

Classic and Competition Car

May 2016

Issue 68



Oulton Park Easter Monday



Flying Scotsman Rally



British GT Brands Hatch



BTCC Donington Park



Hankook Silverstone 24 hrs



Bluebird at Bromyard

Contents

| | |
|---------|--|
| Page 3 | News. |
| Page 10 | Classic Le Mans Porsche restored. |
| Page 13 | 19th Regis Classic Tour. |
| Page 17 | Easter Funday, Oulton Park. |
| Page 21 | Bromyard Speed Festival. |
| Page 27 | BARC Meeting Rockingham. |
| Page 32 | Cars & Coffee, Coventry Transport museum. |
| Page 37 | Dunlop Endurance Championship Silverstone. |
| Page 42 | Rally North Wales. |
| Page 47 | VSCC Spring Start, Silverstone. |
| Page 53 | Archive Photo of the month. |
| Page 54 | Hankook Silverstone 24 hours. |
| Page 60 | Flying Scotsman rally. |
| Page 66 | BTCC Donington. |
| Page 72 | BRM Association Track Day. |
| Page 75 | British GT Brands Hatch. |
| Page 80 | Jaguar Enthusiasts meeting, Cosford. |

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

Classic and Competition Car is published by simonwrightphotos.com High View Drive, Kingswinford, West Midlands DY6 8HT E-mail simonwright57@hotmail.com Tel 07905 435973

Classic and Competition car May 2016

Front Cover. The World Speed record holding Bluebird car had a run at the Bromyard Speed Festival. © Simon Wright
Oulton Park, British GT and Hankook 24 Hrs photos © Motorsport-imagery. BTCC © Simon Wright.
Flying Scotsman © Gerard Brown/ERA

All content is copyright classicandcompetitioncar.com unless otherwise stated. All photographs are copyright and cannot be used for commercial purposes unless by prior approval of the original copyright holder. We try to ensure accurate and truthful reporting but if you spot an error, please contact us and will we verify and correct accordingly. We do not organise any events which are mentioned and we are not responsible if the event does not take place or is cancelled. Please contact the event organiser before making a long trip.

Our Team.

Simon Wright - Editor.

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



Janet Wright. Photographer

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



Our regular contributors below, are all independent freelance photographers/journalists

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.



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.



Syd Wall.

Syd shoots for rallying website, RallyGallery and covers Rallying, Drag Racing and all things American & Historic



David Goose

David runs Motorsport-Imagery web site with Stuart and covers GT, Touring Cars and the odd Rally and Classic car event



Stuart Yates

Stuart runs motorsport-imagery web site with David. Covers GT, Touring Cars and Classic car events



As well as this magazine, you can follow us on Twitter @classcompcar and join our Facebook Group [Classic and Competition Car](#).



To Subscribe for free and be notified when the next issue is published please [click here](#). To check out our web site with additional photos please [click here](#)

Editorial.

April has been a busy month, and started with a brand new event, the Bromyard Speed Festival. Four years in the planning, Bromyard joins a growing number of new venues which are bringing the public closer to classic motoring and motorsport and helps people remember that the Midlands was the real home of British car production.



© Simon Wright

VSCC Royal visitor.

The VSCC Spring Start race meeting at Silverstone was a truly patriotic event this year, coinciding with both St George's day and the Queen's 90th Birthday celebrations just a few days earlier, the meeting was honoured with a visit by HRH Prince Michael of Kent GCVO, first cousin of Queen Elizabeth II. HRH Prince Michael had graciously accepted the invitation to present the Stanley Mann Cup, in honour of the long standing club member, vintage Bentley expert and his close friend who sadly passed away in February. Prince Michael is a keen motorsport fan and has given his patronage to various motoring organisations in the past, including the Royal Automobile Club (RAC), the Veteran Car Club of Great Britain, Brooklands Museum Trust, and the FIA Foundation.

After the GP Itala and Lanchester Trophies race, he presented the Stanley Mann Trophy to Clive Morley who was driving a Bentley 3/4 1/2 litre just eight months after he had survived a serious incident at the Bentley Drivers Club meeting at the same circuit. This was Clive's first race back after he had rolled his car at Brooklands corner (See Classic and Competition Car 60 September 2015 issue page 46). After the presentation HRH Prince Michael was given a ride in the ex-Stanley Mann Bentley round the paddock.



© Mick Herring

© Janet Wright



News



Hans Stuck in the Auto Union

Shelsley Walsh recreates history.

At this year's Classic Nostalgia weekend at Shelsley Walsh on July 16th and 17th, two iconic cars will be returning to the historic hill climb course. An Auto Union Type C, similar to the one driven up Shelsley Walsh by Hans Stuck in June 1936, will be driven this year by his son Hans Joachim Stuck Jnr. Hans Stuck was a European Hill Climb Champion in a period when King of the Mountain with victories at the Grossglockner Hill Climb in Austria and the Klausen hill climb in Switzerland held as much status as a win at Monza or the Nurburgring. Fifty years after Hans Stuck drove at Shelsley, Audi sent Hannu Mikkola in 1986 with a works Audi Sport Quattro Group B Rally car which set a new closed car record of 29.51 seconds, which stood for many years. This year the short wheelbase Quattro driven by Mikkola in the British Rally Championship in 1986 will also return for the Classic Nostalgia weekend. For further information and to order advanced tickets see www.shelsley-walsh.co.uk

MOTORSPORT AT THE PALACE BRINGS THE ITALIAN JOB BACK TO CRYSTAL PALACE

Motorsport at the Palace is bringing The Italian Job back to Crystal Palace as the red, white and blue trio of Minis used in the film will be in action at this year's event on Sunday 29th and Monday 30th May. The Minis return as in 1969, the venue was used to film scenes in the iconic motoring movie The Italian Job. The circuit was used by stunt drivers to practice the jumping sequence with the Mini Cooper cars as well as being used for part of the car chase itself. In honour of the UK's favourite motoring movie, the three actual Mini Coopers, in red, white and blue, from the film will be at Motorsport at the Palace. They will be on static display so fans can have pictures with these three famous cars as well as taking to the circuit for a parade lap at lunchtime each day. Around 150 cars from racing and rallying spanning over 100 years of motoring at this year's show with Classes ranging from pre-war vintage to modern day, delivering high octane competition with around 75 cars running each day.

Motorsport at the Palace, held on Sunday 29th and Monday 30th May 2016, is open from 9am until 5.30pm. For more information, race updates, and booking details, visit www.motorsportatthepalace.co.uk.



Whistling Billy set to take Chateau Impney Hill Climb by steam

A 1905 steam car, which took eight years to painstakingly recreate, will make its competition debut at the 2016 Chateau Impney Hill Climb now that a 100 year ruling banning steam cars from competing in historic motorsport has been overturned.

Arguably the most famous steam car ever produced, 'Whistling Billy' was one of the fastest of any type of car on the American dirt track races in the early 20th century, before being all but destroyed in a crash in 1912 and left to rust on an American farm.

Built by the White Sewing Machine Company in 1905, Whistling Billy was engineered specifically for racing. It originally featured a compound 18hp White steam car engine with Stephenson's link motion, but it was soon modified to include a piston valve instead of a slide valve on the high pressure side. This highly successful modification influenced the design of further White cars and from 1907, all their engines had this feature. The steam pressure was 800psi – twice that of the touring cars of the time – with a temperature of 750 degrees Fahrenheit, making the steam pipes red hot. Originally known as the 'White Rocket', the car was lovingly renamed 'Whistling Billy' by the crowds who watched it race due to the howling noise that came from its burners as it went down the straights. It won

numerous races in its early years and in 1905, it shaved nearly 4 seconds off the world track record for the mile on a dirt round track with a time of 48.45 seconds. Despite being officially renamed as the 'White Flyer', the car was still known as Whistling Billy by the public, and went on a successful tour across the west coast of the USA, winning all of its 29 races that year.

After a string of near misses, 1912 would eventually prove to be the end for Whistling Billy. During a practice run in Portland, Oregon, the car crashed over an embankment and was found upside down, broken in half. The driver, Chris Dundee, was seriously injured, but survived.



Following the crash, the car was said to have ended up in storage at Charlie Bair's solicitor's premises, before being moved onto a farm, with the engine being put into a boat.

Whistling Billy has been legendary in steam car circles ever since, and in 2004, current owner Bob Dyke began the long journey to rebuild it – although that wasn't his original intent. Bob has been passionate about steam cars since his youth, inspired by his father who owned a number of steam traction engines and steam cars throughout his lifetime. He bought his first White steam car in 1987, and owns a number of other White steamers. The project was completed in 2012, and Bob has demonstrated the car at numerous venues, including Prescott Speed Hill Climb and Castle Combe. However, until September 2015, the MSA banned steam cars from taking part in any competitive motorsport – and it is largely thanks to Bob and other members of the Steam Car Club that the ban was lifted. "I've been writing letters and communicating with the MSA for a while now to try to get permission to compete," said Bob. "One of the first answers we received was that we couldn't race because of the iron wheels on the cars and the coal left on the track – well, we don't have any iron wheels, and we don't use any coal. The next reason was that they might be too competitive compared to standard petrol cars!" The Whistling Billy's

current top speed stands at 70mph, but Bob reckons there is more to come.

Rod Spollon, event director of the Chateau Impney Hill Climb, is thrilled to welcome Whistling Billy to the event in July: "It's an honour to be one of the Whistling Billy's first competitive venues since the ban has been lifted, and we are very excited to see it in action on the Chateau Impney hill."

Taking place in the stunning parkland setting of Chateau Impney on 9 and 10 July, the Chateau Impney Hill Climb will see 200 pre-1967 cars race against the clock to claim victory on one of the UK's most challenging hill climb courses. Further information at

www.chateauimpneyhillclimb.com



Bicester Heritage celebrates 3 years as centre for Motoring Excellence.

The former RAF site Bicester Heritage is celebrating three years since it was transformed in to a centre for motoring excellence. Around 80% of the site is at least Grade II listed with many of the former buildings now restored to their former glory. The site is now home for 35 automotive or aviation related businesses and continues as an active airfield. It has sponsored the UK's first historic vehicle restoration apprenticeship course and has an on-site test track that is available to hire for

private testing. Bicester Heritage also plays host to eight Sunday Scrambles, classic car meetings which continue to draw large crowds of enthusiasts together, as well as other motoring or aviation related events.



Car Fest North has a new home this year, Bolesworth Castle in Cheshire, between the 29th and 31st July 2016. Car Fest South remains at Jody Scheckter's award winning Laverstoke Park



Farm in Hampshire on the 28th to 28th August 2016. Chris Evans Car Fest events have raised over £6.7 million for the BBC Children in Need charity to date. Car Fest North promises to be bigger and better than before with the usual mix of cars, music, food and family fun. For more information and to book any remaining tickets, see www.carfest.org



Can-Am celebration at Silverstone Classic.

The new Can-Am Interserie Challenge will stage its season finale at this years Silverstone Classic, over the weekend of the 29th-31st July 2016. These Monster machines will provide an ear-popping soundtrack to the event as they celebrate the original series 50th anniversary in 2016.



Nissan plan two car GT3 assault on Nurburgring 24 Hours.

Nissan and Nismo have entered two cars to tackle this years Nurburgring 24 hour race on 26th to 29th May 2016. Michael Krumm, former Super GT and FIA GT1 World Champion is the first driver confirmed.



GT & Sports Car Cup celebrates 10th Anniversary.



Automobiles Historiques Limited have organised 5 fantastic events for the 10th anniversary series for Pre-66 GTs and Pre-63 sports cars of a type that raced in the World Endurance Championship in period. The series starts with the Donington Historic Festival 30th April to 2nd May 2016 for a 90 minute race, followed by the HSCC International Trophy at Silverstone on the 21st and 22nd of May 2016 for a one hour blast round the Grand Prix circuit. The third round is also in the UK at the HSCC Superprix at Brands Hatch for a fifty minute race on the Grand Prix circuit over the weekend of the 1st to the 3rd of July 2016. The final two rounds are in Europe, with a trip to France for a two hour race at the Dijon Motors Cup from the 7th to the 9th of October 2016. The final round is at the Algarve Classic Festival for a 2 hour race from the 29th to the 30th October.



Pride of Longbridge Cancelled, but not stopped.

The Pride of Longbridge car event was cancelled at the 11th hour on April 16th due to the venue, Cofton Park, not being in a suitable state to host the event. The local council decided that after the heavy rain of the preceding few days, the park was waterlogged, and was not in a suitable condition to host several thousand cars. The decision was not taken until early on the morning of the event, and just after 6am the organisers put on Social media that the event was officially cancelled. However, by this time many people were already in Birmingham or had already started out, and did not get the message. Those that did get the message immediately went in to the British never say die mode. Unofficial events began to spring up all over the Midlands, with social media telling people where to head for. One enterprising group contacted Marks and Spencers on the new Longbridge shopping centre and arranged for people to park and display in their multi storey car park, literally just round the corner from Cofton park. Unfortunately, a few 'Boy Racers' went racing round the car park, and local security then banned all MG Rover cars from entering! Lots of people who arrived at Cofton Park, then parked up on the sides of Lowhill lane and in the entrance to the current MG factory and held a mini unofficial POL meeting there. Others headed for the British Motor Museum at Gaydon, or the Coventry Transport Museum, both of whom opened up their display areas to allow mini meetings to take place. Other cars went to Dudley Zoo and the Black Country Museum Car parks to display their cars. So although the official Pride of Longbridge event had to be cancelled, the spirit of the event, to remember the closure of the factory, lived on and will continue to be remembered for many years still to come.



Scott Crookson at the wheel of Colin Millar's Outlaw Anglia, back from racing and winning in America



Dave Nicol's Pro ET Dragster - powered by a Toyota Supra twin turbo 3.0 litre Straight 6 engine. This is the first 252 motored dragster in Europe and ran a PB of 9.2 on Sunday.



Harley Davidson Drag Bike of Andrew Boswell jumps for joy with the news of continued racing at SCR



Smoking Joe Stevens - Sunbeam Stiletto Turbocharged 540ci big block.

Shakespeare County Raceway to continue for now.

By Syd Wall.

Following a winter of uncertainty about the future of Shakespeare County Raceway, Jerry Cookson has confirmed that there will be a minimum of two seasons racing, starting with April's season opening Public Track Day. The Raceway is already looking forward towards a full 2016 season of nostalgia, lifestyle and championship drag racing events which will lead into a full 2017 season. Plans for 2018/19 will be announced at a later date. This follows Stratford District Council's approval for 400 homes on the airfield, increasing to 3,500, despite objections from all neighbouring parish councils.

Syd Wall

The National Metro and Mini Show.

The British Motor Museum at Gaydon is to host a brand new show for people who love the iconic Mini, the Metro and even the (BMW) MINI on Sunday 5th June 2016 between 10am and 4pm.

Some of the high-lights of this new show include a car gymkhana, where entrants will have to match a pre-set time around a course as closely as possible, a Metro, Mini and MINI concours and a fun non-cours. The non-cours will include classes for most non-functioning accessories, worst interior, biggest area of rust and craziest engine bay plus others. There will also be a Cooper 35LE 20th anniversary display, plus many other feature displays.

Tickets are available in advance. For more information visit the British Motor Museum website at www.britishmotormuseum.co.uk



McLaren 650S GT3 takes victory in Long Beach.

Factory driver Alvaro Parente put the McLaren 650S GT3 on Pole position at Long Beach in America and won the Pirelli World Challenge race in his first appearance at the circuit. Parente put the K-PAX racing McLaren on pole position with a 1minute18.947 seconds round the two mile Californian street circuit and took the lead from the start. There were two lengthy safety car periods and on the second restart Parente lost the lead and finished 2nd on the road to Johnny O'Connell in the Cadillac Racing Cadillac ATS V.R. However Parente was awarded the victory after a post-race technical infraction by O'Connell led to a 10 second penalty which dropped him to 2nd place. Patrick Long was 3rd in a Porsche 911 GT3R.



Nissan Skyline named most iconic Japanese car ever.

Ahead of Japfest, the largest European show of Japanese vehicles, held at Silverstone in the middle of April, the Nissan Skyline was named the most iconic Japanese car ever by followers of Japfest. The Toyota Supra and Subaru Impreza WRX were second and third in the Japanese icons survey carried out via social media. The Skyline first came to prominence in the UK in 1997 as the star of the Gran Turismo console game. Since then the car has developed through multiple generations, each one faster and more advanced than its predecessor.





The Porsche 911 2.5 S/T at 24 Hours of Le Mans 1972

Classic Porsche Class winner restored.

The class winner at Le Mans in 1972 has been restored by the Porsche Classic experts over the past two years. The 911 2.5 S/T was rediscovered a few years ago by a collector in the USA – and it was in a really dilapidated condition. The find is a real rarity: only 24 of this racing car, based on the 911 2.4 S Coupé, were ever built.

The 911 2.5 S/T was developed for customer racing in group 3 (series GT vehicles) and group 4 (modified GT vehicles) and was available in limited numbers from the sports division of what was then Dr. Ing. h.c. F. Porsche KG for 49,680 Marks from the end of 1971 onwards. The 911



2.5 S was a works-modified version of the standard 911 2.4 S Coupé designed for use on racing circuits such as the Targa Florio or Le Mans as well as in rally racing,

costing an extra 19,000 Marks, modified strictly in accordance with the international sporting regulations.

Ordered from the sports division of Porsche by the US racing driver Michael “Mike” Keyser in

November 1971, the 911 2.5 S/T saw action at several races in the USA and at the endurance world championship during the 1972 season. One of the drivers back then was Jürgen Barth, a Porsche factory driver and an employee of the



sports division of Porsche. The overall winner of the Le Mans 24 Hours race in 1977 can still vividly remember those days even now, 44 years later:

“Mike Keyser had invited me to Sebring and we planned to drive the full 1972 endurance championship. Mike had even hired a small TV team to accompany us through the season.”

In the 1972 season, Jürgen Barth and the 911 2.5 S/T raced in the Daytona 6 Hours and the Sebring 12 Hours in Florida, followed by the Targa Florio as well as the 1000-km race on the Nürburgring together with Mike Keyser.

Together with Sylvain Garant from Switzerland, Keyser and Barth finally took up the gauntlet of the season’s highlight – the 24 Hours of Le Mans. Not only did the trio, under the banner of the team Louis Mezanarie, take the class

victory for GT cars up to 3 litres, but also clinched a formidable 13th place overall. All these years later, the restoration is posing a real challenge for the Porsche Classic





experts – especially when it comes to the bodywork. As soon as the car had arrived at the workshop the experts discovered that not only had the 911 been converted to

what was later dubbed the 'G-model', but it had also suffered accident damage, which had been bent back into shape unprofessionally. In addition to deformation in the tunnel as well as on the side rails, corrosion had done serious damage, in particular in the wheel housing panels, the tunnel and the roof. The roof, which had been deformed beyond repair, suggested that children had used the car as a welcome playmate for a considerable length of time, making the repairs to the bodywork particularly complex, which included the challenging conversion and reconstruction of the flared wing extensions, partly done by hand. The 911



2.5 S/T was given a new roof as well as new tank bottom. After the extensive metalwork had been completed, the body of the 911 2.5 S/T was coated by cathodic dip painting (CDP) to protect it long-term against corrosion according to

the highest technological standards of series production. This was done by putting the restored body through the current series production process at Porsche to give it perfect protection against corrosion. This was then followed by body finishing and painting in the original light yellow colour, code 117.

Motor racing, in particular the Le Mans 24 Hours race, is of great significance to Porsche. Over 800 Porsche vehicles have taken part since the first race took place in 1951, with 103 of them taking a class victory and 17 overall victories at the circuit on the river Sarthe, Porsche is the most successful brand there by far. After winning last year, Porsche is all set to take part in the 84th Le Mans 24 Hours race on June 18 and 19 this year. Traditionally for Porsche, a race like the 24 Hours of Le Mans is not only about competing at the highest level. Rather, the race track is more of a testing ground for new technologies. The development of successful race cars like the 919 Hybrid and the 911 RSR as well as being put to the test under tough racing conditions offer



critical insights that can be incorporated in to the design of future generations of production models.

Seen in this light, the 911 2.5 S/T restored by Porsche Classic down to the last detail can be seen from a historical point of view, too. It was the direct predecessor and the immediate technical precursor for the 911 Carrera 2.8 RSR, which saw the abbreviation “RSR”, which stands for RennSport Rennwagen (literally: racing sport racing car) become the epitome for the highest stage of development of the 911 racing cars from 1973 onwards and heralded the continuous technological improvement of the production 911, in keeping with Ferry Porsche’s philosophy.

Having now been on the market for over five decades, the 911 – which is now in its seventh generation – stands for the Porsche brand like no other series. Porsche Classic is now already taking care of the fifth generation of this iconic sports car (Type 996). The Classic experts cater for all vehicle model series whose production was phased out at least ten years ago.





The 19th Regis Classic Tour.

Report supplied by Ali Green. Photos by edpphoto.co.uk

**“The BOB Tour” visiting Berkshire, Oxfordshire & Buckinghamshire.
11th– 13th March 2016 over £31,000 and still rising!**

The weekend started on Friday evening with Documentation followed by a buffet meal and entertainment afterwards by The Decibelles

www.decibellesuk.co.uk

Early Saturday morning 63 classic cars left a very foggy start at Hilton- St Anne’s Manor at Wokingham on Saturday 12th March heading out on a picturesque journey through the Chiltern Hills.

First stop on the itinerary was the fabulous setting of Nether Winchendon House www.netherwinchendonhouse.com to enjoy the delightful grounds and gardens with the River Thames meandering through. The sun burst through the clouds and crews enjoyed coffee & tray bakes in the Carriage Barn. The next excitement was the chance to drive the famous Kop Hill (non-

competitively as it is a public road).

kophillclimb.org.uk

The enthusiastic crew who organise the Kop Hill re-enactment in September each year were out in force to welcome the cars with banners and





buckets to assist in their massive fundraising.

The Trenchard Museum and The James McCudden Flight Heritage Centre at RAF Halton www.raf.mod.uk/rafhalton/aboutus/trenchardmuseum.cfm provided very brief but interesting visits and a soup lunch was served in the Mess. Rallying Legend Paddy Hopkirk MBE kindly agreed to visit and meet the crews. The ladies were thrilled, delighted and honoured to hear Paddy was in the country and able to come along. He spent time talking to the participants and many took the opportunity to have a photograph with him, especially the Mini Drivers!

The Wittington Estate courtesy of The SAS UK at Marlow was the exclusive afternoon tea venue where the 110 acres of grounds are being restored to their former glory by a very dedicated in house team. The crews took the opportunity to view their progress followed

by a delicious Cream Tea was served by the delightful ladies of Hambleden WI. The final leg of the Saturday route returned crews to the hotel. Once everyone had spruced themselves up a sparkling pre-dinner Drinks Reception started the evening while the ladies sold tombola tickets. This was followed by a Black Tie Gala Dinner where the entertainment for the evening was Rob Hunt, the Honorary Auctioneer who made great efforts to extract as much as possible from the guests to help the fundraising.

On Sunday the route led onto the more open roads through Berkshire into Oxfordshire. Shaw House, Newbury www.westberks.gov.uk/shawhouse was the Morning Coffee and cake venue, a remarkably well preserved example of an Elizabethan Manor House built in 1581 for Thomas Dolman, a wealthy Newbury cloth merchant. The next visit was to Welford Park where the owner's, kindly gave permission for the cars to drive through the grounds. (This is home to BBC's the Great British Bake-Off). The park looked resplendent and although the famous snowdrops were past their best the wild daffodils and blossom were a treat to see.

The Williams Conference Centre at Grove www.williamsf1.com was the fantastic finish venue where there was an opportunity to view Sir Frank Williams private collection of Grand Prix cars before a very tasty two course hot buffet lunch. A short prize giving ceremony saw Mick & June Wildgoose from Derbyshire awarded the Regis Classic Tour trophy and replica for raising the most sponsorship money for the second time.

Thanks again to Chris Millward and his RAC Breakdown Team for providing an excellent voluntary service to our participants over the weekend.

The RCT organising team would like to thank all the venues visited for their hospitality over the weekend and to the weather Gods for giving us such a fantastic warm and sunny couple of days.

The 19th Regis Classic Tour was generously sponsored for the ninth year by William Frosts of Frosts Ltd www.frosts4cars.co.uk

The ladies of Bognor Regis Motor Club are very pleased to announce that they have exceeded their wish to raise Half a Million Pounds from the 19 years of Regis Classic Tours. Over £30,000 has been counted so far and there are still monies being received, this figure will increase considerably once Gift Aid is calculated by Against Breast Cancer & Orchid – Fighting Male Cancer who will receive 50% each of the proceeds. The total raised for cancer charities in 19 years now exceeds £516,000.00! Thanks to everyone who has made this possible.



© edphoto.co.uk



Photographs of the 19th Regis Classic Tour are available from Nigel Eddleston at www.edpphoto.com, official photographers for The Regis Classic Tour.

Next Year's Grand Finale!

The 20th Regis Classic Tour – 31st March, 1st & 2nd April 2017

“The Ladies Go Dutch II”

The 20th and the very final Regis Classic Tour will be held in Rotterdam, as a repeat of the 10th Tour, although the venues and route will probably have to change after 10 years! We have booked the fabulous 4* Valk Hotel ARA in Zwindrecht and an overspill at the Ridderkirk Hotel with transport for any overspill. All evening meals will be at the ARA for everyone. This will be over the weekend of

Friday 31st,
Saturday April 1st
& Sunday April 2nd
2017 (no it is not an
April Fool)! There
will be limited
entries available and
interest from crews
is already very high.
Initially the
invitation to enter
is only open to
tourists who have
entered one of the
previous 19 Regis
Classic Tours.
Should there be any
spare capacity after
1st May then the
entry will be open to
new participants.
As at 18th April all
rooms at Hotel ARA
are reserved and we

have 3 rooms remaining at Hotel Ridderkirk.

All funds again will be donated to Cancer charities but the tour is
being organised as a celebration twentieth anniversary event for the
fun, fundraising and friendship that have taken part over the past 20



© edphoto.co.uk

years.

To learn more about the tour please call Ali Green 01243 542674 or
email theregiclassictour@btinternet.com or log onto
www.theregiclassictour.co.uk

Easter Funday - Oulton Park 10th April 2016

By David Goose of Motorsport-Imagery



Nelson Piquet's Benetton B190.



Gary Bowers BMW 325i E46

Every year since time began it seems, the first event of the year for North Western circuit racing fans, Easter Monday, Oulton Park, British GT Championship. It was almost like a family tradition, last day of the Easter bank holiday weekend, huge family crowds, good racing, inconsistent weather but always a fixture on the calendar.



Renault F1.

2016, just to stir things up, the British GT calendar is announced and almost below the radar the Oulton Park round is moved to the Whitsun weekend at the end of May, maybe the GT cars don't like Easter weather! 3 spectators on the day who although they were enjoying the day, had turned up to watch the GT's, but were surprised to find a



Martin Wright Dallara F301.

mixed days club racing instead.

The day was advertised by MSV as a family friendly way to start the season, with a wide range of on and off track activities. It seemed to be popular and a good crowd turned up on the day, despite the wet and windy, sun and hail during the day.

Headline race of the day was the MaximumGroup.net VAG Trophy featuring 24



Didge Dziurzynski VW Scirocco.



Lee Christopher leads the pack.

cars in each race, Paul Taylor in his Golf winning the first race from pole, with Darron Lewis in his Golf taking the chequered flag in the second race. Possibly the most unlucky driver of the day was Stephen Johansen in his new VW Polo TFSi, probably too new to race, the car went out on circuit for the first time ever during qualifying. Late delivery of the car meant it was despatched onto the circuit without a



Richard Forres Van Diemen RF97.

dashboard. Unknown to Steve, the engine started to overheat and by the time the car got back to the garage the engine was too badly damaged to race. A bad start to the year but surely a quick car for the future.

The Lee Bowron XR Challenge, contested by mostly Fiesta XR2's and Escort XR3i's was as always a hotly fought series in the pack, but Michael Heath won both of the days races in his XR2, the first by almost 30 seconds. The second race was a more even fight with Heath winning by just over 5 seconds from Steve Poole in a similar XR2. Twenty-Five cars competed in the two rounds of the Northern Sports and Saloon Car races, with an entry list that included a Holden



Phillip Davis Van Diemen RF98 .

Commodore, Renault 21, Caterham's, BMW M3, and various small hot hatches. With 7 different classes of cars running, there were contests throughout the field, with Joe Spencer's Locosaki winning both races, and with Paul Brydon in his M3 claiming runners up spot in both races.

JMT Monoposto single seaters made up the balance of the days racing with two races each for the two groups of cars. Fastest cars on track all day were the smaller cars with Jeremy Timms in his 1400cc Dallara F399 winning the second of his two races in under 57 seconds. Compared to the overall days racing in roughly similar conditions, the



Russ Giles Dallara F398.

VAG trophy race was won with a fastest lap of 1m 07 secs whilst the Ford XR race had a fastest lap of 1m 21 secs.

The day was a feast of entertainment for the family with the Rally



Andy Wilson Holden Monaro.

Masters, Jousting, music, a circus and stunt displays running through the day, this could become the next Easter Monday “must” for all the family including the motorsport enthusiast.



Takuma Sato's 2002 Jordan EJ12.



Joe Spencer Locosaki.



BROMYARD SPEED FESTIVAL

Racing cars on the streets of Bromyard. Gavin McLaren in a Nutsan Muffin hill climb special leads a Formula Ford Van Dieman



Nicolas Williams in a Salmson twin cam over the start

Bromyard Speed Festival.

By Simon & Janet Wright.

The small rural market town of Bromyard in Herefordshire may not appear to have any connection to the World of motoring, but the inaugural Bromyard Speed Festival at the beginning of April revealed some interesting motoring historical facts which made the event a worthy celebration of the past.

The first

connection was that Bromyard was the original home of Morgan cars before they built their current factory in nearby Malvern. Morgan were a major supporter of this first Speed Festival, providing both a course car and a display of cars near the start line. The second connection was that Bromyard was the place that Lord Montagu purchased 16 vehicles from Williams Garage of Bromyard in 1957. The vehicles had been retained against unpaid bills and many of them went on to be displayed in the Montagu Motor Museum which is now the National Motor Museum at Beaulieu.

Williams used the money from the vehicle sales to expand their operation in building the first production Go-Karts in the UK. The Speed Festival has been four years in the planning and saw around 5,000

people attend this first running of the event, to enjoy racing cars, vintage and classic cars and motorbikes parade around the closed off town centre roads. The circuit used High Street and Broad Street with the return leg down Rowberry Street. The event was opened at 10am by well known local racing driver



Chris Gittins 1967 Noble Ferrari P4 replica



David Wild in a 1975 Formula 2 March 752



Local Hero Barrie Wizzo Williams



Autograss racer of female driver Cordeen Barnett
Classic and Competition car May 2016



Brett Walton 1965 Daytona Cobra replica

© Simon Wright



Sarah Young 1955 Ford Thunderbird



© Janet Wright

Richard Mason 1962 Austin Healey 3000



Frazer Nash Supersports of Richard Duxbury



1937 Austin Sports Special



© Simon Wright

1933 Hale Morgan of Ewan Cameron



© Simon Wright

Barrie 'Wizzo' Williams, who lead the first parade in his Mini Cooper. He also drove a classic Go-Kart later in the day.

The National Motor Museum provided the main high-light of the day by sending Sir Malcolm Campbell's 1924 World Land Speed Record breaking, 350 hp

Pat Cooper Austin Healey Sprite Ashley Sunbeam Bluebird car, which did a couple of runs up and down the high street. The car has a very limited turning circle and could not lap the complete course, having to be man handled to turn it round at the end of the main 'straight' before it did its return run.

Each parade of vehicles did several laps round the course, to the delight of the large crowd lining the streets, who also had the



© Simon Wright

opportunity to examine the cars close up in various paddocks and display areas around the town centre. The vintage cars including Sunbeam, MG, Bentley

Nigel Elliot Triumph TR7 Hill Climb car
Classic and Competition car May 2016



Paul Spencer Bentley 3 litre Speed

© Simon Wright



© Simon Wright

Carly Young Radical Hill Climb car

and Bugatti, with classic cars from Austin Healey, Ford, Ferrari and Jaguar were all driven enthusiastically round the course. For many people though, the sight of real racing cars being driven on normal roads was a memory they will keep for years, even though the cars were all driven at sedate speeds in convoy formation to ensure public safety. There were several single seater racing cars including Van Diemen, Lola and Ray Formula Ford, Lotus Formula Junior, OMS Hill Climb car but the most



© Simon Wright

Vintage procession in the streets of Bromyard

spectacular was a 1975 Formula 2 March 752 driven by David Wild. There was also a parade of Rally cars which included the Mini Cooper and Ford Escort as well as an old Saab 96. Modern super cars were also present with a Lamborghini Gallardo, Ferrari Testarossa and an Ultima GTR among some



© Janet Wright

of the more powerful cars on show. The weather was warm and sunny, which helped attract the large crowd and made this free event a great family day out. It introduced a lot of people to motorsport and classic cars, and the 2017 event is already being

planned. For further information see their web site at www.bromyardspeedfestival.co.uk



© Simon Wright

© Simon Wright

Morgan had a display near the start line



Classic Morgan line up in the paddock



© Janet Wright

Roger Moran Ford Escort Mk II Rally car



© Simon Wright

Austin Healeys had their own parade



Eric Weaver Ford Anglia Rally car



Gregor Dixon-Smith in his Morgan ARV6



Bluebird needed a little TLC between runs



© Simon Wright



© Simon Wright

Lamborghini and Ferrari super cars on display

John Walton with his 2014 Ultima GTR

Rockingham BARC 9th-10th April 2016

By Stuart Yates of Motorsport Imagery





Ex BTCC driver Lea Wood

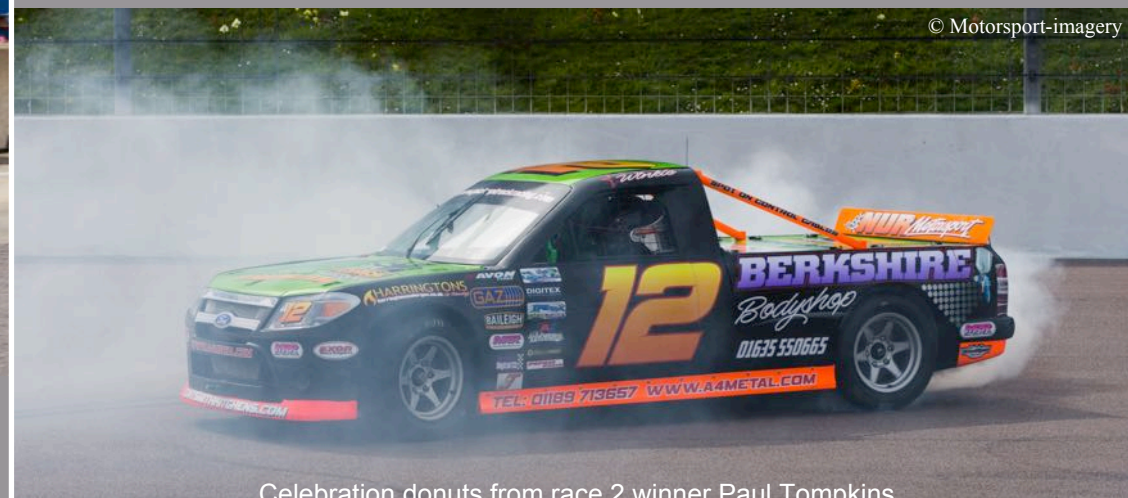
Over the weekend of 9-10th April the BARC paid the first visit of the year to Rockingham, with Saloon & Sports Car Racing, and the additional attraction of Pickup Trucks also taking to the track. With the Pickups using the full 1.479 mile oval they are always a crowd favourite. Lap times as low as 39.8 seconds giving an average lap speed of over 133mph means this is some of the fastest average speed racing seen in the UK.



43 Lea Wood drafting Charlie Weaver

Classic and Competition car May 2016

Ex BTCC driver Lea Wood enters the series in 2016 sponsored by Morris Lubricants, Wood comments "I'm really looking forward to this new challenge". So look out for the Blue number 43 on track.



Celebration donuts from race 2 winner Paul Tompkins.

Two 25 lap heats and a thirty five lap Final meant plenty of close high speed racing on the Sunday. No 65 Mark Willis won the first race, with Paul Tompkins second and Michael Smith third. Race two was an absolute cracker, with Paul Tompkins hitting the front on lap 14 and staying there till lap 21 when Freddie Lee got past and looked set for certain victory. Tompkins had other ideas though, and snatched victory virtually on the last corner of the last lap ! The Grand Final was won by No 8 David O Regan. Lea Wood finished a very creditable 8th, 9th and 8th from his three starts.



Paul Tompkins takes the flag for victory in race 2.



Early during the race.



David Howard in the XJ12 passes Michael Foley's Morris 1000.

Pre-83 races had a very varied selection of marques, too many to mention all but we had David Howard in his Jaguar XJ12, Michael Foley in a Morris 1000. The usual suspects in MKI Escorts and several MKI Lotus Cortinas. Tony Crate in his MKII Lotus Cortina was a very welcome site, not very often you see those on track.



© Motorsport-imagery

then Pre-93 & Pre-05 on track. So early in the season meant all cars were in immaculate condition, lets hope they remain that way in 6 months time! The Pre-66 &

Double race winner Stephen Primett Escort MK1 2000.



© Motorsport-imagery

Stuart Caie Ford Capri 3000.



Kirk Armitage BMW M3.

Moving on to the Pre-93 and Pre-05 races which saw the usual collection of BMW in various models, including the weekends double race winner Kirk Armitage driving the BMW M3 3000. It was also nice to see Andrew Sheraton in the very well turned out Laser Tools liveried BMW 325i E30.



Andrew Sheraton BMW 325i E30.

A very small field represented the BOSS & Thunder class, 7 cars in race 1, and with the demise of the Ford Escort Cosworth of Dave Cockell, only six in race 2. Yet again we had a double race winner with Dale Gent driving his Subaru Impreza, followed by Andy Robinson in the Ford Falcon taking runner up in both races.



Kirk Armitage Lapping back markers.



Lowndes Ford Falcon





Cars and Coffee, Coventry Breakfast Club.

9th April 2016 By Simon Wright.

Coventry Transport Museum has started its monthly Breakfast Club meetings under the Cars and Coffee banner. Held on Saturday morning, it attracted a selection of classic cars which displayed in Millennium place, outside the museum. Located in the centre of Coventry, there are always plenty of people on a Saturday morning, either shopping or visiting the cities many

tourist attractions, many of whom stop and admire the cars on show. With no allegiance to any particular car club or association, there is always a varied mix at



© Simon Wright

these meetings, though many of the cars were manufactured in Coventry or the surrounding Midlands area. This is not difficult as over the years there have been many manufacturers who have built cars in Coventry.

Two of the most famous are Jaguar and Triumph and both were represented, with both D-Type And E-Type Jaguars sports cars and several Triumph Stag sports cars in the line up.



© Simon Wright



Ford Mustang Mach 1

One of the more unusual cars was a yellow and black Mach 1 Ford Mustang parked next to a 1970 Grabber Orange Ford Mustang Sportsroof, one of only 818 painted in this orange colour. The Mustang Sportsroof has a 302 cu inch engine with Holley 600 carb and an edelbrock performer manifold.



Ford Mustang Sportsroof

© Simon Wright

The original Mach 1 Mustang was built between 1969 and 1978. The one at Coventry is a 1973 5.7 litre 2 door coupe. At the other end of the Ford

range was a 1955 1172cc Ford Popular 103E in green with a racing number circle painted on the front door and a roof rack mounted on the roof. The Ford Popular replaced the previous Anglia model in 1953 and continued in production until 1959. The 4 cylinder sidevalve engine produced 30 bhp and was matched to a 3 speed manual gearbox giving the car a top speed of 60 mph and could accelerate from 0-50 mph in 21.1 seconds.



1955 Ford Popular 103E

Continuing the Ford theme was a 1975 3 litre Ford Granada Ghia Automatic Coupe Mk 1. Built in Cologne, Germany this two door fastback coupe was only ever sold in the UK in Ghia format and powered by the 3 litre Essex V6 engine connected to a four speed manual all synchromesh gearbox. The front suspension was a double wishbone layout with a coil spring independent rear end. Parked next to the two American Ford Mustangs it showed the different design principles between the USA and

© Simon Wright



© Simon Wright

© Simon Wright

© Simon Wright

3litre Ford Granada Ghia Automatic Coupé Mk 1

European markets.

Another famous Coventry brand was Hillman and there was a 1938 Hillman Minx Magnificent Tourer in bright red in the display. The original Minx was introduced in 1932 with a pressed steel body fitted on to a separate chassis. It was powered by a 1185cc engine which produced 30 bhp. The 1938 model was the last pre-war model built by Hillman.



1938 Hillman Minx Tourer

Lotus have built many fine sports cars, but the 1979 Lotus Elite was more of a Grand Tourer or small Shooting Brake with a rear hatchback luggage compartment. The design was a conventional front engine, rear wheel drive, and was the first Lotus powered by the 1973cc 907 aluminium block 4 valve DOHC 4 cylinder engine, which developed 155 BHP. The fibreglass body has a drag co-efficient of 0.30 and is mounted to a steel backbone chassis with four wheel independent coil spring suspension, which gives the car fantastic handling and

performance. The car, when launched, was the most expensive 4 cylinder car in the World. It was also one of the last cars to have significant design input from the late Colin Chapman, founder of Lotus. The car still had good performance as befitting a Lotus with a 0-60 mph time of 8.4 seconds and a top speed of 125 mph.



Lotus Elite





Armstrong Siddeley Sapphire 236



MG B Roadster in need of restoration



Triumph GT6



MG Magnette engine



Triumph TR4

Dunlop Endurance Championship

Silverstone 26th March. By Mick Herring.



Wet start to the race



Heward-Wilson Porsche 911RSR 17th

Britcar made a big splash on its return for an exciting but storm-shortened race. On a day when it was either raining or just about to, the joy, relief and sense of achievement on the faces of new Dunlop Endurance Championship (aka Britcar) managers, Claire and Rob Hedley, was undeniable as twenty-six cars took to Silverstone's Grand Prix circuit for qualifying for the 2 hour race.

© Mick Herring



Pole went to the reigning champion's Ferrari but an uncharacteristic first corner accident at Copse for Calum Lockie ended his and co-driver David Mason's race immediately, backwards in the barriers.

The second FF Corse Ferrari, Johnny Mowlem 3rd on grid, avoided a later puddle but got collected by the brand new Renault RS-01 of Andrew McKenna, it rejoined finishing 20th, the Ferrari retired.

Glynn Geddie's McLaren MP4-12C lead lap

Travis drummer Neil Primrose Chevron Gr8.

one with Adam Wilcox, in Nigel Hudson's Audi R8LMS and Javier Morcillo's Mosler close behind, before the McLaren, visibly slowing on lap 2 retired with electrical problems next lap. As the two passed Geddie, Morcillo saw his chance, grabbing a lead he would hold until handing over to Manuel Cintrano at the last possible moment. Also clawing his way through was Darren Nelson's three day old Lamborghini Huracan GT3, avoiding carnage by starting well down the order despite its 10th place grid slot. A largely unnoticed stint by Phil Hanson saw him hand over the Tockwith Audi R8 LMS from fourth place but Nigel Moore's



Claire and Rob Hedley Britcar managers



© Mick Herring

Lamborghini stealth passes Chevron G8.



Lamborghini stealth passes Chevron G8

immediate storming laps saw him first unlap himself from Cintrano and make up the lap to take the lead from Nigel Greensall, now in the Lamborghini, who also passed Cintrano.

The weather quickly worsened considerably, visibility and grip non-existent, at which point the officials promptly red-flagged the race, declaring the result at 1h27m, before the conditions took an expensive toll.

© Mick Herring



Audi. Ian Lawson/Kevin Clarke BMW Z4 rounded the top five of Group 1 cars with the next five places going to Class 3 cars, showing the rain to be a great leveller in performance with the Ginetta G55 of Mathiasen/Fresle being first home in 6th.

The diminutive Chevron GR8 of Travis drummer Neil Primrose and Chris Hart was 4th in C3/9th overall despite fuel feed problems and non-functioning wipers. In his first race for five years, Del Shelton, finished second in C4/12th overall in his father's



© Mick Herring

Winning Audi R8 Nigel Moore-Phil Hanson.

Classic and Competition car May 2016

Into Copse, Calum Lockie just visible heading for barriers top left.



venerable BMW M3. First lap leader Glynn Geddie McLaren MP4-12C. Wet Saturday provided Kumho BMW Championship with two races, a win for Michael Cutt's M3 E36 3200 by 0.55 seconds from James MacIntyre-Ure's E46 M3, Jason West's M3 3200, James Card's E46 3200 4th (fastest race and class lap). Michael Vitulli's CSL M3 3200 rounded the top five with fastest class lap in damp conditions. Race 2 Tom Hibbert won by 29 seconds and fastest class lap from Daniel Wylie (fastest class lap), Kal Ezzat (class lap), James Card and Oliver Taylor(class lap) in rainy conditions. James MacIntyre-Ure took

© Mick Herring



Kumho class C winner Paul Travers holds off Alana Taylor BMW 1 series.

Classic and Competition car May 2016

fastest race lap in 12th.

Caterham Graduates Championship - Mega, Super and Classic went to Glenn Burtenshaw (fastest race lap) by 4.7 seconds from Oliver Gibson, both from the Mega class.

© Mick Herring



Oliver Gibson 2nd in Caterham Mega, Super, Classic.

In the SigMax/Sigma race, Scott Lawrence took a 0.6 second advantage and fastest lap from Lee Bristow with David Webber being first Sigma car in 12th and respective class fastest lap.

© Mick Herring



Caterham Sigmax close for 9th, 10th, 11th.



Spectacular Renault RS-01 20th.



Mark Harrison noses ahead Caterham Mega, Super, Classic.



Kumho BMW race 1 winner Michael Cutt.



Jonny MacGregor Tarani showing promise.



Del Shelton 2nd in class after 5 years away.



Greensall-Nelson new Lamborghini Huracan GT3 2nd.



4th place Audi R8 Adam Wilcox-Nigel Hudson.

Rally North Wales 2nd April 2016.

By MCR Motorsport Media. Photos by Lucy Owen Moczadlo



Car 11 Ieuan Rowlands Ford Escort

Luke Francis takes the modern victory with Jason Pritchard taking the Historic category win.

Two of the most popular rally championships in the country joined together at this year's North Wales Rally Services - Rally North Wales and produced two new names to be

engraved onto winners on the trophy of Saturdays (2nd April) event.

Jason Pritchard, co-driven by Phil Clarke took the honours of the National A event for the Mintex MSA British Historic Rally Championship crews in his Ford Escort MK2 with Luke



Car 8 Nick Elliott Ford Escort Mk II

Francis and John H Roberts taking the National A event win and maximum points in the Pirelli MSA Welsh Rally

© Lucy Owen-Moczadlo



Car 13 Andy Davies and Max Freeman Subaru Impreza

Championship in his Mitsubishi E9. With almost identical weather to the 2015 event, this year's Dolgellau based rally took place with torrential rain flooding the area during the day. The 120 competitors who started the Wolverhampton and South Staffordshire Car Club organised event would undoubtedly be faced with challenging conditions across the 45 competitive stage miles in the Gartheiniog and Dyfi forests; standing water being the main complaint of the day. The National B event was set

© Lucy Owen-Moczadlo



Car 2 Luke Francis Misubishi E9

to contest five of the six stages planned and Rhuddlan's Luke Francis dominated throughout. As car 1 was retired from the event in memory of David Stokes who recently passed away, the number 2 seed of Francis started perfectly with a fastest time on all three of the first leg stages.

Despite a lack of anti-lag on the Mitsubishi, Francis was never headed all day long and lead from start to finish, returning to the finish at Gwyndaf Evans Motors in Dolgellau to spray the champagne and taking maximum points in the Welsh Championship to boot.

“Its certainly been a challenging day” said Francis at the finish. “We have had to battle against the rain, standing water and the car today so it’s been a tough event all round. The lads did a great job to fix the anti-lag issues at service and I’m pleased with how we went considering we had only entered the rally as a test. The stages were great though and we had a good day considering the weather!” After closest challengers Steve Simpson/Patrick Walsh retired at the halfway halt due to driveshaft issues, the Ford Escort



Car 2 Luke Francis Mitsubishi E9

Mk2 crew of Ieuan Rowlands and Emyr Hall returned a fantastic performance to finish second behind Francis, by just over a minute. Andy Davies and Max Freeman battled with the rear brakes locking up on the Subaru Impreza to take third place; their strongest result to date.

BTRDA Rally Championship regular Boyd Kershaw and Mark Fisher took

fourth in their Ford Escort MK 2 with Andrew Jones and Dale Furniss mixing with the leading crews in fifth. A performance made more impressive by



© Lucy Owen-Moczadlo

Car 4 Brendan Cumiskey Ford Focus WRC



© Lucy Owen-Moczadlo

Car 18 David Howells Subaru Impreza



Car 24 Stanley Orr and Guy Weaver Ford Escort Mk I

the fact their Ford Escort Mk2 is a near standard road rally specification example, allowing them to dominate class 3B in the process. The battle for the National A event honours was not quite so simple however which was dominated by competitors in the British Historic Championship. Builth Wells resident Jason Pritchard/Phil Clarke took the early blood on the first stage from Ludlow's Joe Price/Chris Brooks. Pre event favourite Nick Elliott/Dave Price encountered a bale early on and the car would not restart, costing last year's category winner over 30 seconds in the process. However normal service was resumed for Elliott on the second test, clawing four seconds back on Pritchard. The next two stages returned a tit-

for-tat battle between the duo and Elliott began a chargeback as the weather started to abate, slightly. They headed into the final stage with just eight seconds separating the pairing with Price in third.

But, Pritchard upped his game and took 13 seconds out of Elliott, taking his first Rally North Wales victory. Elliott took a well-deserved second after his problems earlier in the day. "It's been a real shame that it was so wet today but the action out on the stages has been fantastic" said a jubilant Pritchard. "It was a great battle between Nick and I all day long and we have been swapping times pretty much every stage. It



© Lucy Owen-Moczadlo

Champayne Spray at the finish line

certainly would have been close if it wasn't for his SS1 issue so it's shaping up to be a great fight for the rest of the year". Third in the National A event went to David Howells and Robin Hernaman, who climbed



© Lucy Owen-Moczadlo

Car 9 Jason Pritchard Ford Escort Mk II



for those who braved the conditions in the Welsh forests. 83 competitors managed to complete the route which utilised some of the stages used on the WRC finale, Wales Rally GB. As well as the national series', the event also formed a round of the ASWMC Loose Surface Stage Rally

© Lucy Owen-Moczadlo

To the winners goes the Champayne spray

© Lucy Owen-Moczadlo

from sixth in their Subaru Impreza after a slow start. Brendan Cumiskey and Gerry McVeigh brought the glorious Ford Fiesta R5 over from Ireland in a bid for seat time and duly bagged fourth as he continues to learn the car. Matt Edwards and Will Rogers took fifth in the "borrowed" Opel Kadett and third in the Historic honours.

The event was also a round of the formidable Land Rover Defender Challenge by Bowler Motorsport and Edd Cobley/John Tomley continued their round 1 winning ways with a dominant victory by almost four minutes from Christian Fermont/Peter Janssens. Andrew Craig and Trevor Cattle took third just over a minute behind and the Defender series provided a thrilling spectacle



Car 16 Matt Edwards Opel Kadette

VSCC Spring Start 2016. Silverstone 23rd April 2016

By Simon & Janet Wright
with additional photos from Mick Herring.



© Janet Wright

Steven Stanton Frazer Nash Le Mans Replica in the race for Pre and Post War Frazer Nash and GN Cars race



Stanley Mann Trophy winner Clive Morley with HRH Prince Michael of Kent. The traditional Spring Start Race meeting is the first race of the year for the Vintage Sports Car Club (VSCC), and this year there was a special visitor to the national Silverstone circuit.

HRH Prince Michael of Kent, cousin of the Queen, was at the circuit and presented the winner of the Stanley Mann Trophy to the highest placed Bentley in the feature race, the GP Itala &



R 1 John Polson Talbot 90.

Lanchester Trophies race. First on track was the scratch race for the Silverstone and Fox & Nicholl Trophy which saw Dougal Cawley start from Pole in his GN/Ford Piglet but could only finish 4th. The winner was Ruediger Friedrichs in an Alvis Firefly by just over three seconds from Sam Stretton in an Alta Sports while Durward Lawson was third in a Riley Special. The second race was a special event for pre and post war Frazer Nash and GN cars. The entry saw thirty six Frazer Nash



David Morley Riley Special 30th in Race 1

models entered with just two AC/GN cars on the grid. Eddie Gibbs took Pole position and was in the lead when the race was stopped after eight laps with a Red Flag due to the Frazer Nash BMW 319/28 of Tom Thornton losing a rear wheel and the car ended up in the middle of the track at Brooklands corner. Gibbs was declared the winner in his Frazer Nash SS Racer only 1.71 seconds ahead of Martin Hunt in his Frazer Nash Le Mans Replica. Tony Lees took 3rd place in his AC/GN Cognac. The VSCC invite other organisations to stage



R2 Martin Stretton holds off similar Frazer Nash Targa Florio of Pat Blakeney-Edwards and Andrew Mitchell's Mille Miglia.

races at their meetings and the Historic Grand Prix Cars Association (HGPCA) arrived with a grid full of Pre-1966 Grand Prix cars. Peter Horsman led from the start to win in his Lotus 18/21 from Barry Cannell in a Cooper T51 and Ruediger Friedrichs in a Cooper T53.

Next out were the Standard and Modified pre-war sports cars and it was a Frazer Nash which again demonstrated why it is one of the most successful type of car for vintage events, with a 1-2-3 prodium. Jo Blakeney-Edwards in her Frazer Nash Super

© Janet Wright



Andrea Guarino Lotus 18 - 370 ahead of John Bussey Cooper T43

Sports beat Philip Champion in a similar car with Mark Groves making it a Frazer Nash 1-2-3 in his TT Rep Emery. Best of the rest was Adrian Van Der Kroft in a Morgan 4/4 in fourth place.

© Simon Wright



Mark Groves Frazer Nashh TT Rep leads Andy Bush Riley TT Sprite Replica

The feature race of the day was next for the GP Itala & Lanchester Trophies, with a special Stanley Mann class for W.O. era Bentleys. The race and was won by Tom Walker in an Amilcar-Hispano Special ahead of Patrick Blakeney-Edwards in his Frazer Nash Super Sports who won the GP itala Trophy for the first Standard or Modified car while Tony Lees in the AC/GN Cognac was third overall. The highest placed Bentley was driven by Clive Morley who put the Bentley 3/4 1/2 litre into 10th place overall. Clive was presented with the Stanley Mann Trophy after the race, in the paddock, by HRH Prince Michael of Kent. One of

© Simon Wright



Cyril Hancock Fiat New Balilla leads John Seber Wolseley Hornet Special in Race 7



Steve Smith Hotchkiss AM80 in the GP Itala feature race

the more unusual cars was in this race, a recently restored Hotchkiss AM80 driven by Steve Smith. The offset body of the car and the long aerodynamic tail showed that the car was originally designed to race at Brooklands on the banked oval track. At silverstone he finished in 16th place.

The longest race of the day was the 30 minute Fiscar race for sports cars from the 1950s and 60s for the Tom Cole Trophy. Darren McWhirter took the chequered flag in his Lagonda v12 Le Mans ahead of Steven Boulton-Brookes in an Aston Martin DB3s and Christopher Keen in the American Kurtis 500 S. The short handicap race for Pre-war cars saw the Riley 12/4

Special of James Whitmore take the win from Trevor Swete in an Invicta S Type with John Skeavington 3rd in an Austin Ulster Replica.

Sport and sports racing cars of the 1950's are some of the most beautiful cars ever built. There were a pair of Lister Knobbly's competing against Tony Bianchi in his Ferrellac Allard Sports. After Roberto Giordanelli had problems at the start in his Lister Chevrolet Knobbly, it was Mark Lewis that eventually took the win in the other Lister Knobbly ahead of Bianchi. Giordanelli drove a storming race that saw him fight his way past several cars to finally claim 3rd place.



R11 Duncan Ricketts ERA GP1 chased by Nick Topliss ERA R4D.

The Patrick Lindsay Memorial and Amschel Rothschild Trophies race for pre-1961 racing cars saw Philip Walker in the Lotus 16 on pole position but he was beaten by Andrew Smith in his Lotus 12 who won by over 12 seconds, while Frederick Harper in the Kurtis Indy Roadster was a very close 3rd only 0.2 of a second behind Walker.

The AR Motorsport Morgan Challenge was a new series to a



Roberto Giordanelli Lister Chevrolet Knobbly in the 1950s Sports race

VSCC meeting and despite a good entry, it was a one car race with Keith Ahlers winning from Pole position in his Morgan Plus 8 by over 28 seconds from Philip Goddard in another Plus 8 and Elliot Paterson in a Morgan Roadster in 3rd.

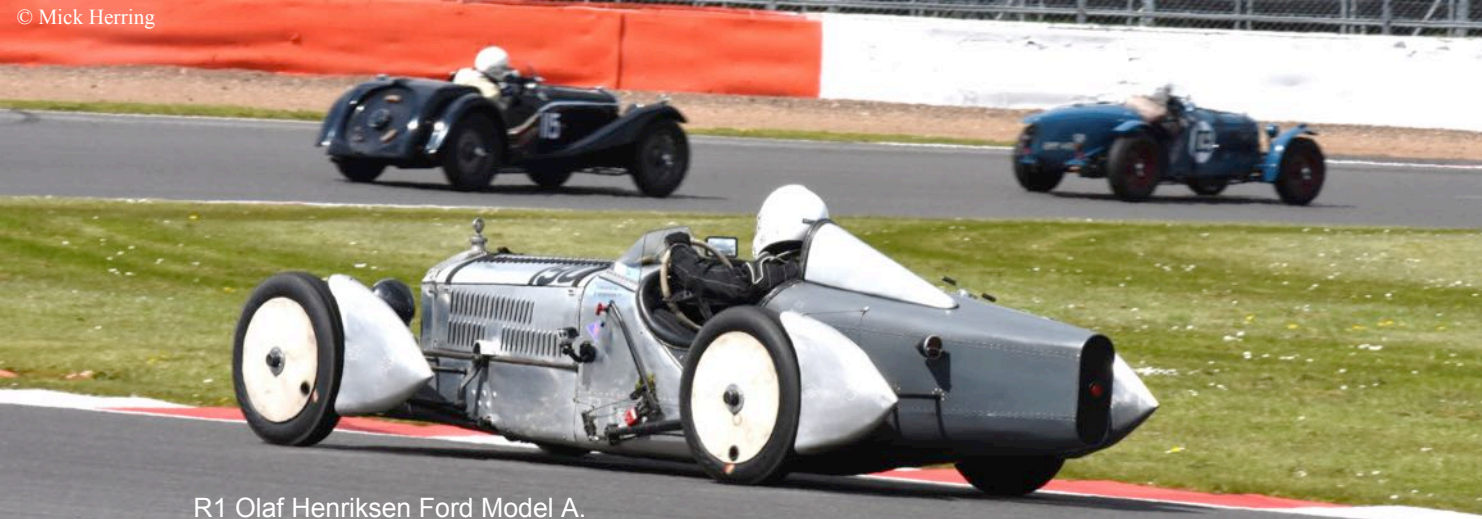
The final race of the day was a ten minute scratch race for Pre-war cars. With three ERA's leading the field, Nick Topliss was on pole in ERA R4D, but it was Duncan Ricketts who took the win in his ERA E-Type with Topliss over six seconds behind in second. Terry Crabb took third in ERA R12C to make it a complete ERA podium.



Stuart Anderson Morgan AVR6 in the Morgan Challenge



Terry Crabb ERA R12C 8th Patrick Lindsay Memorial race



R1 Olaf Henriksen Ford Model A.



Peter Butler Bentley 3/4 1/2 litre and Michael Steele Connaught



Paul Chase-Gardener Aston Martin DB2 heads Martyn Cornfield Frazer Nash Le Mans replica FISCAR race



Sam Stretton Nash-Healey Le Mans in the FISCAR Tom Cole Trophy race



R9 Winner Philip Walker Lotus 16 keeps ahead of Frederick Harper Kurtis-Indy Roadster after spin.



David Hawkins Riley/ERA Maclure Special takes up rallycross



R5 Stanly Mann Cup winner Clive Morley Bentley 3-4.5

Archive Photo of the month.

By Pete Austin.

At the recent launch of this years Silverstone Classic it was announced that there would be a rare outing for the spectacular CanAm and InterSerie cars. This months image was taken at the Martini International InterSerie race held at Silverstone in 1973. Race winner Leo Kinnunen is shown in his mighty Porsche 917/10



Hankook Silverstone 24 Hours 2-3rd April 2016

By David Goose & Stuart Yates of Motorsport-Imagery

© Motorsport-imagery



Kinetic Racing, Abdulaziz Abdulla, Dave Ward, Graham Saul, Mike Nash, Hamad Saeed Al-Asam.



Team Bleekemolen, Seat Leon Cup, Dennis de Borst, Melvin de Groot, Pim van Riet, Sebastiaan Bleekemolen.

The first of this years Touring Car Endurance Series was held on the 5.9km Grand Prix Circuit at Silverstone on the 2nd and 3rd of April. Organised and promoted by Dutch agency Creventic, the new Hankook International series is destined to be part of the timetable for many years to come. The Silverstone 24 Hour race is however not a new event, it has had many identities but has run on the Northamptonshire circuit since 2005. The race card included not only



Pit Lane Competizioni, Alberto Vescovi, Enrico Bettera, Roberto Ferri.

the 24 hour race, but also support races with Dunlop prototypes, Caterhams and the HRDC Coys Trophy. Qualifying for the main race took place on Friday, followed by a night practice on the Friday night. Quickest qualifier was the RS Connect Seat Leon of Lea and Jacob Hodson, Adam and Gavin

© Motorsport-imagery



DUWO Racing, Adrian Watt, Alexander W. Wetzlich, Chris Wilson, Jean-Marie Dumont, Philip Harris.

Jones. Due to a rule infringement (ride height) they and the second placed qualifier, the Red Camel-Jordans Seat Leon were relegated thirteen places. Pole therefore went to the BMW M3 of Christoph Ulrich, Steven Liquorish, Bob Herber and Martin Lanting inheriting pole position. 21 Nationalities were represented in the 43 cars registered to start the race, with entries ranging from Seat Leon Cup Racers, BMW M3, Peugeot RCZ and 208 GTi, Honda Civic and VW Golf to name a few. 41 cars took to the grid for the race, with 32 cars completing the 24 hours, the last placed finisher completing 106 laps less than eventual winners Team Abba with Rollcentre completing 512 laps in their BMW M3 V8. Team Bleekemolens Seat Leon was in the top five throughout



Team K-Rejser, Peugeot RCZ, Jacob Kristensen, Jan Engelbrecht, Jens Molgaard, Thomas Sorensen.

the race until their race ended with just over three hours to go. Bad weather overnight resulted in several full course yellows (referred to as code 60's due to the imposed speed limit) as many cars struggled for grip and ventured into the Silverstone gravel traps. In this form of endurance racing, although speed is important, the ability to keep running for 24 hours is equally vital. Of the 41 cars that started the race, only 8 failed to complete the race duration. To win it you first need to finish. As the teams were settling in to the last quarter of the race, many teams were faced with a new dilemma. The race scrutineers completed spot checks on cars as they entered the pit lane, resulting in many cars suffering time penalties. In particular, Car 208 the



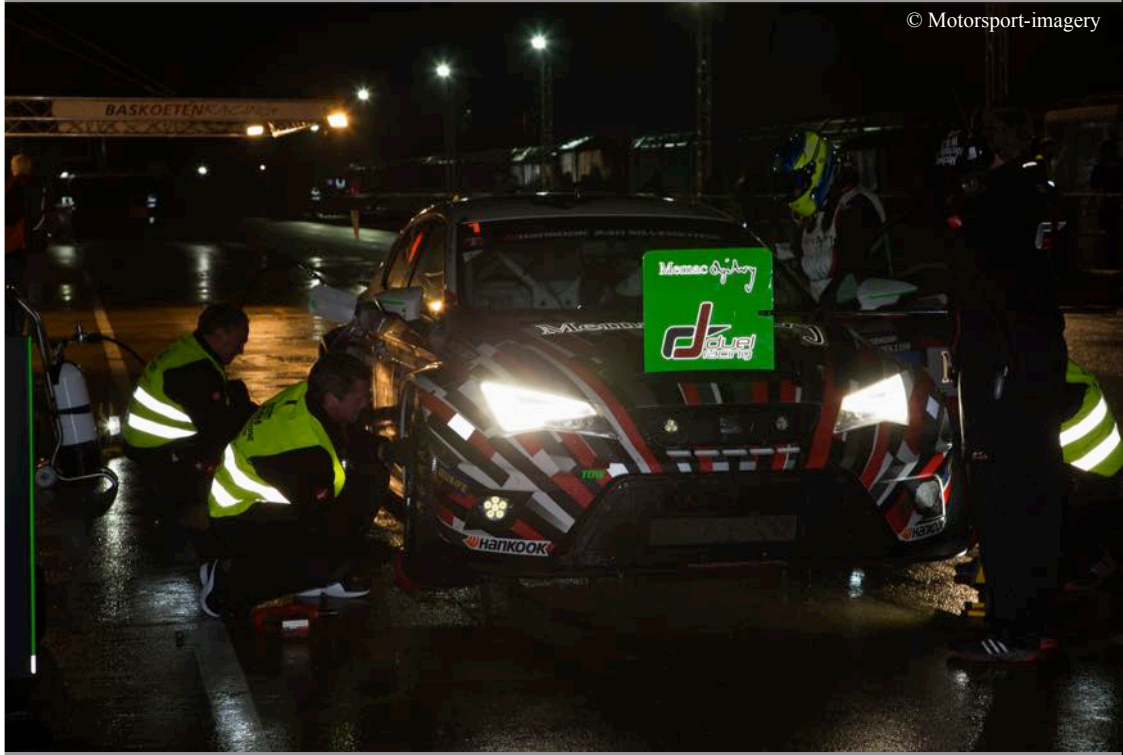
Team ABBA with Rollcentre Racing, Charles Lamb, Martin Short, Richard Neary, Richard Roberts.

noise infringement was lodged with the race officials. After much finger pointing and discussion, the Peugeot was allowed to continue in the race but by that time it had lost around ten laps. They were 14 laps off the podium at the end of the race, it would have been a very close fight for the last podium place without the time penalty. At the end of the race, emotions were running high in all teams, although winning was important to those at the front of the field, taking part and completing the race was as important to those



Kinetic Racing, Abdulaziz Abdulla, Dave Ward, Graham Saul, Mike Nash, Hamad Saeed Al-Asam.

leading Peugeot 208 GTi of Team Altran was forced to stay in the pit lane garage for many minutes whilst an appeal against a



Memac Ogilvy Duel Racing, Nabil Moutran, Phil Quaife, Ramzi Moutran, Sami Moutran.



Recy Racing Team, BMW 135, Erik Crabbe, Jan de Vocht, Johan van Loo, Thomas Piessens, Wim Meulders.



presenza.eu Racing Team, Renault Clio, Christain Rytter, Mads Pedersen, Niels Nyboe, Ole Kiltgaard, Tim Soderhamn.



Team ABBA with Rollcentre Racing, Charles Lamb, Martin Short, Richard Neary, Richard Roberts.



Lawrence Tomlinsons race winning Ginetta G57.



Team Bleekemolen, SEAT Leon, Dennis de Borst, Melvin de Groot, Pim van riet, Sebastien Bleekermolen.

lower down the field. The scene in the pit lane as the flag dropped for the end of the race was reminiscent of the finish line at the end of the London marathon, total elation that the full team and car had completed such an epic.



NKPP Racing, Gijs Bessem, Harry Hilders, Martin Van Der Berge



Team Altran Peugeot, Peugeot 208 GTI, Bradley Philpot, Guillaume Roman, Sara Boyv, Stephane Ventaja, Thierry Blaise.



Algarve Pro Racing, Michael Munemann, Sir Chris Hoy in the Ginetta G57 Prototype .



Musician Chirs Rea in his Morris Minor in Police colours

TALBOT ALPINE ENDS BENTLEY'S WINNING STREAK IN TOUGHEST FLYING SCOTSMAN RALLY TO DATE



The winning Talbot Alpine of Gareth Burnett and Martyn Taylor



1911 Knox on Start line - Pioneer winner

The Talbot 105 Alpine of Gareth Burnett and Martyn Taylor put an end to Bentley's winning streak as it crossed the finish line in what was the toughest Flying Scotsman rally in the event's eight-year history.

The 110 crews faced rain, hail, sleet and snow as they journeyed from the starting line at Leicestershire's Belvoir Castle, driving around 700 miles through Lincolnshire, Yorkshire, Northumberland, and into Scotland for the Gleneagles finale.

After back-to-back wins by Bentley specialist William Medcalf for the past two years, Gareth reclaimed the trophy having previously won the event in the same 1931 vintage car back in 2013.

Gareth said: "As much as we are delighted to win and grateful to the Endurance Rally Association for organising such a fantastic event, I'd also like to thank all the other competitors for bringing out these amazing vintage cars, and doing with them what they were designed for. It's a pleasure to be on the road with them."

The winning crew finished with an overall total of 0:28:06 with second place going to John Abel and Leigh Powley in the 1937 Lagonda LG45 on 0:28:45, and the 1938 Bentley Derby 4 of Stuart Anderson and Andy Pullen on 0:29:38, finishing in third.

There was also a win for the oldest Pioneer car in the rally, the 1911 Knox Type R, bravely crewed by Michel Laarman and Maryon Grief who tackled every speed test, regularity, and challenging mountain climb alongside cars 30 years junior.

Fred Gallagher, Rally Director of the Endurance Rally Association



Shane Houlihan & Richard Pain Alfa Romeo Concours d'Elegance and Class 5 winners



Matt Abrey & Jasper Hulscher Ford Model A - Spirit of the Rally winner

(ERA), said: “Our competitors faced every type of weather condition imaginable over three days of intense driving in some very exposed terrain and remained in great spirits throughout. Our thanks go to every crew and marshal who once again made it a fantastic event for the vintage motorist.”

There were two special awards presented at the prize giving dinner at the luxurious Gleneagles Hotel and the Concours D’elegance went to Shane Houlihan and Richard Pain in the 1932 Alfa Romeo 8C.

The Spirit of the Rally award went to Matthew Abrey and Jasper Hulscher in the 1931 Ford Model A, who

found themselves taking the engine out of the car on Saturday night after the clutch failed. A new clutch was driven from Norfolk to Scotland arriving in the early hours. It was ‘all hands on deck’ to get the clutch fitted and car reassembled but the crew managed it, even checking out of the first time control on time.



Class 3 winners Martin Hunt/Robert Mannix Frazer Nash BMW 328

Class wins went to stunning mix of marques, with Paul Crosby and Ali Proctor in the 1939 MG TB Supercharged winning Class 2 for cars up to 1500cc, and Martin Hunt and Robert Mannix in the 1937

Frazer Nash BMW 328 winning Class 3 for cars 1501 to 2000cc.

Last year’s runners up Bill Cleynert and Dan Harrison in the 1928 Ford Model A won Class 4 (Vintage cars 1920-1930 over 2000cc), while Shane Houlihan and Richard Pain in the 1932 Alfa Romeo 8C won Class 5 (Vintage cars 1931-1948 2001 to 3000cc). Class 6 (Vintage cars 1931-1948 over 3000cc) was won by Dirk and Nick Van Praag in the 1936 Delahaye 135M.



Class 2 winners Paul Crosby/Ali Proctor MG TB Supercharged



Class 4 winners Bill Cleynert/Dan Harrison Ford A

The ninth Flying Scotsman Rally will take place from Friday 31st March to Sunday 2nd April 2017, starting from Slaley Hall, in Hexham, Northumberland, in order for the crews to experience more of the

© Gerard Brown/ERA



Class 6 winners Dirk Van Praag/Nick Van Praag 1936 Delahaye 135M



Bentley in the snow.

© Gerard Brown/ERA



Bamburgh Castle.

Scottish terrain. Entries are now open.

For more details including all the results and the latest updates on the forthcoming Peking to Paris Rally, visit www.endurorally.com



Car by the Rape.



Muddy faces.



Making a splash.



On the moors.



Falling rocks.



© Gerard Brown/ERA



Driving in the Rape.

© Gerard Brown/ERA



© Gerard Brown/ERA

Class 3 2nd place Peter Lovett / Zoe Lovett
1937 Frazer Nash BMW 328

© Gerard Brown/ERA

Class 4 2nd place George Melville / Steve Gipson
1928 Ford A Sports Coupe

© Gerard Brown/ERA

Class 2 2nd place Andrew Davies / Jonathan Davies
1936 Riley 12/4 Special

© Gerard Brown/ERA

Class 2 3rd Place Julian Riley / Georgina Riley
1937 Riley Lynx Sprite 12/4

© Gerard Brown/ERA

Class 3 3rd place Thomas Maechler / Andrea Scherz
1934 Aston Martin MkII Comp

Classic and Competition car May 2016

First place overall finishline.

Page 65

British Touring Car Championship, Donington Park

16th-17th April 2016. By Simon & Janet Wright.

© Janet Wright



Jason Plato Subaru Levorg GT heads Matt Simpson Honda Civic Type R and Andrew Jordan Ford Focus ST Mk III



The second round of the Dunlop MSA British Touring Car Championship (BTCC) rolled in to the Midlands and arrived at Donington Park in the middle of April with thousands of fans descending on the East Midlands circuit. After the first round at Brands Hatch had produced three different winners, with Tom Ingram claiming his maiden BTCC victory in the Toyota Avensis, Gordon Shedden taking the second race in his Honda Civic and Adam Morgan taking the third race at Brands Hatch in the Mercedes Benz A Class, there was plenty of expectation that Donington would provide more exciting wheel to wheel racing as former champions Matt Neal, Jason Plato and Colin Turkington were all



© Simon Wright

keen to get another victory under their belts. However, it was the two young hotshots at MG that stole the show in



Josh Cook MG6 GT leaps the chicane in race one

© Janet Wright

qualifying as newcomer Ashley Sutton took Pole position in his MG6 GT by nearly half a second from team mate Josh Cook. However, Sutton made a poor start and Mat Jackson in the Ford Focus ST Mk III from the second row managed to squeeze between the pair of MGs, banging wheels with Cook in the process, to grab the lead in to Redgate corner. Jackson maintained the lead for the rest of the race, which ended in spectacular



Pole Man Ashley Sutton Page 67



Mat Jackson Ford Focus ST Mk III won the first race

fashion and a red flag as Matt Simpson (Honda Civic Type R) and Dan Welch (Proton Persona) made heavy contact and went off at Coppice and in an unrelated incident the Subaru Levorg GT of James Cole burst in to flames with one lap remaining. Jackson was declared the winner from Cook in the MG6 GT and Tom Ingram in the Toyota Avensis. The second race provided us with a fifth different winner this season as Rob Collard took a decisive victory after starting sixth on the grid for race two. He made the usual fast BMW start and was up to third by the end of the first lap, but took twelve laps before he passed Ingram for second, then outbraked Jackson in to the chicane for the lead. Jackson took second, but Ingram lost third in a titanic battle with Sam Tordoff (BMW 125i M Sport) and Jack Goff (BMW 125i M Sport) which allowed Aron Smith in the Volkswagen CC to nip through and snatch third place at the flag and Gordon Shedden (Honda Civic Type

© Simon Wright

R) in fourth.

The third race provided the closest finish of the day as local Midlands Driver Matt Neal in the Halfords Yuasa Racing Honda Civic Type R won by just 0.2 of a second ahead of his team mate Gordon Shedden, while pole man for the third race Sam Tordoff managed to hold on for third place in his BMW 125i M Sport.

So after six races this year we have had six different winners, with only Honda managing to take two victories so far. As the teams left Donington, it was former Champion Matt Neal heading the table with 78 points ahead of his team mate Gordon Shedden on 73, with Jack Goff their closest challenger with 66 points in his BMW.



© Simon Wright

Matt Neal Honda Civic Type R won the third race



© Simon Wright

Rob Austin Toyota Avensis leads Rob Collard BMW 125i M Sport

There was plenty of action in the supporting races with Alex Quinn racing for Fortec winning the first Ford MSA Championship race from Luis Leeds (Arden) and Max Fewtrell (Carlin). The second race was won by Sennan Fielding (JHR) from Petru Florescu (Carlin) and Fewtrell (Carlin) who then managed to win the third race from Leeds and Ross Martin (Fortec).



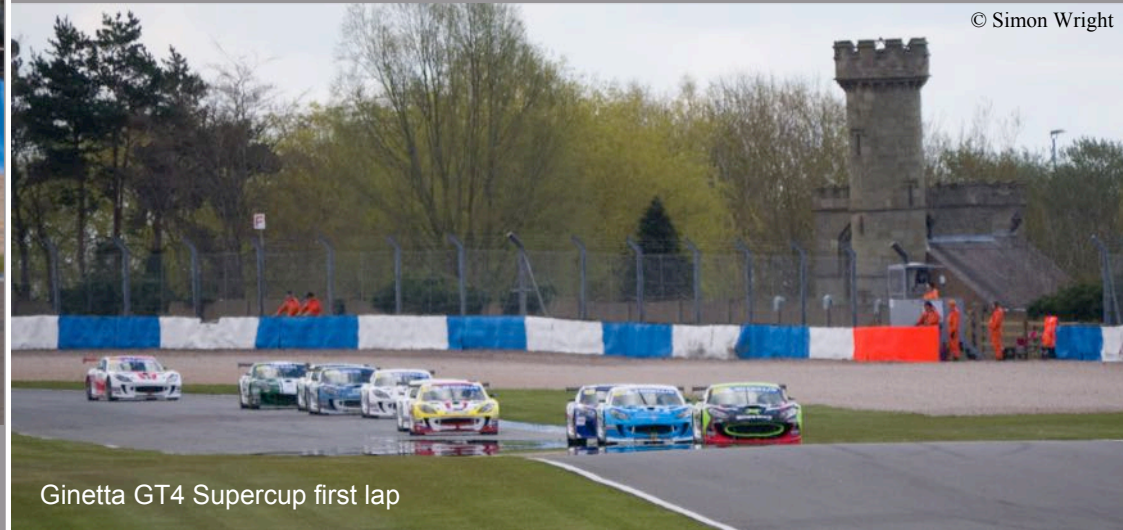
© Simon Wright

James Pull Carlin Ford MSA race

The Michelin Ginetta GT4 Supercup saw Tom Wrigley win all three races for Rob Boston Racing ahead of Jamie Orton (Triple M Motorsport) and Will Burns (Douglas Motorsport) in

race one and then Burns and Orton in race two. In the third race he beat Carl Boardley (Carl Boardley Motorsport) and Ben Green (SuperGreen Racing).

© Simon Wright



Ginetta GT4 Supercup first lap

The Renault UK Clio Cup saw former Champion and BTCC driver Mike Bushell back in the number 1 car, but it was Ant Whorton-Eales who won the first race for Jamsport with AWE Motorsport from Lee Pattison (Team Cooksport) and Paul Rivett (WDE Motorsport) with Bushell in 6th place for (Team Pyro). Rivett won the second race ahead of team mate Charles Ladell (WDE Motorsport) and Paul Streather (Finesse Motorsport) The Simpson Race Products Ginetta Junior

© Janet Wright



Josh Price Renault UK Clio Cup



Enzo Fittipaldi Ginetta Junior tries a short cut over the gravel trap



Championship has an interesting competitor this year, Enzo Fittipaldi, grandson of Former World Champion Emerson Fittipaldi, who in the third race at Donington took the shortcut at the chicane over the gravel and ended up in 18th place. At the front it was Lewis Brown for HHC Motorsport who won the first race from Stuart Middleton (Douglas Motorsport) and his team mate Daniel Harper (Douglas Motorsport). Middleton and Harper both went up a place in race two, with Middleton winning by just over half a second, while Dave Wooller finished third for TCR. The final race continued the trend, with Harper moving up a place to take victory from Brown and William Tregurtha in third for HHC Motorsport.





Rob Collard BMW 125i M Sport won race two



James Cole Subaru Levorg GT on fire underneath



Fraser Robertson Ginetta GT4 locks up at the chicane



Stewart Lines Ford Focus ST Mk III suffered damage after a collision in race two



Kyle Hornby Ginetta Junior over the gravel



Tom Ingram Toyota Avensis



Sennan Fielding and Ross Martin MSA Formula Race

B.R.M. Association Track Day

Blyton Park, 20th April 2016 By Pete Austin.



© Pete Austin



BRM P261

Warm spring sunshine greeted BRM Association members and guests for their third annual track day at Blyton Park near Gainsborough, Lincolnshire on April 20th.

In addition to the cars, former BRM employees including mechanics Dick Salmon and John Sismey were in attendance together with Sir

Alfred Owen's son David Owen OBE who led the lunchtime parade of Rover 25 BRMs in his own example.

Antiques auctioneer and BRM enthusiast Colin Young also came along as did Bobbie Neate, the step daughter of Louis Stanley.

As usual a good selection of BRMs took to the track including a P153

resplendent in Yardley colours and an ex Beltoise P180. Earlier types of the marque included examples of P57 (including Julia de Baldanza's car) and P261, both in the traditional BRM green which looked superb against the backdrop of yellow oil seed rape which was

© Pete Austin



Julia de Baldanza prepares to go out in her BRM P578 in flower in the fields surrounding the circuit. An ex Innes Ireland

© Pete Austin

BRP BRM added to this gathering.

Backing up the BRMs were some other interesting cars representing other marques including, amongst others, the Penthouse – Rizla liveried Hesketh of Graham Williams, the Lotus 11 and 18 of



BRP BRM



BRM P153



© Pete Austin

Malcolm Ricketts and even a F5000 Lola T332 resplendent in Chuck Jones Racing livery. Thanks to Richard Usher of Blyton Park for photographic access. If you would like to join the BRM Association go to www.brmassociation.org



© Pete Austin

Malcolm Ricketts - Lotus 18

British GT Opening Round, Brands Hatch

By David Goose and Stuart Yates - Motorsport-Imagery
with additional photograph's by Mick Herring





Sixth in GT4 Haggerty and Mitchell McLaren 570S.

In a break with tradition, the opening round of this years British GT Championship was run at Brands Hatch in Kent, not the traditional Easter Monday launch at Oulton Park. This years Championship sees many new drivers and new manufacturers competing in what could be

the most competitive GT Championship for many years. Saturday qualifying on the 2.4 mile Brands Hatch Grand Prix Circuit saw Rick Parfitt Junior and Seb Morris put the Team Parker Racing Bentley Continental GT3 onto Pole Position from the new Lamborghini Huracan of Jon Minshaw and Phil Keen prepared by Barwell Motorsport followed by the Beechdean Aston Martin of Andrew Howard and Ross Gunn. Hopefully the

season started the way it means to continue, two young drivers new to the largest of the GT3 cars on pole, a new car



Derek Johnston / Jonny Adam TF Sport Aston Martin Vantage GT3

model qualifying in 2nd, a very promising start to the 2016 season. From the start, Rick Parfitt Junior impressively stretched the legs of the big Bentley in his first competitive outing in the car. Just before the pit stops, the Bentley led by 10 seconds from second placed Jon Minshaws Huracan. The unfortunate Minshaw was forced to retire after the Lamborghini suffered suspension damage following a racing collision with Wilson Thompson's RCIB Ginetta G55. Liam Griffin in the second of the Lamborghini Huracan's took up the chase of the Bentley, but just after 40 minutes into the race, a full course yellow was declared following a serious collision on the run up to Pilgrims Drop



David Pattison / Luke Davenport Tolman Motorsport Ginetta G55 GT3

involving Phil Dryburgh (Motorbase Aston Martin), Nick Jones (Simpson Motorsport Ginetta G55) and Matty Graham (Generation AMR Aston Martin), despite the substantial damage all three drivers escaped relatively unhurt. The circuit wide course yellow continued for several laps whilst barrier repairs were completed Phil Dryburgh's car had hit the barrier.

The race also marked a first for the championship with Pete Littler becoming



Nathan Freke / Anna Walewska Century Motorsport
Ginetta G55 GT4



Jordan Albert / Jack Bartholomew
Beechdean AMR Aston Martin Vantage GT4



GT4 Helping hand, Stilp-Phillips Ginetta pushes haggerty-Mitchell McLaren.

Mark Farmer / Jon Barnes TF Sport Aston Martin
Vantage GT3



© Motorsport-imagery

Andrew Howard / Russ Gunn Beechdean
AMR Aston Martin Vantage GT3.



© Motorsport-imagery



Jon Minshaw / Phil Keen Barwell Motorsport Lamborghini Huracan GT3

© Motorsport-imagery

the first ever disabled driver in the series. But not just a drive in the series, he was competing in the PFL Motorsport Aston Martin GT3, Pete having lost the lower part of his right leg, has two false hips and a pin in his back as a result of a military injury suffered in 2004. Despite this, Pete finished 8th overall with fellow driver Jody Fannin.

After the delays, the Bentley entered the pit stop cycle with a lead of around a second, undeserved bad luck for Parfitt who had driven an exceptional race to that point. After the Pit Stop, the new race leader was Jonny Adam taking over the TF Sport Aston Martin Vantage from Derek Johnston.

The race was red flagged with just over twenty minutes to go when the Tolman Motorsport Ginetta G55 of Luke Davenport caught fire and the race was halted to allow the fire to be extinguished. After the pitstops Seb Morris in the Team Parker Racing chased down and passed the Huracan driven by Fabio Babini but despite his best efforts could catch Joe Osborne in the AMD Tuning BMW Z4. After their race, second place Osborne was penalised for passing under a



© Mick Herring

Joe Osborne demoted second to fourth for overtaking under a yellow flag.



© Mick Herring

Sisa Ngebulana holds off strong challenge in re-branded BRDC F3.

yellow flag, promoting a deserved Parfitt and Morris up to second place. The GT4 class was won by the Optimum Motorsport Ginette G55 of Graham Johnson and Mike Robinson, from Nathan Freke and Anna Walewska in the Century Motorsport Ginetta.

Commenting after the race, Rick Parfitt Junior said that he had hoped for a top six finish and was therefore very pleased with third. Following his promotion to second as a result of Joe Osbornes time penalty, the Rock musician was over the moon with the result. On the same race card, the day also featured tin tops, minis, Formula 3 and Caterhams. Winners on the day included:



© Motorsport-imagery

Matheus Leist (F3) Toby Sowery (F3), Colton Herta (F3), Aaron Head (2 races - Caterham R300-S), Rod Birley (2 races - Tin Tops), Shayne Deegan (Mini), Bill Solliss (Mini) Ollie Chadwick (2 races - Ginette GT5) and Ryan Hadfield (Ginetta GT5)



Shane Deegan Mini Miglia



Andy Pipe Mk1 Escort heads Alan Breck's tailgate Golf.
Classic and Competition car May 2016



Kieran Griffin / Jake Giddings JW Bird Motorsport Aston Martin Vantage GT4



Father and son, Marcus Bicknell Mach 1 Mustang heads Chris Bicknell Citroen Saxo.



Toby Sowery. Lanar Racing



Rod Birley Ford Escort WRC



Three wheeling Smith Mini Miglia.

Jaguar Enthusiasts Meeting, Cosford Air Museum

16th April 2016. By Simon Wright.





The day that the Pride of Longbridge event was cancelled, lots of other events suddenly sprung up all over the Midlands. However, one Midland venue was already hosting a meeting for Jaguar enthusiasts, and was not affected by the poor weather conditions. Cosford Air Museum holds various car club meetings during the year on its hard standing tarmac car park areas and can hold a large number of vehicles, whatever the weather.

It was dry and sunny, but very cold in the middle of

April, but that did not deter a large number of Jaguar enthusiasts from arriving with their pride and joy. The 'Big Cats' looked magnificent parked amongst the hangars and outside aircraft displays. It has to be said that the majority of vehicles were of the more modern design era, but there were also some classic cars parked around the site. The star of the show for most people was a stunning Jaguar XJ220, one of only 271 of this two seater mid engined supercar built



Jaguar XJ 220

by Jaguar in collaboration with Tom Walkinshaw Racing, between 1992 and 1994. Powered by a 3.5 litre twin turbocharged V6 engine, with a 5 speed manual gearbox, the car could reach a top speed of 212.3 mph. After the recession

of the early 1990s, many of the 1500 people who paid the £50,000 deposit when the car was announced, decided not to exercise their purchase option and only 271 were sold at a price of £470,000 in 1992. The XJ220 was



Jaguar Xk 4.2 and E-Type V12



Jaguar E-Type

flanked by a pair of Jaguar Police cars, neither of which were in active Police service.

Jaguar are probably most famous for their sports cars, even though the majority of the production has been made up of luxury performance saloons. The E-Type is the company's most iconic car and there were a couple on display, both in Red. One was a 1971 V12 Coupe while the other was an earlier 6 cylinder convertible with a hard top fitted. There was also the latest incarnation, the new F Type which has the potential to live up to its predecessors success. Later in the morning, another pair of 4.2 litre E-Types arrived to join the meeting. Also making an appearance was the company's latest vehicle, the F Pace SUV which attracted a lot of attention when it arrived. Designed to be a sporty SUV to distance itself from its sister company's Range Rover models, the F Pace has an aluminium body with a luxury interior similar to the XF saloon. It has engine and





Jaguar F Pace interior

mechanicals from the XE saloon range with a choice of engines, diesel or a larger petrol engine. The 2 litre diesel engine produces 178 bhp and can go 0-62 mph in 8.9 seconds, while the 3 litre produces 296 bhp and goes 0-62 mph in 6.2 seconds. The only petrol engine option is a 3 litre supercharged V6 which



produces 375 bhp and does 0-62 mph in 5.5 seconds. Fuel consumption drops to 31 mpg, where the 2 litre diesel can do 57 mpg. There were a lot of the more modern S Type and X Type

saloons, but hidden away by the Cold War museum was a classic Mk 2 saloon, which was always shown as the Bank robbers car in 1960s movies due to its high performance straight six 3.8 litre engine option.



Jaguar Mk II saloon

Finally there was a nice example of the replica Jaguar SS sports car. The original SS 100 was an early Jaguar classic 2 seater sports car, built between 1936 and 1940 by SS Cars Ltd of Coventry. The 100 stood for the maximum speed of the car, 100 mph. The replica looked just like the original.



Jaguar SS replica



Jaguar XK140



Pair of E-Types



Jaguar XK RS

