollamby, Coombes Porsche hit by GT4 Aston in to gravel trap with damaged wheel

The traditional British GT season opener was full of action both on and off the track with a new for 2015 split qualifying system entertaining the Easter Saturday crowd at Oulton Park before home-time Spread over a total of forty minutes, the amateur/gentleman drivers and the pros would each have only ten minutes to make their respective claims for GT3 and GT4 pole positions for the two races.

Race one, started by the gentleman drivers, pole position went the way of Liam Griffin's Motorbase Oman Racing Team Aston Martin, a last minute fast lap securing pole from Gary Eastwood in GT3 and Oz Yusuf's Lotus Evora GT4. The professionals were headed by Jonny Adam's Beechdean Aston Martin in GT3 and Luke Davenport's Tolman Motorsport Ginetta G55 GT4.



Race 1 winner Gary Eastwood/Adam Carroll Ferrari 458

Race one required a safety car before the field reached the second corner resulting from a collision between Salih Yoluc's McLaren 650S and Mark Farmer's Aston Martin GT3, Will Moore's GT4 Aston Martin also got involved. The McLaren and the GT4 lost time but Farmer's GT3 Aston retired.

© Motorsport-imagery



Jon Minshaw/Phil Keen BMW Z4 GT3



GT4 winner race 1 Graham Johnson/Mike Robinson Ginetta G55

As racing resumed, pole-man Griffin headed Gary Eastwood's Ferrari 458, a hard charging Andrew Watson's McLaren 650S then the Astons of Andrew Howard and Ahmad Al Harthy. Watson would overtake Eastwood but retire on lap 8 after arriving at the Shell Oils hairpin tyre barrier too quickly. A lap 12 incident, as the leaders lapped Yoluc's McLaren at

© Mick Herring



Derek Johnston Aston Martin before the incident

Hislops chicane, saw Andrew Howard spin onto the grass in avoidance of the McLaren, itself having been on the grass, Yoluc and Euan Hankey would be classified in 26th place but would be excluded from the meeting.

As Howard rejoined he collided with Al Harthy's Aston which hit Eastwood's Ferrari. Howard retired. The next lap would spell the end for three cars at The Avenue when Alistair McKinnon's Mercedes SLS caused what was adjudged to be an avoidable incident trying to overtake on the right side of Derek Johnston's Aston Martin, the Aston spun across his front and rode down the Armco barriers on two wheels with severe damage.

McKinnon's penalty would be a five place grid spot drop for race 2. An unsighted Jon Minshaw hit the back of reigning champion,

© Motorsport-imagery



Rory Butcher/Liam Griffin Oman Aston Martin

Marco Attard's sister BMW Z4, Attard would rejoin to finish sixth but Minshaw's broken radiator spelt retirement. The safety car coincided with the pit lane opening so, new leader, Eastwood and Griffin pitted immediately.

Adam Carroll (for Eastwood) got away before Rory Butcher (for Griffin) and their contest for the lead was the highlight of the rest of the race. They were joined by Joe Osborne's 888 BMW Z4 (for Lee Mowle, pitting in 11th) who, after slick pit work, emerging third, he would pass Butcher but relinquished second to Butcher in traffic.

Carroll and Eastwood won on the road by 1.1 seconds but after the champagne had been sprayed were re-classified second, with a two second penalty, because Carroll had blocked Butcher at the pit exit. Carroll scored fastest race lap on his



Resurgent Rosso Verde Hector Lester/Benny Simonsen Ferrari 458 5th in Race 1

final tour.

Fourth went to Phil Dryburgh/Mat Jackson's Oman Racing Aston Martin with GT stalwart Hector Lester and Benny Simonsen fifth in the Rosso Verde Ferrari 458.

GT4 was equally well contested, the first four places being taken by championship newcomers, Graham Johnson/Mike Robinson's Ginetta G55 emerging winners in eleventh overall.

© Mick Herring



Race 2 GT4 Pole position Luke Davenport Tolman Ginetta G55

The sensation of GT4, in second, was Jamie Chadwick in the Beechdean Aston Martin she shares with Ross Gunn, the diminutive 16 year old lady Ginetta Junior Graduate racer was 12th overall. Also Aston Martin mounted pairing Terry Langley/Mike Hart were 3rd(13th). The only Porsche in British GT was 4th(14th) driven by Graham Coomes and Shaun Hollamby. Race two was (slightly) less fraught but no less dramatic with the win

going to Jonny Adam and Andrew Howard's Beechdean Aston Martin despite serving a very late stop-go penalty for



© Mick Herring

Reigning Champion Marco Attard BMW Z4



Ahmed Al Harthy/Daniel Lloyd Aston Martin Vantage GT3

a too-short stop. The team did an unexpected change of all four tyres when Adam handed over to Howard but still infringed the minimum time pit stop requirement, still winning by nearly 13 seconds and Adam's fastest lap on lap 2. All three Oman Racing Team Aston Martins and the 888 BMW also broke this rule, thus shuffling the final order as they took their penalties. Jonny Adam and Adam Carroll lead the race until the stops, Howard carried the lead but Gary Eastwood slipped back. The penalties served by the Astons and BMW elevated Steve Tandy's Ginetta GT3, shared with works driver Mike Simpson, to second but he could do nothing about chasing the Aston Martin as he had to defend from Marco Attard in third. This is the best result by a GT3 Ginetta after three years of development.

The one safety car period was to recover Phil Keen's Demon Tweeks BMW Z4 which had been sent hard into the Cascades tyres after being hit by Godfrey Jones' Mercedes SLS on the

run down the hill after 14 laps.

Fourth and fifth went to two of the the penalty servers, the Butcher/Griffin Aston Martin and the 888 BMW of Joe Osborne/ Lee Mowle. Gary Eastwood was on for 4th until a late spin dropped him to 6th he would, however, be awarded the Blancpain Gentleman driver of the weekend and Carroll the Sunoco Fastest Lap prize.

Mark Farmer and 2008 GT champion, Jon Barnes finished seventh, just reward for Farmer following his first lap accident in race one and minimal time in the Aston Martin due to problems in the practices.

GT4 was won by Oz Yusuf/Gavan Kershaw's Lotus Evora, Graham Johnson/Mike Robinson and Paul McNeilly/Jamie Stanley, all Ginetta G55 mounted, 2nd and 3rd respectively. Jamie Chadwick and Ross Gunn had finished 2nd GT4 on the road but were subsequently excluded for her part in an incident which led to the 61 Aston Martin's retirement.



© Motorsport-imagery

Steve Tandy/Mike Simpson Ginetta GT3 lead the snake round Oulton Park



F4 race start Will Palmer leads Harrison Newey

A strong mix of races supported the headlining British GT bill over Easter at Oulton Park. With three races here, now the UK's premier single seater category, the **DUO BRDC F4 championship** counts amongst its drivers the sons of two famous fathers, one the circuit owner and the other the most prolific of F1 designers, who dominated qualifying.



© Mick Herring

BRDC F4 Race 2 winner Chris Mealin heads Ecurie Ecosse young driver Ciaran Haggerty  
*Classic and Competition car May 2015*

Will Palmer headed Harrison Newey by 0.116 seconds and they would finish race 1 in that order, separated by nearly five seconds. That was as good as it got for HHC team mates with Palmer finishing 3rd in race 2 and 5th in race 3. Newey scored a 5th and 9th place respectively. The grid for race 2 was the top 8 from race 1 in reverse order, and fastest laps from the first two races determining the grid for race. Sisa Ngebulana, 8th in race



© Mick Herring

BRDC F4 sparks from Jordan Albert at Old Hall

one, spun his pole position away on the warm up lap and was forced to start from the back. A spirited, front wheel locking drive saw him fight back to 11th. Chris Mealin, 7th in race 1, ensured his grid position and turned it into a race 2 win with Ecurie Ecosse Young Driver Ciaran Haggerty 2nd.

Jordan Albert's race 2 fastest lap, despite finishing in 16th position, secured pole position for race 3 and he turned this into a win with Chris Mealin 2nd.

The protyre Motorsport Ginetta GT5 Challenge comprised three races on Saturday with James Kellett winning races two and three after a DNF in race 1 while Ollie Chadwick (brother of British GT Aston Martin driver Jamie) winning race 1.

Stewart Linn was most consistent by finishing 2nd in all three, with Callum Pointon 3rd in races 1 and 3, race 2 saw him recover to 11th after an incident on lap 1 left him stranded across the track with his bonnet wide open just after the first bend.

© Mick Herring



Callum Pointon recovered to 11th

Despite a small ten car entry the two Blinky Group Cubik Superseries Formula Ford races provided some close racing with Jonny McMullan and Martin Short taking first and second in both races.

© Mick Herring



Patrick Dissault Ray GR13-14 Blinky Group Cubik Superseries Formula Ford Race 1 winner Milltek Sport Volkswagen Racing Cup had three races over the weekend. Open to all VW models, the 2000 cc Turbo Scirocco R and Golf GTI are cars of choice. The grid for race 3 was on 2nd fastest lap in qualifying, and race 2 was the reverse of the

*Classic and Competition car* May 2015

© Mick Herring



David Sutton Scirocco R won two races

top six from race 1. David Sutton scored wins in races 1 and 3 with a 2nd place in race 2. Joe McMillan took victory in the second race.

The only chance to see a Formula 3 series this year in the UK is with the F3 Cup supporting British GT. The two races saw Henry Chart take victory in his Dallara F305 Opel Spiees from Aaron Steele in an F307 Mugen Honda in both races.

© Motorsport-imagery



F3 Cup Tony Bishop Dallara Mercedes F307 rear wing problems

## Restoration & Classic Car Show, NEC 28th-29th March 2015.



By Simon & Janet Wright with additional photos by Pete Austin. For a relatively new show, this has expanded rapidly, now using two of the large original halls at the National Exhibition Centre (NEC) near Birmingham. This is not just another Classic car show, but a Restoration and Classic car show that follows the entire cycle of finding an old car in a barn or locked up and forgotten in a garage and restoring it to pristine condition. There were quite a few 'barn finds' on display, some so rusty they look like they should have been taken straight to the scrap yard - but I bet in a couple of years, those same vehicles will be on display, looking like new. In fairness, most 'barn finds' have just



© Pete Austin

surface rust and need a complete strip down as some parts may have seized due to lack of use.

There was a large trade area with over 350 specialist exhibitors in one of the halls with everything on sale, from tools to parts and various companies offering restoration services for things like number plates, upholstery restoration services, engine rebuilds, right up to complete vehicle restoration offered.



There were nearly 100 car clubs with stands and quite a few were demonstrating restoration techniques during the course of the show. Members were working on cars doing a variety of different tasks. Some were restoring suspension, some were fitting brakes, some were panel beating wings and all were prepared to talk to people about the task in hand. There were also several stages set up around the show, where presentations were taking place on vehicle restoration. The Practical Classics Live stage saw an interesting



© Janet Wright



TVR Tina



project unfold on stage. The Practical Classics team set about restoring the TVR Tina prototype in just 48 hours. The Tina was commissioned by TVR owner Martin Lilley in the mid 1960s and named after the daughter of famous racing driver Gerry Marshall who was working closely with TVR at the time. Tina has the car in a garage at home, where it has been for many years when her father had kept the car with the aim of restoring it.

Tina was present at the show on Sunday to see the car after the restoration work was completed. Late on



© Janet Wright



Ford Corsair Rally car

Sunday afternoon, she sat in the car on stage as it was fired up for the first time in many years. The Live stage was also the venue for various celebrity chats and interviews. On Sunday afternoon, it was also where five of the main celebrities got together to play the quiz game, "Would I lie to you?" The celebrities

were Mike Brewer from the TV program "Wheeler Dealers", Tiff Needell from "Fifth Gear", Fuzz Townsend from "Car SOS", Ant Anstead from "For the love of Cars" and Chris Barrie from the TV Series "Red Dwarf". They each told a story and a member of the audience and the other celebs would decide if it was true or false. Only one member of the audience won their round, the rest were won by the celebrities.



The Austin Healey Sprite shown here was originally bought as a donor car for the steering wheel and dashboard. On closer examination,



the speedo was showing just 1 mile and the previous owner said it had been an Earls Court show car and had no serial numbers. The body number printed inside

the door panels showed it had been displayed at Earls Court Motor Show 1962. It had been used to show the new disc braking system and was not fitted with an engine and just an empty gearbox casing as the car was displayed up in the air to show mainly the underside of the car. After the show it was stored in a shed until it collapsed around it. Owner Stephen Ward has decided to restore the car instead of just using it as a donor vehicle.



Some 'barn finds' are in much better condition than others, such as this Saab 92B. It had previously been owned by a Saab dealer in Montpellier as part of a private collection. It was last used and resprayed in the 1970s and then covered with a sheet and forgotten. The trim is original barring the door cards and the seats require attention as the seat foam has disintegrated. The car was an export specification model and has no heater and different bumpers.





# 1953 Hotchkiss Gregoire



© Pete Austin

Liberated from a barn in Picardy by the Technical Editor of Practical Classics, this 1953 Hotchkiss Gregoire is a remarkable production car. Designed by Jean-Albert Gregoire and built at Hotchkiss's Paris factory, 247 were manufactured between 1950



and 1954. Built with a front bulkhead, windscreen surround and sills of cast aluminium to form a stiff basic structure. It is powered by a 2.2 litre over square flat four water cooled engine, developing 75 HP. Power is transmitted via a four speed gearbox with synchromesh on the upper three gears and overdrive on

fourth which drives the front wheels via Tracta constant velocity joints. It has an interlinked all independent coil spring suspension system which acts under tension rather than compression.

fourth which drives the front wheels via Tracta constant velocity joints. It has an interlinked all independent coil spring suspension system which acts under tension rather than compression.



© Janet Wright





Citroen DS being restored



Outspan orange based on a Mini



Coming or Going Morris 2000?



De Dion Bouton



1951 Talbot Lago  
Record Berlina T26

© Pete Austin



© Pete Austin



Modified Imp with Ford engine



Tatra

© Janet Wright



Healey SR Le Mans Replica

# Silverstone Auctions - The Restoration Show sale 2015.



1961 Jaguar Mk II 3.8 litre saloon in need of restoration £5,625  
1969 Jensen Interceptor Series II RHD restoration candidate £6,750  
1971 Jensen Interceptor Series II capable GT Unsold

© Janet Wright

There were a wide range of vehicles and parts in the Silverstone Auction. Some of the items would require a lot of restoration!



Two 1931 Rolls Royce Phantom III Sold for £2,813 (left) and ££2,250 (Right)

1959 Jaguar XK150 S  
Fixed Head Coupe  
Unsold



© Pete Austin

2001 BMW Z8 £123,750



1959 Porsche 356A  
Cabriolet £63,000



1995 Porsche 911(993) Coupe unsold  
1972 Porsche 911T 2.4 Targa Unsold  
2010 Porsche 911 GT2 RS (997) £236,250



Fire damaged circa 1930 Rolls Royce Phantom II Chassis £900

The highest value sale in the auction was a black 2010 Porsche 911 GT2 RS (997) which sold for £236,250 - seen above.

# Silver Silverstone Classic media launch.

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



© Janet Wright

The Press launch for this years Silverstone Classic took place at Silverstone in bright sunshine. The Silver anniversary event is building up to be the biggest yet with 90s F1 Legends added to the bill for the 25th anniversary year. This exciting new



© Simon Wright

spectacle will feature a demonstration of Formula 1 cars from the Mansell, Senna, Schumacher period. Interest in historic motor sport is at an all time high, and the Silverstone Classic is one of the Worlds blue riband events which has regularly

attracted more than 1,100 entries to each of the last 3 events and last year brought in more than 94,000 fans. Advanced ticket sales for 2015 suggest that the 100,000 barrier will be broken in July. The launch was presented by TV Presenter Louise Goodman and Event Director Nick Wigley who explained “Silverstone Classic represents the very best historic racing anywhere on the planet. The breadth of cars the event attracts is simply extraordinary, from Pre-War 1920s and ‘30s machinery through early Grand Prix cars, the glamour era of the ‘50s and ‘60s to 1980s F1 turbocharged beasts, Group C sportscars and Super Touring and GT legends from the ‘90s. It really is a comprehensive spectrum. That

© Simon Wright



© Simon Wright





generates massive appeal for enthusiasts, and throw in all the off-track entertainment too – with live music, shopping, the adrenaline zone and vintage fairground rides – and you have a superb weekend for all the family. There's just a fabulous festival feel."

He continued "The event slogan is 'One day is not enough', but perhaps we have got to the stage now where two days are not

enough. By the end of March, we had already sold more multi-day tickets than we did in total last year – so it certainly looks like we are in for another record year. Ticket sales in general are running 34 per cent up on 2014, so we're confident we will reach the magic 100,000 barrier that we have been striving towards".

Another reason for the success of the Silverstone Classic is the number of Car Clubs that display vehicles all round the 700 acre site. Last year over 9,000 privately owned Classic cars were shown. This year there are already 114 car clubs signed up to display over the 3 days of the event.

There are several major anniversaries being celebrated in 2015 at the Silverstone Classic, including 25th anniversaries for the Honda NSX and Mazda MX5, 30 years of the Sinclair C5, 40



© Simon Wright



© Janet Wright

years for the Jaguar XJS, 50 years for the Aston Martin DB6, Rolls Royce Silver Shadow and MG B GT and 60 years for the Citroen DS and Rolls Royce Silver Cloud.

There will this year be an additional lunch time parade on Friday and on Sunday there will be a special Silver Sunday Anniversary Parade for silver cars of any generation, make or model.



© Pete Austin

The originator of the Silverstone Classic was racing driver Stuart Graham, the only man to have won the TT race in the post war era on both 2 wheels and 4 wheels. He had the idea after seeing similar events in Germany and the USA, and 25 years ago the International Historic Festival took place at Silverstone a week after the British Grand Prix. Some of the cars that took part in the first event a quarter of a century ago are still competing in this years event.

The Silverstone Classic really does have something to please every one with races taking place for Formula 1, Touring

© Simon Wright



Cars, GTs and Sports cars to pre-war prototypes. These will include races from the FIA Masters Historic F1 Championship, the FIA Masters Historic Sports Car Championship for Pre-1966 GT cars, Front and Rear engined Pre-1966 F1 cars, a Group C endurance race in to the dusk on the Saturday evening and the

© Simon Wright



RAC Historic Tourist Trophy for Pre-1963 GT cars. New for this year will be a Guards Trophy race for Pre-1966 GTs and Pre-1969 sports cars and also to celebrate the 75th anniversary of the end of the second World War and Silverstone's role as a bomber base, there will be two Battle of Britain races for British built Pre-1966 GTs, Touring cars and sports cars.

One of the crowds favourites will be the Super Touring car race and also the U2TC race which will see the return of BTCC champions Matt Neal and Gordon Shedden with their Team

Dynamics Lotus Cortina.

Finally the 90s GT Legends demonstration will return with the promise of the 1997 FIA GT Championship winning Mercedes-Benz CLK-GTR of Bernd Schneider attending. There were over 130 cars at the media launch, even though there was a Masters event taking place in Spain a few days later.



© Simon Wright



© Simon Wright



© Janet Wright



© Janet Wright



© Simon Wright

### **Passenger Ride Turner Mk 3.** By Mick Herring.

Hidden amongst the mainstream British sports car manufacturers of the 1950s and 60s were a nucleus of small highly skilled producers who, whilst they borrowed many of the major components from the big boys, brought them together in a body and chassis of their own construction. One such manufacturer was Turner, the vision of Welsh engineer Jack Turner, built at a few different premises, all in and around the South Staffs/Wolverhampton area between 1949 and 1966, an approximate total of 670 cars left the factory.

The owner of the particular car I had a passenger ride in was Ken Pritchard Jones and like many people, he owned a Turner when he was young. Spotting one at Goodwood confirmed the desire to own another and race it.

This pale blue 1965 Mk3, the last to leave the factory, was later fitted with a Lotus "Twin Cam" engine and during the rebuild, carried out for Ken, the engine became a 1650 Cosworth "Twin Cam" producing about 180 bhp.

With such power, the lightweight Turner was always going to be very fast, even compared to the equivalent Lotus Elan. The handling was quite a revelation, it slid beautifully as you would expect but fully controllable and that powerful Lotus engine propelled it forward very quickly with just a hint of sideways movement from the rear axle immediately behind us. The consequence of its light weight is not needing anything too elaborate in the braking department in order to be effective.

The Turner exhibited quite a degree of body roll and I could see the circuit's tarmac rushing by as I looked over the top of the thin door. All in all, a delightful, nimble and much underrated car built by a manufacturer from Britain's past. My thanks to Ken Pritchard Jones and the late Jack Turner.

© Simon Wright



## Archive Photo of the month. By Pete Austin

Elsewhere in this issue you can read the report on the BRM Association Track Day at Blyton Park. Amongst the cars running were two BRM P201s. This month's image shows Henri Pescarolo in a BRM P201 at the 1974 British Grand Prix, Brands Hatch where he retired with engine problems. This is chassis 201/1 which appeared at Blyton Park driven by Rick Hall.



# MSA Spring Classic. By Simon & Janet Wright. 25th-26th April 2015.



1948 Allard L Type driven by James and Bridget Smith

© Simon Wright

Incorporating national 'Drive It Day' on the Sunday, this years MSA Spring Classic went from the Vale of Glamorgan through South Wales and finished at Shelsley Walsh in Worcestershire. Along the way, the crews took in the Pembrey racing circuit in South Wales and the National Botanical Garden of Wales on the Saturday before heading north on Sunday and crossing the border back in to England to finish at the oldest motor sport venue in the country, at Shelsley Walsh, where they all took a sedate ride up the famous hill climb course. The MSA Spring Classic is a non-competitive scenic tour which is open to road cars and replica cars manufactured before the 31st



© Simon Wright

December 1994. Although there are check points throughout the route, participants could wander off course if they wished.

There was a capacity entry for this years event, with many different and interesting cars. British sports cars

© Janet Wright



1974 BMW 2002 Cabriolet of David & Ingrid Clynes

made up the bulk of the entry with Jaguar a very popular marque, with many E-Types on the entry list, plus some XK models from XK120, XK140 and XK150. The oldest car on the entry was a 1931 Invicta S Type driven by Chris and Liz Ball, followed by a 1948 Allard L Type driven by James and Bridget

© Simon Wright



1961 Citroen ID 19 of Andrew & Scarlett English



© Simon Wright



© Simon Wright

1978 Chevrolet Corvette of Barclay & Helen Lamont



© Janet Wright



© Simon Wright

1989 Mercedes Benz 420 SL of Christopher & Shirley Whittington



© Janet Wright



© Simon Wright

1962 Jaguar E Type of Michael Pepper and Bill Smith



1951 Rover 75 Cyclops of Andrew Crutchley and Barbara Thompson

Smith. There was an unusual 1951 Rover 75 'Cyclops' driven by Andrew Crutchley and Barbara Thompson, while Andrew and Scarlett English may have had the most comfortable ride in their 1961 Citroen ID 19. The most modern car on the entry list was a 1996 Lotus Elise driven by Dick McCall and Ian Napier.

© Janet Wright



1931 Invicta S Type of Chris & Liz Ball

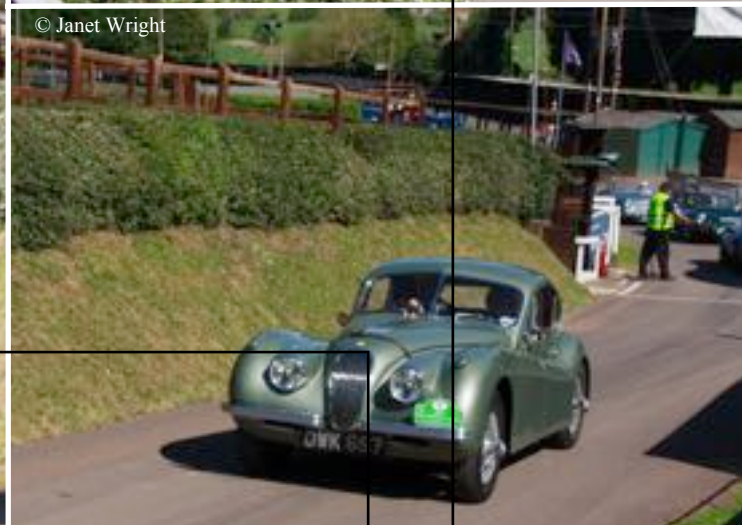


1959 MG A of Chris & Carol Murdoch line up in the Shelsley Paddock

© Janet Wright



1970 Mercedes Benz 280 SE of Paul & Amy Thompson and Lai-Sheung Mo



[Click for video](#)



[Click for video](#)



© Simon Wright

Pole Porsche 919 Hybrid of Webber/Bernhard/Hartley

## FIA World Endurance Championship 6 Hours of Silverstone. 12th April 2015.

By Simon & Janet Wright.

Some people think endurance racing is boring. A few quick laps at the start, settle down to a steady rhythm for 5 hours or so and maybe a quick dash to the flag, if the leading cars aren't separated by more than a few laps. Well think again, the FIA World Endurance Championship 2015 provided a thrilling start to the season with the 6 Hours of Silverstone race. The three major manufacturers who were present at Silverstone were reigning champions Toyota, Le

© Simon Wright



LMP2 Ligier JS P2 Nissan of Yacman/Derani/Gonzalez

Man winners, and former champions Audi and the manufacturer that has dominated the Sports car championship from the early

© Janet Wright



LM GTE Am Aston Martin Vantage V8 of Castellacci/Goethe/Hall

1970s through to the 1990s, Porsche. After qualifying, Porsche had locked out the front row with the 17 Porsche 919 Hybrid of Mark Webber, Timo Bernhard and Brendon Harley on Pole position by over 1/2 a second from the sister 18 car of Romain Dumas, Neel Jani and Marc Lieb. The second row was the 3 Audi R18 e-tron quattro of Lucas Di Grassi, Loic Duval and local driver Oliver Jarvis just 300ths of a second ahead of the 1 Toyota TS 040 Hybrid of Sebastien Buemi, Anthony Davidson

and Kazuki Nakajima with the third row of the grid the other 7 Audi of Benoit Treluyer, Marcel Fassler and Andre Lotterer and the 2 Toyota of Alexander Wurz, Stephane Sarrazin and Mike Conway.



World Champions Davidson/Buemi/Nakajima Toyota TS 040 Hybrid

The next row consisted of the first of the LMP2 cars, the G-Drive Racing Ligier JS P2 Nissan cars of 28 Luis Felipe Derani, Gustavo Yacman and Ricardo Gonzalez and the sister 8 car driven by Sam Bird, Roman Rusinov and Julien Canal.

The cars were lined up in bright sunshine on the International start straight in a diagonal formation just like the original Le Mans starts, but with the driver already strapped in - no running across the track and climbing in like in the old days. They then set off in grid order for 2 pace laps before the start. The grid formed up in their two by two order as they headed down the Hanger straight and the pace car pulled off in to the pits as the cars rounded club corner for the start of the 6 hour race. Webber shot in to the lead with the second Porsche just ahead of the Audi and Toyota, as the 42 Dome S103 Nissan of Nick Leventis, Danny Watts and Jonny Kane went straight on at Abbey and in to the gravel on the first corner. It managed to get out and back on to track but lost about half a lap. The field was very tight through the loop and Wurzburg

## LMGTE - Hollywood comes to Silverstone.

As well as the prototype cars, the World Endurance Championship also caters for GT cars in two classes LMGTE - Pro and LMGTE - Am. The specification of the cars are identical but the Pro class is for professional drivers and the Am class is for Amateur drivers.

This year, American Film and TV star Patrick Dempsey has joined the WEC with his own team - Dempsey-Proton Racing, running a Porsche 911 RSR in the LMGTE-AM class. He is sharing the car with Patrick Long and Marco Seefried. They qualified 7th in class at Silverstone and went on to complete the race. they finished in 23rd place overall and 6th in class.

© Janet Wright



LM GTE Am Patrick Dempsey/Long/Seefried Porsche 911 RSR



Audi R18 e-tron quattro Di Grassi/Duval/Jarvis

managed to get his Toyota past the Audi and in to 3rd position. Before the end of the lap, Di Grassi slipped his Audi past the Toyota in to 3rd place.

For the first few laps the two Porsche continued to lead while Audi and Toyota swapped places between Treluyer and Wurz for 5th and 6th. Treluyer then passed his team mate and started to challenge Buemi for 3rd place while Di Grassi was back down in 6th.

It took 20 minutes before the two Audi cars got in to 3rd and 4th place and started their pursuit of the leading Porsche pair but it didn't take long for the 1 Toyota of Wurz to get 3rd place again. Around 40 minutes in to the race the 36 LMP2 Alpine A450b Nissan of Nelson Panciatici, Paul Loup Chatin and Vincent Capillaire went straight off in to the barriers which bought out a Full Course Yellow (FCY), or virtual Safety car to slow the field

down. Buemi immediately dived straight in to the pits for his first stop of the day. The Full course yellow causes all the cars to slow to a very slow pace, but does not bunch the field up behind the safety car. Porsche dived in just as the course was cleared and with 30 seconds before the course returned to racing. Toyota lost out with the other car as they were still in the pits when the race restarted.

At the end of the first hour it was a Porsche 1-2 with Toyota 3rd, and Audi 4th and 5th.

At the end of the second FCY, as the flags came in, the two Audi both got the jump on the 3rd place Toyota whose capacitors were not fully charged, and both passed and shot away after the leading two Porsche who were only 17 seconds ahead.

At 1hr 20 minutes Webber brought the leading Porsche in the



LM GTE Am Ferrari F458 Italia of Shaytar/Bertolini/Basov

pits and the car was wheeled in to the garage and the lead changed for the 18 car and the two Audi chased hard with both running wide through Abbey at Treluyer tried to pass Di Grassi, only 5 seconds behind the leading Porsche. Rear drive train problem with Webber's Porsche was worked on in the

garage, while the two Audi continued to hunt down the 18 Porsche. The 8 Audi then came in the pits with rear bodywork damage after contact with the 88 Porsche through Becketts, leaving a single Audi chasing the single Porsche still in the lead. Duval was soon back out, now in 5th position. Lieb in the Porsche was soon caught by Treluyer who passed the Porsche for the lead through Becketts, and Lieb then retook the lead down the Hanger straight on straight line speed. Treluyer then headed for his routine pit stop. This promoted Wurz to 2nd. The leading Porsche then made its second stop which gave the lead to Wurz in the Toyota, with Porsche 2nd and Audi 3rd. Audi grabbed 2nd through the loop and the Porsche retook 2nd down the Wellington straight. Exactly the



LMP2 HPD ARX 03B - HPD of Sharp/Dalziel/Heinemeier-Hansson

same next lap. Fassler did this again a couple of laps later with the Audi in the Loop only to be passed again down the straight by the Porsche. With this pair scrapping, Wurz was holding a 12 second lead. At around the 2 hour mark, Wurz brought the Toyota in for its regular pitstop at the same time as the Webber Porsche was retired as its sister car retook the lead with the Audi right in its slipstream. The two cars continued to swap the lead round the circuit with Fassler taking the lead and Jani retaking the position on the next straight. The two cars were often side by



LMP1 CLM P1/01 - AER of Trummer/Liuzzi/Klien

side round Luffield. This was letting Anthony Davidson, now in the Toyota to close in on the two leaders.

After the next round of routine stops, Anthony Davidson in the Toyota was in the lead, having not changed tyres at his pitstop. His team mate Mike Conway was 2nd from Dumas in the Porsche who was soon passed by Lotterer in the Audi for 3rd. He was also passed Conway for 2nd and the Porsche also went past the 2nd Toyota which had run wide coming out of Abbey.

In this stint, Dumas in the Porsche did not appear to be as fast, and was not catching Lotterer in the Audi, who was catching Davidson in the Toyota.

Just before the 3 hour mark, Lotterer managed to pass Davidson and finally Audi managed to lead the race over the start line for the first time. At half distance, the lead was just 5 seconds, with Audi, Toyota and Porsche all still on the same lap.

Lotterer then led until his next routine pitstop, when Loic Duval took over, which handed the lead back to Dumas in the Porsche, with Duval just 30 seconds behind with Nakajima in the Toyota 3rd.

Lieb took over the Porsche at its next stop and came out in 3rd place, behind Audi and Toyota. Lieb had a moment coming out of Stowe which allowed Conway in the second Toyota to close and eventually pass the Porsche for 3rd. At the 4 hour mark it was the 7 Audi in the lead from the 1 Toyota and the 18 Porsche, all still on the same lap - 133. 26 G- Drive racing were still leading LMP2 in 6th overall, by a lap over its sister car 28, while AF Corse 51 were leading the GTE Pro class in 10th overall, 20 laps behind the overall leader. AF Corse 83 was also leading the GTE Am class in 17th position, 22 laps behind the leader.

As regular pit stops took place, the Porsche took the lead with



LMP2 Alpine A450b - Nissan of Panciatici/Chatin/Capillaire

© Janet Wright



LM GTE Pro Ferrari F458 Italia of Rigon/Calado

© Simon Wright



LM GTE Am Chevrolet Corvette C7 of Roda/Ruberti/Poulsen



LMP2 Dome S103 - Nissan of Leventis/Watts/Kane

Lieb at the wheel with Lotterer chasing hard as the Porsche was going further between stops. Meanwhile Jarvis in the 8 Audi had a coming together with the Labre Corvette at Chapel which resulted in the Corvette going straight on in to the gravel. It was pushed out by the marshals and started off but looked like it had suspension or steering damage and had to crawl back to the pits. Jarvis then clipped a Strakka and then managed a spin on his own at the Loop. When Lieb took his regular pitstop, the 7 Audi of Lotterer went back in to the lead from Nakajima in the Toyota with Sarrazin in the 2nd Toyota chased had by Jani in the Porsche 919. Sarrazin then pitted, giving 3rd back to the Porsche. With an hour and six minutes remaining, the Toyota pitted for a drive change to Buemi and one lap up, the Audi of Lotterer also pitted, both too far to reach the end of the race without another stop. Jani in the Porsche continued and closed right up on the tail of the leading Audi as it exited the pits. With less than an hour to go Jani grabbed the lead



The winning Audi R18 e-tron quattro of Fassler/Lotterer/Treluyer

dived straight in the pits for a 10 second fuel stop and came back out still retaining his lead by about half a lap, then next lap came back in the next lap for his stop go penalty and managed to retain the lead as he exited the pits about 11 seconds in front of the Porsche. With less than 10 minutes to run the gap was down to 8 seconds as the Porsche continued too hunt down the leading Audi while the 3rd placed Toyota was closing in on both of them. Less than 16 seconds covered the first three cars after 5 hours and 55 minutes as the Audi broke the distance record for the Silverstone 6 Hour race. As they started the last lap the Audi lead was just over 5 seconds and he maintained his lead to win with Swiss drivers finishing 1st, 2nd and 3rd at the flag.

The LMP2 class proved a complete walk over for G-Drive Racing with their pair of

on track just before diving in to the pits for the final stop for the Porsche. Both Audi and Toyota went past for position, but both were due another stop before the end of the race. The Porsche stop was a long stop with fuel and just a front left tyre change but still emerged in 3rd place. The second Toyota made its stop from 4th and Wurz took over from Sarrazin for the final stint. Toyota blinked first and with 20 minutes to go and Buemi dived in to the pits for a splash and dash pitstop, which put Porsche back in to 2nd place. Then with 20 minutes to go, the leading car was given a stop and go penalty for exceeding track limits at Club corner as it lapped a back marker Aston Martin. The Audi

© Janet Wright



LM GTE Pro Aston Martin Vantage V8 of Turner/Mucke

Ligier JS P2 - Nissan cars which saw the 28 car fastest in class in qualifying driven by Yacaman, Derani and Gonzalez from the 26 car of Rusinov, Canal and Bird, but in the race the order reversed with the 26 car winning the class in 6th overall, a lap ahead of the sister 28 car that finished 7th. The GT Class saw the 95 Aston Martin Vantage V8 of Christoffer Nygaard, Marco Sorensen and Nicki Thiim fastest in class in the LMGTE Pro class, while another Aston Martin Vantage V8 was fastest in the LMGTE Am class driven by Paul Dalla Lana, Pedro Lamy and Mathias Lauda with 7th fastest GT time. However, the race didn't go the way of Aston Martin, with the GTA Pro class being won by the Ferrari F458 Italia of Gianmaria Bruni and Toni Vilander who finished 10th ahead of Richard Lietz and Michael Christensen in a Porsche 911 RSR just over 10 seconds behind after 6 hours racing. In the GTE AM class it was the Aston Martin of Lana, Lamy



LM GTE Pro Aston Martin Vantage V8 of Nygaard/Sorensen/Thiim

© Simon Wright



LMP2 Ligier JS P2 of Nicolet/Merlin/Maris



LMGTE Am Ferrari 458 Italia of Perrodo/Collard/Aguiar

and Lauda that took the win but again it was close with the Ferrari F458 Italia of Francois Perrodo, Emmanuel Collard and Rui Aguas only 13.7 seconds behind.

© Janet Wright



Swede Felix Rosenqvist won the first race

## The F3 FIA European Championship.

Silverstone.

12th April 2015.

By Simon & Janet Wright.

With the British Formula 3

Championship having disappeared from the calendar for 2015, this was the first chance for British fans to catch current Formula 3 cars in action in the

UK this season. This year, following on from 2014, the standard DaDallara F312 chassis is fitted with an engine which is no longer production based, but a purpose built 2 litre normally aspirated engines from just 3 suppliers, Mercedes Benz, Volkswagen and Neil Brown Engineering.

Supporting the FIA World Endurance Championship 6 Hours of Silverstone race, the single seater series ran Three races over the weekend and saw three different winners.

Race one saw Felix Rosenqvist from Sweden on Pole position for Prema Powerteam from Italian Antonio Giovinazzi in the Jagonya Ayam with Carlin car next to him on the front row and local driver Jake Dennis in the second Prema

Powerteam car in third. The race was run on a wet track on the Saturday and saw Rosenqvist with Mercedes Benz power take a close victory by just 0.938 of a second from Giovinazzi in a Volkswagen powered car in 2nd and Dennis a further 2.681 seconds behind in 3rd place, Mercedes Benz powered.

Race 2 saw Charles Leclerc from Monaco on Pole position for the Van Amersfoort Racing team, using Volkswagen power, from local driver George Russell for Carlin, also powered by VW and Giovinazzi in 3rd on the grid. Rosenqvist started from the very back of the grid. The second race was held on a dry circuit and Russell used his home advantage to win the race from pole man Leclerc by 1.723 seconds with Giovinazzi taking a distant 3rd over 5 seconds behind, while Rosenqvist charged through the field to take 7th place by the end.

The third race was held first thing Sunday morning and saw Leclerc again start from pole position, this time with Giovinazzi next to him and Russell 3rd based on their 2nd fastest lap time and again Rosenqvist starting from the back of the grid. This time Leclerc held on to the front position to take the closest win of the weekend, by just 0.44 of a second from Giovinazzi, who now leads the Championship. Local hero Jake Dennis was 3rd, over 3 seconds behind, while Rosenqvist only managed to get

© Janet Wright



Local hero Jake Dennis took two podium positions over the weekend



Charles Leclerc managed a win for Van Amersfoort racing



Julio Moreno from Ecuador was the only driver using a Neil Brown Engineering engine at Silverstone



Sergio Sette Camara from Brazil leads Nicolas Pohler

through to 12th place at the end of this race. Only one team was running the Neil Brown Engineering power plant at Silverstone, the TreeBond with T-Sport team with driver Julio Moreno from Ecuador. He finished 28th in Race 1, 23rd in Race 2 and 30th in the last race.

© Simon Wright



Zhi Cong Li from China was one of sixteen different nationalities from all around the world



British driver George Russell won the second race and lies 3rd in the championship after Silverstone



Antonio Giovinazzi 3 Dallara F312 VW leads the championship after the Silverstone round

© Simon Wright

# European Le Mans Series 4 Hours of Silverstone

11th April 2015. By Simon & Janet Wright.

© Janet Wright



Thiriet/Badey/Gommendy Oreca 05 Nissan finished 3rd

As a build up to the big World Endurance Championship race the following day, the five race European Le Mans Series (ELMS) started at Silverstone on Saturday 11th April 2015. The ELMS consists of four classes, LMP2 for prototypes that are the same as in the WEC. Open or closed cockpit, engines 5 litre and 8 cylinder maximum for normally aspirated and 3.2 litre 6 cylinder maximum for turbocharged or supercharged engines. Only petrol, no diesel engines allowed. The teams must be independent of manufacturer or engine manufacturer and the cars must cost no more than €370,000 for open cockpit and €450,000 for closed cockpit, complete without engine. These make up



© Janet Wright

the largest class of the entries for 2015 with 12 cars run by 10 teams representing 9 nations and 5 manufacturers. New for 2015 is the LMP3

class which had 7 entries at Silverstone, all Ginetta Nissans, some only completed by the factory and

delivered straight to their teams at Silverstone on the Wednesday before the race.

The rest of the field consists of GT cars in two classes, LMGTE with 9 entries from Ferrari, BMW and Porsche, and the GTC class for cars conforming with FIA GT3 Homologation regulations.

There were two interesting entries for this race. Multiple

Olympic Cyclist Gold Medalist Sir Chris Hoy was making his ELMS debut in a LMP3 Ginetta run by Team LNT and former World Touring Car Champion Andy Priaulx in an

© Simon Wright



Krohn/Jonsson/Negri Ligier Judd 4th pass the BMW Z4GT3 of Perera/Lunardi/Dermonet



Aleshin/Ladygin/Laydgin Oreca Nissan

© Simon Wright

LMGTE BMW Z4 run by Belgium team MARC VDS. After qualifying, it was a Gibson lock out on the front row with the LMP2 41 Greaves Motorsport Gibson 015S- Nissan driven by Gary Hirsch, Bjorn Wirdheim and Jon Lancaster on Pole position by nearly half a second from the 38 Jota Sport Gibson 015S Nissan driven by S Dolan, F Albuquerque and Harry Tincknell. The best of the GT cars was the AF Corse 81 Ferrari F458 Italia driven by S Wyatt, M Rugolo and R Aguas while Pole position for the GTC cars was taken by the 59 BMW Z4 GT3 of the TDS

© Janet Wright



Sir Chris Hoy/Robertson LMP3 Ginetta-Nissan 1st in LMP3

Team crew of F Perera, D Lunardi and E Derrmont. Fastest of the LMP3 cars was the 11 Lanan Racing Ginetta Nissan of A Craven, J Foster and C Hollings.

Leading from the start, Hirsch in the Greaves car built up a comfortable lead when he handed over to Wirdheim but in the later stages of the race the car encountered a few problems, and a badly timed safety car period resulted in its hard earned lead disappearing. This left Lancaster a real challenge for the last part of the race. He managed to catch his two rivals who had got ahead of him and with just six minutes remaining he

© Simon Wright



Dolan/Tincknell/Albuquerque Gibson Nissan 2nd

closed on to the tail of the leading TDS Racing 46 Oreca Nissan 05 driven by Tristan Gommendy. As they lapped a GT Ferrari, going either side of the car, the two then made contact coming out of the Loop and on to the Wellington straight. Lancaster was up the inside and Gommendy turned in to make contact which resulted in the Oreca spinning off, while Lancaster just lost momentum. This allowed the Jota Sport Gibson driven by Tincknell to come back in to contention for the win. Lancaster managed to hold him off for the remaining few minutes to take victory by just 0.37 of a second, with Gommendy recovering from his spin to finish 20 seconds behind in 3rd with team mates P



Andy Priaulx/Hassid/Krohn BMW Z4 GTE

Thiriet and L Bady.

The new LMP3 class, dominated by the new Ginetta Nissan LMP3, saw Olympic Gold medal winner Sir Chris Hoy take his first victory in the ELMS, driving with Charlie Robertson. They were followed home by the other Team LNT car driven by Michael Simpson and Nissan GT Academy driver Gaetan Paletou.

The LMGTE class was won by the immaculate Gulf Racing Porsche 911 RSR driven by Phil Keen, Mike Wainwright and

Adam Carroll after the initially leading AF Corse 81 Ferrari F458 Italia of Aguas was spun off in to the gravel after contact with the Krohn Ligier driven by Negri. This meant that 2nd in class went to another Ferrari, the JMW Motorsport car driven by George Richardson, Sam Tordoff and Robert Smith.

The GTC class for GT3 cars went to the TDS Racing BMW Z4 GT3 driven by Franck Perera, Dino Lurnadi and Eric Dermont after the leading AF Corse Ferrari driven by Giorgio Roda retired after running in to the back of the Aston Martin of Simon

Moller as they were rounding Club corner on to the start straight, which resulted in the badly damaged Aston Martin hitting the start of the pit wall and being stuck on the track for a while before it could be removed.

© Simon Wright



Gulf Racing Porsche 911 RSR of Wainwright/Carroll/Keen 1st in GTE ahead of Goethe/Brown/Hamilton Gulf Racing Lamborghini Gallardo GTC

© Simon Wright



Spinning in practice the Oreca Nissan of La Rosa/Yamagishi  
*Classic and Competition car May 2015*

© Janet Wright



Berthon/Michael Lyons/Patterson Murphy Oreca Nissan

© Janet Wright



Winners Hirsch/Wirdheim/Lancaster Greaves Gibson Nissan

© Janet Wright



Perera/Lunardi/Dermont BMW Z4

# Sunday Brunch Scramble, Bicester Heritage. 26<sup>th</sup> April 2015.

By Pete Austin



Bentley Continental and BE2e replica

© Pete Austin

There was a tremendous turnout of vintage and classic cars for the Sunday Brunch Scramble held at Bicester Heritage on 26<sup>th</sup> April. Being the site of an RAF Bomber station the buildings provide the ideal backdrop for historic vehicles. A selection of vintage aircraft were also displayed on the airfield itself including a replica World War 1 BE2e. A number of specialist businesses from the historic vehicle sector have based themselves in the restored buildings and

opened their doors for the occasion. Members from car and owners clubs such as Ferrari and MG (amongst others) displayed their cars and the venue also provided a suitable finishing point for the 'Hagerty' Drive It Day event. With so many 'iconic' cars present it is difficult to single any out but the Motor Transport Yard provided a fitting setting for some classic examples of the Bristol marque. To give some idea of the variety of cars present examples of Bentley,



Flying Scotsman lineup

Frazer Nash, Jaguar, Riley and Talbot could be found rubbing shoulders with huge classic American saloons and historic military vehicles. Competition cars were not forgotten with a



Jaguar E Type Lightweight

Ferrari 625-500, Jaguar E Type Lightweight, Lister Jaguar and the Frazer Nash 'The Norris Special' also being spotted. Security at the venue was also enhanced by a detachment of the 'Home Guard' some of whom looked suspiciously like members of the cast from 'Dad's Army'! It all added up to an excellent atmosphere at the well attended event.



Home Guard

More information on Bicester Heritage can be found on [www.bicesterheritage.co.uk](http://www.bicesterheritage.co.uk)



Ford Escort Mexico - Hagerty Drive It Day



Ferrari 250 GT



© Pete Austin

Ferrari 500 625



© Pete Austin

Jaguar XK140



Talbot 105



Chevrolet Fleetline



Classic and Competition car May 2015 Jaguar E Type and armoured car



Bristols in the Motor Transport Yard

## British Touring Car Championship

Round 2 19th April 2015. Donington Park.

By Simon & Janet Wright.



Matt Neal was leading the championship when they arrived at Donington and after winning the third race in the Honda Civic R Type, he left leading as well



Turkington took pole for the first race and won the second race in the Volkswagen CC. The British Touring Car Championship arrived in the Midlands with a tie on points at the top of the championship table after the first round at Brands Hatch. Matt Neal for Yuasa Honda and Jack Goff for the MG 888 team were equal on points, but Neal was officially in the lead having scored one race victory. MG were ahead in the Manufacturers championship while Team BMR lead the HiQ Teams Championship ahead of Yuasa Honda and MG 888 Racing, with Aron Smith ahead in the Independent Drivers Championship for Team BMR. Donington was going to provide another fantastic day of close action for this top Touring Car series. Colin Turkington grabbed Pole position by just 0.056 of a second in the Volkswagen CC from Gordon Shedden in the new Honda Civic Type R, with Jason Plato in 3rd a further 0.069 of a second behind in the second of the Team BMR Volkswagen CC cars. Plato had no ballast and from third position on the grid, he gave team mate Turkington a couple of taps as they headed in to Redgate corner from the start and Plato was soon past in to

the lead. He pulled away to win comfortably while Turkington and Shedden had quite a fight for 2nd with Shedden taking the place with Turkington 3rd. The second race saw Shedden on



The start of race 2 saw Morgan and Goff squeeze out Shedden

Pole, but Turkington got through in to the lead and although the pair battled early on it was victory for Turkington from Matt Neal in the Honda Civic Type R and Adam Morgan in the Mercedes Benz A Class. The third race saw rookie Josh Cook in the Chevrolet Cruze start from Pole position and despite a battle with Rob Collard in the BMW, Cook held the lead until the Safety car closed up the field after an accident at the chicane between Sam Tordoffs BMW and Jack Goffs MG. After the restart, Cook battled side by side with Aron Smith in a Volkswagen CC until they



© Simon Wright

Dave Newsham high flying in the Chevrolet Cruze.



Andy Priaulx BMW 125i M Sport didn't have a good meeting at Donington



Scott flies to keep Ingram behind



Maybe Sherman should be a Flying Fortress, not a Tank. Austin in Audi



Jack Goff MG 6GT leads Shedden in the Honda in race 2



Josh Cook had Pole for Race 3



Stewart Lines Toyota Avensis rejoins the track in front of Kieran Gallagher Toyota Avensis in Race 1



Adam Morgan Mercedes 3rd in Race 2

touched through the Craner Curves sending both spinning off track. This left the race open for Matt Neal to win in his Honda Civic Type R, from Andrew Jordan in an MG6 GT and Shedden in the other Honda Civic R Type. So at the end of the meeting we had three former champions each winning a race, Matt Neal was the first driver to win two races in 2015 and lead the championship as the teams left Donington Park.

**Jack Sears Trophy.**

This year the Jack Sears Trophy will be awarded to the highest placed rookie in the BTCC. There are eight contenders and after the first three races at Brands Hatch, Mike Bushell in the Ford Focus for AMD Tuning.com was leading the points from Josh Cook in the Power Maxed Racing Chevrolet Cruze. The races at Donington saw Josh Cook in the Chevrolet Cruze the best place of the rookies in all three races to see him leading the standings as the teams left Donington Park.



Josh Cook in the Chevrolet Cruze at Donington

**BTCC Support races.**

The Kick Start Energy Ginetta Junior championship saw Jonathan Hadfield win the first race with Senna Proctor 2nd and finish 2nd behind Senna Proctor in the second race which keeps Proctor at



Ginetta Juniors seem to need more track as Harry Mailer runs wide out of Roberts



the head of the championship. Moving on to the Senior races, the Michelin Ginetta GT4 Supercup races saw Tom Oliphant win ahead of Jamie Orton and Carl Breeze. Race Two saw a swop around with Breeze winning from Orton and Oliphant while the third race saw Orton get the win from Willi Burns and Michael

Caine with Oliphant and Breeze next up. This left Orton leading the championship.

The Renault Clio Cup has proved to be an excellent training ground for future BTCC drivers, with current champion Josh Cook making a great transition to the BTCC this season. At Donington there was a third race as one race from Brands Hatch had to be rescheduled. This race was run first at Donington and saw victory for Ashley Sutton. The second race gave victory to Ash Hand, while the third race saw Ant Whorton-Eales win.

There was a famous named son running in the Renault Clio Cup at Donington, Freddie Hunt, son of former World Champion James Hunt. He failed to finish all three races, in the third race he was involved in a mid field incident on the first lap at Redgate, where he got spun out. He did manage to continue but was not classified after finishing a lap down on the rest of the field.

© Janet Wright



Freddie Hunt got spun around at Redgate on the first lap of the Renault Clio Cup race

The only single seater category on the programme is the MSA Formula Championship which saw Daniel Ticktum win the first and third race for Fortec, and Matheus Leist win the second for Double R.

© Simon Wright



© Simon Wright





Jamie Orton leads through the chicane in the Ginetta

© Simon Wright



Samantha Gillham on the grid  
*Classic and Competition car* May 2015



Richard Hawken in the new Infiniti Q50

© Janet Wright



Daniel Baybutt leads a group in to the chicane in the MSA Formula

© Simon Wright



Bradley Smith leads a train in the Ginetta GT4 Supercup race



Matt Neal waiting for the start

© Simon Wright



Sebastian Perez had a big spin the Ginetta Junior race

© Simon Wright



Ant Whorton-Eales leads the pack through Redgate Renault Clio Cup



Luke Francis and John Roberts Mitsubishi Evo 9 would finish 2nd

order Counties rally in Scotland. Now, in the Dyfi forests, the pair won by nearly 2 minutes ahead of Luke Francis and John Roberts in their Mitsubishi Evo 9, who also won the Pirelli Welsh Championship class. Third place went to the new Citroen DS3 R3MAX of Osian Pryce and Dale Furniss, who were the first two wheel drive car to finish.

The Historic Rally - Category 2 vehicles class was won by David Stokes and Guy Weaver in a Ford Escort RS1600

## Rally North Wales - Saturday 28th March 2015.

Photos by Lucy Owen-Moczadlo.

Held in very wet and windy conditions, it provided a second win in two weeks for David Bogie and Kevin Rae in their Ford Fiesta R5+ as they dominated The North Wales Rally Services - Weir Laundry Equipment RNW Stages (Rally North Wales). The previous Saturday the pair had won the



Pirelli Welsh Championship Winners Car 2 Luke Francis & John Roberts (Evo 9), Car 7 Bob Ceen (Subaru Impreza) and Car 10 Ieuan Rowlands and Llion Williams Ford Escort.

and Stokes also took the Dave Williamson Trophy for the best placed WSSCC Driver.

The event was also a qualifying round of the Road to Wales initiative, where a lucky class or overall winner was drawn from a hat, by Gwyndaf Evans, to receive a free entry to the final round of the World Rally Championship at the end of the year. The

winner was Clive King and Anton Bird in an Austin Mini Cooper S.

An interesting last minute entry making its debut was the new MSport Fiesta R2 1 litre Turbo driven by local hero and World Rally Championship contender Elfyn Evans, son of former WRC and Ford Rally driver Gwyndaf Evans, who took part in the route but were not competing and did not hand in time cards.



Osian Pryce and Dale Furniss in the Citroen DS3 R3 MAX



1st - David Bogie and Kevin Rae in Ford Fiesta R5+



Historic - Category 2 winner and Best WSSCC Driver - Dave Williamson Trophy David Stokes and Guy Weaver in Escort RS1600



5th - Car 5 entry from Sweden Martin Berlund and Sofie Lundmark in Mitsubishi Mirage R5



3rd - Car 1 Osian Pryce and Dale Furniss in Citroen DS3 R3 Max



Above: Elfyn Evans being interviewed.

Right. 1st in Class and Road to Wales free entry for Rally GB winner - Clive King and Anton Bird in Austin Mini Cooper S



# BRM Association Track Day, Blyton Park, Lincolnshire

22 April 2015. By Pete Austin.



In complete contrast to the inclement weather at last years event bright sunshine greeted members of the BRM Association to this years Track Day at Blyton Park in Lincolnshire.

Once again an interesting selection of BRM and BRM engined cars greeted us in the paddock including the Rover BRM Gas Turbine, Lotus 43 H16 and the BRP liveried P25.

The Rover BRM Gas Turbine made a few appearances last year (including Goodwood and Le Mans) but this was the first time I had seen it in action rather than as a static exhibit at the Heritage Motor Centre, Gaydon. The smell of aviation fuel greeted me as I approached the car as it was being warmed up. It completed a few laps in the morning although there was apparently a problem with the engine idling too slow and

cutting out. Former BRM engineer and mechanic John Sismey was reunited with the car during the lunch break.Engine problems also afflicted the Lotus 43 BRM H16 of Andy Middlehurst which completed just a couple of laps. Even the advice of former Lotus mechanic Bob Dance couldn't coax this immaculate car back to life whilst I was there. The Lotus 43 scored the BRM H16 engine's only Grand Prix victory in 1966 in the United States driven by Jim Clark.

© Pete Austin



Bob Dance ponders over the Lotus 43 BRM H16

43 scored the BRM H16 engine's only Grand Prix victory in 1966 in the United States driven by Jim Clark.

© Pete Austin



John Sismey and the Rover BRM Gas Turbine

© Pete Austin



Andy Middlehurst - Lotus 43 BRM H16





BRM P25

I've never been to Reims but the flat surrounding countryside provided the ideal backdrop as the BRM P25 in BRP colours circulated and you could imagine Stirling Moss at the wheel in 1959.

It was good to see two BRM P201's resplendent in their Motul livery running together driven by John Fenning (amongst others) in his own example and Rick Hall in the Hall & Hall car. As last year Hall & Hall had brought a number of the cars



© Pete Austin

The BRM 201s of John Fenning and Rob Hall

to be driven by both Rick and Rob Hall.

Last year the Montague Motor Museum brought along a V16 but this year it was a Lotus 49 Cosworth that they brought all the way from the south coast. Philip Strickland drove the Beaulieu Lotus and with the gold stripes on his black helmet, if the photographs of the car were printed in black and white he would look every inch like Graham Hill driving the car!

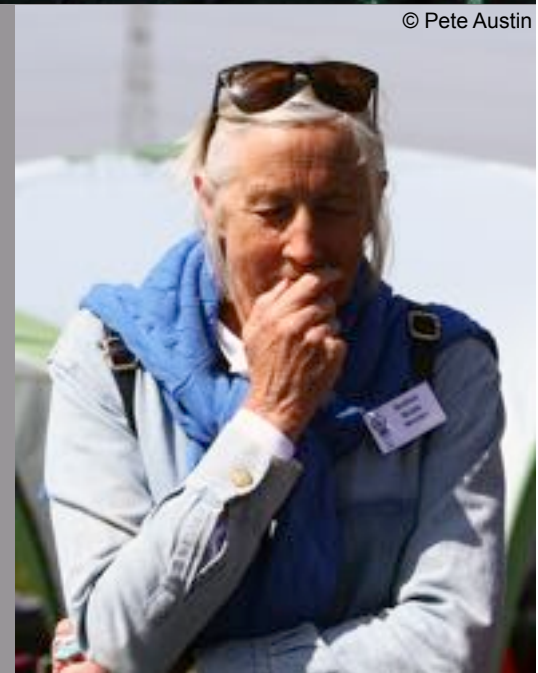
Sir Alfred Owen's son and patron of the Association, David Owen OBE, Louis Stanley's stepdaughter Bobbie Neate, former mechanic Dick Salmon, legendary commentator Neville Hay and auctioneer, 'Bargain Hunt' favourite and BRM fan

© Pete Austin



David Owen OBE

© Pete Austin



Bobbie Neate



Dick Salmon and Rick Hall

Colin Young were also among those attending this years event. I must admit after a great day I was smiling all the way home!

Details of the BRM Association can be found at [www.brmassociation.org](http://www.brmassociation.org)



Rover 200 BRM LE parade



## British Hill Climb Championship, Prescott 25-26th April 2015. By Simon & Janet Wright.



© Janet Wright

Scott Moran Gould GR61X won both Top 12 Run-Offs

The opening round of the British Hill Climb Championship was held at Prescott over the weekend of the 24th and 25th April 2015. The weather was dry but cold over the weekend, but there seemed to be a lack of traction, with several cars going off the track at semi circle during the meeting which resulted in the most serious incident on Sunday when Steve Hemingway went off and hit the timing display tower which came down on top of the car. There was a long delay as the driver was extracted and

was flown out by Air Ambulance to Hospital in Bristol, with serious injuries. He was reported to be in a stable condition in intensive care.

Another problem with the meeting was the exclusion of several cars for exceeding the 106dB noise limit which the Bugatti Owners Club have now imposed at the venue to help keep the local neighbours happy. There were problems in that some competitors did not think the noise tests were conducted correctly as on one run a vehicle was legal and on another, the same vehicle exceeded the noise limit. This resulted in several Top 12 contenders falling foul of the drive by noise meters,

© Simon Wright



Nigel Elliot 4.6 litre Triumph TR7 V8



© Simon Wright



© Simon Wright



© Simon Wright

Chris Aspinall has a moment in practice in the Empire Wraith Suzuki

including Trevor Willis who got a yellow card on his first Top 12 run-off and John Bradburn who had his second Top 12 run-off time disallowed. Jos Goodyear and Will Hall both got Red cards in practice.

There were also problems with the timing equipment which meant that the commentators were not getting times through to keep the spectators fully informed.

Away from these teething problems, the meeting was exciting with several new driver and car combinations settling in, but in the two Top Twelve run-offs it was Scott Moran in the Gould GR61X who was fastest in each run to take maximum points from his new team mate Alex Summers who shares the same car with Scott. Third in the first run off was Tom New in a Gould GR55B, but was 4th in the second. Trevor Willis took 3rd in the second run-off. An interesting new car in the run offs was Ed Hollier driving a new Empire Evo powered by a normally aspirated 1.6 litre Suzuki engine. He finished 7th in the first run-off and 8th in the second.



Paul Drowne three wheels Peugeot 205 GTi round Pardon which he shares with Colin Satchell

© Simon Wright



Mike White in a 2.4 litre HRG Buchanan Holden at Semi Circle



© Janet Wright

[Click for video](#)

Zach Zammit from Malta leaves the start in his Empire Evo Suzuki



Johnathen Varley March Ford 772P



Martin Robbins gets a slide on riding his 637cc KTM



Phil Saddington Westfield Sei- X Flow



Rupert Marks McLaren Chevrolet M12



Roger King 6.8 litre Chevrolet Special over from Guernsey



Paul Crute Pilbeam MP58-01 Jaguar

The Avon Tyres/TTC Group MSA Hillclimb Leaders Championship at Prescott saw Colin Satchell lead the table in his Peugeot 205, with Allan McDonald in his 2.4 litre Turbo charged Mini Evo 4WD, Alex Summers in the 3.5 litre Gould GR61X and Johnathan Varley in his 2 litre March 772P all equal in 2nd place in the points standing. The next four drivers all share 5th place, Paul Drowne in his Peugeot 205, Mark Goodyear in his 1 litre OMS Hornet, Andrew Russell in his Ginetta G15 and Graham Wynn in his 1300cc Turbocharged Force single seater. Five drivers shared 9th place. These were Simon Andrews in a 1 litre OMS 28, Lee Griffiths in an 1.3 litre Turbo charged OMS 25, Tina Hawkes in a 1.6 litre Force PC single seater, Scott Moran in the 3.5 litre Gould GR61X and Mark Spencer in a 3.6 litre Turbo charged Porsche 996. A couple of drivers share 14th place, Simon Fidoe in a 998cc Empire Wraith and Simon Jenks in a 1.6 litre Caterham. Three drivers are equal 16th in the table, John Bradburn in a 3.5 litre Gould GR55HB, Bernard Kevill in a 1 litre OMS and Nicola Menzies in an 1818cc Turbo charged Force PC. Finally four drivers are classified as officially 19th, Steve Day in a Caterham 7, David Finlay in a Mercedes A45 AMG, Wallace Menzies in a 3.5 litre Gould GR55B and Anthony Record in an 1834cc Proton Coupe.

Saturday afternoon saw a round of the National Hill Climb Association Motor Cycles and Three Wheelers hill climb championship which saw an interesting variety of motor cycles and sidecars take to the hill. Its not every day that you see competitors doing wheelies and hanging over the side of their vehicle as they tackle the Prescott hill climb course.



Anthony Ward BMW 2002 Tii



Allan McDonald Morris Mini Evo-Mitsubishi 2.4 litre turbocharged



© Simon Wright



© Janet Wright



Alan Goodwin Aldon A3L 1.6 Lotus Twin cam



Scott Rayson 6.8 litre Chevrolet Special one of three over from Guernsey



Carl Jones 1380cc Austin Mini lifts a wheel round Pardon hairpin.



Glyn Poole 657cc Dev Tech pops a wheelie out of Ettores



Tony Hunt Gould GR55B Cosworth



## Coventry Museum Classic Car Breakfast Club

11th April 2015. By Simon Wright.

The first meeting of the year at Coventry Transport museum saw a varied turn out of vehicles on display at Millennium Place. As usual, Coventry built vehicles definitely took the majority of places, but with a wide manufacturing base that have previously been based in Coventry, that was no surprise. Triumph seemed to be the most represented with a mix of saloons, and sports cars. Jaguar had several cars on display, while there was also a pristine Hillman Imp on display.

© Simon Wright



[Click for video](#)

Hillman Imp

The oldest car at the meeting was a 1935 Armstrong Siddeley Long 20 Landaulette which was built at Parkside Coventry. It was first purchased in 1935 by Mrs Threlfall from Bristol for the princely sum of £745. After several different owners, it ended up being stored for 23 years. In 1996 restoration began which included a back to metal respray and the cylinder block was repaired. It was bought by the present owner, Mr Maurice Smith, in September 2010 with the restoration on-going and a genuine mileage of only 62,132 miles from new.



© Simon Wright

1935 Armstrong Siddeley Long 20 Landaulette



Lotus Europa

Cars not from Coventry were also lined up with an unusual bright orange coloured Lotus Europa out at the front. There were also a pair of original Volkswagen Beetles, one highly modified as a pickup! Another interesting car was a 1508cc Vauxhall Victor F2 Super Saloon from 1960.



© Simon Wright

Vauxhall Victor F2 Super



Jaguar Saloons New and Old - Jaguar S Type and Jaguar MkII



Jaguar D Type distinctive fin



© Simon Wright

Jaguar SS100 2 1/2 litre



Two of Coventry's finest : - The Triumph Spitfire and the Jaguar XK8



Rover 90 P4

© Simon Wright



Original Volkswagen Beetles, right is a pick up.

© Simon Wright



2.8 Ford Capri

Triumph 2000 TC,  
Triumph Stag,  
Triumph Dolomite  
1500HL

© Simon Wright



Sunbeam Talbot 90





The Maserati of Lockie limps back to the pits with Baxter in the background.

As I wandered into the paddock at a sunny Silverstone on Saturday 18<sup>th</sup> April I was greeted by the fabulous sound and smell of ERAs being warmed up ready for their practice session. It could only be the VSCC Spring Start meeting which this year reverted to its usual one day format.

The ERAs (R4A - Nicholas Topliss, R4D - James Baxter, R7B - Julian Wilton, R12C - Terry Crabb, E-Type GP1 - Duncan Ricketts) were in the field for the new Premier Cru Racing series for Pre 1941 racing cars. Unfortunately the race lost a bit of its edge when the Maserati 6CM of Calum Lockie spun on the approach to Brooklands and clipped the ERA of Baxter which retired on the spot while Lockie managed to get back to the pits with a flat tyre. Topliss went on to win the race from Terry Crabb.

With Nick Mason attending the Bahrain Grand Prix family honours were upheld by daughter Chloe when she won the Regularity Trial in her Aston Martin Ulster LM18 from the HRG's of Andrew Mitchell and William Mahany. As ever, Mark Walker entertained the crowd with the exuberant driving of his GN Thunderbug on the way to 4<sup>th</sup> place.

Appropriately enough Jonathan Abecassis in his Austin Healey 100-4 came second in the FISCAR event named the George Abecassis Trophy in honour of his grandfather. The event was won by Matt Grist in his HWM Jaguar.

Christopher Williams once again lit up the track with his tyre smoking Napier Bentley on his way way to 4<sup>th</sup> place in the GP Itala & Lanchester Trophies race. Charles Gillett's Frazer Nash came out the winner



© Pete Austin



The battling Connaughts of 22 Diffey and 2 Steele

© Mick Herring



Jeffrey Edwards Alvis Sports Special

from Dougal Cawley in his GN/Ford Piglet.

It was good to see two Kurtis Indy cars out in the Patrick Lindsay Memorial & Amschel Rothschild Trophies race with Frederick Harper winning in his Indy-Roadster although Geraint Owen unfortunately retired his Kurtis 500C. Second was the Lotus 16 of Marshall Bailey with the Connaughts

© Mick Herring



Duncan Ricketts ERA E Type GP1

© Pete Austin



Chloe Mason - Aston Martin Ulster LM18

of Michael Steele (C Type) and Simon Diffey (B Type) finishing third and fourth. With Paul Jaye having retired from driving it was good to see Duncan Ricketts out in the twin rear wheeled Alta. The early laps of the 1950's Sports

Car race saw a tense battle between Tony Bianchi in his Farrellac Allard, the Lister Knobbly of Mark Lewis and Philip Walker's Lotus XI Le Mans. Despite leading at one stage Tony Bianchi unfortunately retired leaving Lewis to take victory from Walker. Full results of all of the races can be found on [www.hssports.co.uk](http://www.hssports.co.uk)

© Pete Austin



Christopher Williams - Napier Bentley



Eddie McGuire Gordini T235 and  
David Cottingham Ferrari 500 TRC



Duncan Ricketts - Alta 2 litre



Childhood  
Grand Prix  
start



Mark Walker - GN Thunderbug



Richard Pilkington Talbot T26SS



Jonathan Abecassis - Austin Healey 100-4



Biachi - Farrellac Allard leads Lewis and Walker

## MGCC Midland Centre Spring Sprint Curborough.



[Click for video](#)

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Nic Houslip in his MG B Roadster heads back up the straight

12th April 2015. By Simon & Janet Wright.

The MG Car Club held their first speed event of the year at Curborough in the middle of April. The weather was overcast but the threat of rain did not materialise until after all the timed runs had been completed. A large crowd enjoyed the early season action from a variety of MG models plus a few other vehicles round the twisty sprint course. The club opted to run the new figure of 8 configuration, which gives the drivers a longer lap and a new course to remember.

The action was fast and furious with only one major incident.



© Simon Wright

Colin Pattinson MG TF 160 14 seconds in to his run



Andy and Nick Walkers MG B after Andy rolled it just after the start line

Andy Walker managed to overturn his MG B V8 on the long bend from the start line and hit the safety fence. The marshals were quickly on the scene and got him out of the car. He was not injured, just shaken, but the car will need some major repairs. There was time for competitors to have three timed runs in the afternoon, after a couple of practice runs during the morning. Fastest time of the day went to 141 Mark Williams driving a 1300cc Westfield Megabusa with a time of 63.70 seconds, which he achieved on his first timed run. He shared the car with Philip

© Janet Wright



Fastest Time of Day went to Mark Williams in a 1300cc Westfield Megabusa

Page 88



© Simon Wright

Peter Bramble was 4th in class in this MG B Roadster

Williams who was nearly 2 seconds slower on 65.63 seconds, which was still quick enough for 2nd overall. Third fastest overall went to Malcolm Livingstone in a Lotus 7 with a fastest time of 67.53 seconds.

The Smallest class was for hot hatchbacks and small sports cars and was won by the Renault Clio of Jamie Yapp with a time of 68.74 seconds from Richard Yapp in the same car on 72.14 seconds.

Tim Kirkham in an MG ZS180 was an easy winner in his class, he was the only competitor.

The next class proved a tough fight for the class win with Richard Withers in an MGB GT just grabbing victory with a time of

69.28 seconds on just 2 runs, with Mike Cole in another MGB GT just 0.36 of a second behind, set on his third run of the day. Martin Price in a 1250cc MG TA managed to beat Howard Harman in a MG PA for the class win with a time of 84.32 seconds. Malcolm Livingstone had an easy class win with his Lotus 7 of nearly 3 seconds.

The next class was won by the overall winner Mark Williams in his Westfield Megabusa. John Hawley in a 1310cc MG Midget



© Simon Wright

[Click for video](#)

Tim Greenhill in this Wolseley Hornet racing car was almost half a second faster

than Kim Johnson in the 1380 cc Austin-Healey Sprite. The final two classes were solo entries, so both took a class win with Colin Bryan in a Lotus Cortina and Tim Greenhill in a vintage Wolseley Hornet racing car.



© Janet Wright

Nice line up in the car park MG F, MG B GT and MG A



© Simon Wright

Graham Cherry MG ZR 160 72.43 seconds



© Simon Wright

Ian Howlett MG F did a 73.23 seconds



© Janet Wright

Frank Ashley MG M Type



© Simon Wright

Howard Harman MG PA finished 2nd in class



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Class winner Colin Bryan Ford Lotus Cortina 69.67 seconds



© Janet Wright

Class winner Tim Kirkham MG ZS 180



© Simon Wright

James Thacker 1380cc Austin Healey Sprite 3rd in class  
*Classic and Competition car May 2015*



© Simon Wright

John Fox Renault Clio



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Ted Roberts 1491cc MG Midget