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# CASTLE COMBE

## AUTUMN CLASSIC

### 7TH OCT 2017



OFFICIAL SOUVENIR PROGRAMME



BRIAN · JAMES 2016



# AUTUMN CLASSIC TIMETABLE

Championship	Session	Event	Mins	Start	Finish	Page
Formula Vintage – Owner Driver Mechanic Pre-war Sports Cars	1	Qualifying	00:15	08:30	08:45	18
The Bristol Aeroplane Company Motor Sports Club Challenge Trophy race, run by the 500 Owners Association	2	Qualifying	00:15	09:00	09:15	20
Norman Dewis Trophy for Pre 66 Jaguars	3	Qualifying	00:15	09:25	09:40	22
Jon Gross Memorial Race for Aston Martins	4	Qualifying	00:20	09:55	10:15	24
the FJHRA/HSCC Historic Formula Juniors	5	Qualifying	00:15	10:20	10:40	28
GT and Sports Car Cup	6	Qualifying	00:30	10:55	11:25	31
Historic Intermarque Race run by Fiscar <i>Supported by Spencer Lane Jones Limited</i>	7	Qualifying	00:20	11:35	11:55	34
<b>LUNCH   CLASSIC CAVALCADE</b>			<b>11:55</b>	<b>12:45</b>		
Formula Vintage – Owner Driver Mechanic Pre-war Sports Cars	9	Race 1	00:20	12:45	13:05	19
The Bristol Aeroplane Company Motor Sports Club Challenge Trophy race, run by the 500 Owners Association	10	Race 2	00:15	13:15	13:30	21
Norman Dewis Trophy for Pre 66 Jaguars	11	Race 3	00:30	13:40	14:10	23
Star Car Demonstrations			00:30	14:20	14:50	
Jon Gross Memorial Race for Aston Martins	12	Race 4	00:20	14:50	15:10	25
The FJHRA/HSCC Historic Formula Juniors	13	Race 5	00:20	15:20	15:40	29
Star Car Demonstrations	14		00:30	15:50	16:20	
GT and Sports Car Cup	15	Race 6	00:60	16:20	17:20	33
Historic Intermarque Race run by Fiscar <i>Supported by Spencer Lane Jones Limited</i>	16	Race 7	00:30	17:30	18:00	35

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## Information

This meeting is organised by Castle Combe Racing Club Ltd and is governed by the general Competition Rules of the MSA, incorporating the provisions of the International Sporting Code of the FIA, plus Additional Supplementary Regulations and any written instructions the organisers issue for the event. This event is held under MSA Permit Number 100437 and NCAFP permitted.

*This programme is edited and published by* **CASTLE COMBE CIRCUIT LTD.**

*Design, Typeset and Printed by* **RALPH ALLEN PRESS**, 1 Locksbrook Court, Locksbrook Road, Bath (01225) 461888.

*Commentators are:* **Marcus Pye, David George and John Moon.**

*Photo Credits:* Castle Combe Archive, Ferret Fotographic, Trackside Images, Jack Flash Photography, Bill Riley, John Gage, Jeff Bloxham, Simon Lewis and John Drury

*Words:* Paul Lawrence, Terry Dye, Xavier Kingsland, Sarah Mitrike, Mark Hales, John Moon, Marcus Pye and John Turner.

*Winners car:* Provided by the Bristol Vintage Bus Company

*Special thanks to the owners of the star and display cars, the circuit staff in the office, the maintenance teams, racing club officials and marshals of the event. And of course the drivers for racing, and you, the spectators for coming!*

*The Castle Combe Autumn Classic Team*



Official Partners:



WELCOME

# TO THE CASTLE COMBE AUTUMN CLASSIC 2017

Once again the Autumn is upon us and here we are welcoming you all to the 6th instalment of the Autumn Classic. Last year saw everyone brave what can only be described as a torrential downpour but looking back at the images it didn't dampen people's spirits or love for this fantastic event.

With the events popularity increasing not just among spectators but also visiting championships we were delighted to be approached by Vanessa and Flavien from the GT & Sports Car Cup. They had heard great things about the event and had luckily seen past the rain of last year on their very first visit! So I am extremely pleased to announce the inaugural outing of their prestigious series for 2017. For those of you that have been lucky enough to have already see them race at other circuits, you will already understand the quality of cars and racing. For those of you that have not encountered this spectacle, then all I can say is make yourself comfortable at 4.20pm and watch what promises to be a fantastic race.

I am also honoured to see that we have some of our favourite crowd pleasing championships return. From the mighty Jaguars to the nimble F3 500's there is sure to be something for everyone on the

track. Another big part of this ever growing event is the star cars and what star cars we have this year. You really are all in for a treat during the fast demonstrations!

I would also like to thank all of the car clubs that have applied this year, seeing an increase once again in the quality of cars and the numbers attending. It is always a magnificent site and a real walk down memory lane looking at so many treasured classic cars.

As always I would like to thank all of the competitors and organisers for giving up so much of their time to really make this event as special and memorable as it is. Also a big thank you to our sponsors Bristol Forklifts, David Hathaway Transport, Spencer Lane Jones Limited and Silicon Hoses for all of their support and wish their guests a fantastic and enjoyable day of racing.

Finally, a big thank you to the Castle Combe Racing Club for all of the hard work dedicated to today's racing.












I wish each and every one of you competing, marshalling, volunteering, spectating or displaying a car, a safe and enjoyable meeting.

**Graham Marshall**  
Managing Director, Castle Combe Circuit



INFORMATION

## FLAG SIGNALS

-  **Yellow Flag** (waved) - Waved; danger, slow down sufficiently to ensure that full control of the vehicle can be retained. No overtaking.
-  **Yellow Flag** (Double Waved) Great Danger, slow down considerably. Be prepared to suddenly change from the projected racing line or take other evasive action including stopping if necessary. No overtaking.
-  **Yellow and Red Flag:** Slippery surface ahead.
-  **Green Flag:** Danger area passed, overtaking permitted.
-  **Black Flag:** Accompanied by competition number of car concerned, instructs driver to call at his pit at the end of the lap.
-  **Black Flag with Orange Spot:** Indicates to driver whose number is shown that there is a mechanical defect with his car. He must visit his pit on the next lap.
-  **Black and White Diagonal Flag:** A warning to a driver his behaviour is suspect and he may be black flagged for further reports.
-  **Blue Flag:** Driver warned he is being followed closely. When waved, indicates driver behind is trying to overtake.
-  **White Flag:** Signifies service vehicle is on course.
-  **Red Flag:** Immediately cease driving at racing speed.
-  **Chequered Flag:** Signifies end of race.

Live Race Results See [www.tsl-timing.com](http://www.tsl-timing.com)

**Warning:**  
Motor Racing  
Can be  
Dangerous



Spectators attending the track do so entirely at their own risk. It is a condition of admission that Castle Combe Circuit Ltd and all persons having any connection with the promotion and/or organisation and/or conduct of the meeting (including drivers and owners of vehicles & passenger vehicles) are absolved from all responsibility and liability whatsoever from negligence, or by accident causing loss, damage or personal injury to spectators or ticket holders, or to goods or vehicles.

The promoters reserve the right without notice to make any alteration to the race programme.

The Club reserve the right to postpone or cancel the meeting.

Please do not leave litter about the grounds, take it with you.

Please drive with care and caution when leaving the ground, please be considerate of our neighbours and keep to the 30mph speed limits in the local villages.

The public are not permitted in the areas where 'Prohibited Area' notices are displayed. The fences are there for protection, and any person or persons found trespassing or wilfully causing damage will be prosecuted by Castle Combe Ltd.

Leaflet distribution is strictly prohibited.

Animals are not admitted to the circuit or paddock car parks.

No part of the meeting may be filmed or video recorded except for the sole purpose of private enjoyment, without the written consent of the promoters.

Please note the use of drones at meetings and other Castle Combe Circuit events is strictly forbidden. Anyone wishing to enquire about their use should contact the circuit & be in possession of the required licensing.

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### Clerks

Ken Davies, Andy Dee-Crowne, Alan Jenkins

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TBA

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David Parnell

### Radio Controller (Chief Observer)

Bob Honeysett

### Chief Incident Officer

Karl Dyson

### Incident Officer(s)

Tom Hawley

### Sign Controller

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### Race Control Admin

Denis Chrisman

### Secretary of the Meeting

Jo Lewkowicz

### Driver Sign On

Jacky Beard, Liz Shury, Roger Sellers

### Chief of Race Administration

Lesley Harris

### Race Administration Assistant(s)

Peter Williams

### Judge(s)

Denis Chrisman

### Line Judge(s)

TBA

### Chief Startline

Duncan Patrick

### Starter

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### Fire Car

Hayden Richardson

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Ian Wilson

### Chief Medical Officer

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Dave Hardiman

### Med Car Driver

Russell Poynter-Brown

### Kay Thomas Hospitality

Bob Newman

OFFICIALS



# 2017 OVERVIEW

**B**y golly, I can hardly believe that a year has passed since the last Castle Combe Autumn Classic. Welcome to the sixth edition of the end-of-season extravaganza which celebrates all that is best about Vintage, Historic and Classic motor sport and motoring's golden ages at the south-west's longest-established racing circuit. From 1950, when racing was introduced on this former airfield, north-west of Chippenham, spectators have flocked to Wiltshire to watch a plethora of the sport's big names display their sublime driving skills. Now well established, the Autumn Classic, with its unique relaxed ambience, sportsmanship, paddock camaraderie and petrolheads thronging the spectator banks, is many competitors' favourite meeting, a chance to wind down after the high-pressure demands of the summer's multi-day events.

## Vintage, Historic and Classic motor sport

Young Stirling Moss (now 88) and motorcycle ace John Surtees were among of the stars of Castle Combe's formative days, car but marque founders George Abecassis (HWM), Sydney Allard (Allard), Colin Chapman (Lotus) and Tony Crook (Bristol) were among its early winners, as were Peter Collins, the dashing Mike Hawthorn – Great Britain's first Formula 1 World Champion in 1958 – and Cheltenham's Ivor Bueb, who with Hawthorn won the '55 Le Mans 24 Hours for Jaguar, the first of three successive victories for the Coventry-based manufacturer's legendary D-types.

Airline pilot Hugh Dibley, the force behind the Palliser racing car concern with which Peter Lamplough won the resident Formula Ford championship in 1970, smashed the outright lap record in a Brabham BT8 sportscar in '64. Later, Peter Gethin – today's programme cover star



*The spirit of the Autumn Classic is caught in the variety of racing cars – none more so than Patrick Blakeney-Edwards Frazer Nash Owllet*

*Photo Bill Riley*

in Sid Taylor's McLaren-Chevrolet M10B – and Australian Frank Gardner (Lola-Chevrolet T192) won Formula 5000 races. Future F1 Grand Prix and Le Mans victor Jochen Mass tasted F3 victory in the '70s, while moving forward to '82, Brazil's triple World Champion Ayrton Senna dominated the Formula Ford 2000 championship round on his relentless rise to the top.

Today we focus principally on the '50s and '60s, heydays in Castle Combe's history when local weekend warriors enjoyed their club events, but equally jumped at the opportunity to race aces from around the world. Back in 1967, when I was first brought to the circuit as a lad, visiting Australian Bryan Thomson (Ford Mustang) was among the winners who inspired my love of the place. I am certain that watching cars with more power than grip sliding around demanding corners on treaded tyres will transport older onlookers among you back to your youth and create firm racing fans among younger generations.

The racecard has a different look this year, with the third event of the internationally renowned GT & Sports Car Cup endurance series replacing the Healey Driver International double-header,

which transferred to Zandvoort in Holland this summer. GTSCC brings some of the world's finest Pre-'66 cars to the circuit, so select your favourite vantage point to savour AC Cobras (one driven by former BTCC ace Anthony Reid), Jaguar E-types, a Chevrolet V8-powered Iso Grifo A3/C and Ford Shelby Mustang take on 'big' Healeys, Morgan SLRs, Triumph TR4, Porsches, MGBs, agile Lotuses and a rare Welsh Gilbern over an hour.

Better still, especially if you are new to Combe, take the opportunity to walk round the circuit between races – set off in an anti-clockwise direction so the cars are always coming towards you – stopping at a different corner for each set. The banks at Camp, Bobbies, Tower, Old Paddock, The Esses, old favourite Quarry and Folly offer fantastic overviews and, in addition to stretching your legs over 1.84 miles, you won't miss a moment of the action as I and fellow commentators David George and John Moon have the great pleasure and privilege of guiding you through the seven-race card and circuit demonstrations.

Enjoy your day!

*Marcus Pye*



*We welcome the GT & Sportscar Cup today*

*Photo Jeff Bloxham*



# FORMULA 5000

**F**or a brief period in the early 1970s, Formula 5000 rivalled Formula 1 for speed. The thundering US V8-powered monsters were almost as quick as the Grand Prix cars of the era and Castle Combe's part in the Formula 5000 story is being celebrated today.

It was Brands Hatch promoter John Webb who brought Formula 5000 to Europe at the tail end of the 1960s. The class was already up and running in North America where it was called Formula A and Webb reasoned that the stock-block powered single-seaters would be real crowd pleasers on his tracks. It was easy to see why: great-sounding V8 engines, prodigious power and limited grip made up a heady mix.

The first European Formula 5000 Championship ran in 1969 and the title went to Peter Gethin in his McLaren M10A. However, it was on 9 May 1970 that these monsters arrived at Castle Combe for one of the most prestigious single-seater events in the circuit's history.

Many people expected that the circuit lap record of 64.4s, set jointly in 1968 by Ron Fry (Ford GT40) and Jim Moore (Kincraft), was going to get a battering but there was widespread shock and awe when future F1 drivers Gethin and Howden Ganley left the new mark at 56.6s, an average of over 117mph and a lap time that would stand for 14 years.

## THE POWER GAME

The race ran in two parts and Gethin won the first part convincingly so that he only had to shadow Ganley home in part two to be certain of aggregate victory. Gethin's success in Formula 5000 earned him a Grand Prix break with McLaren and then BRM and he took a place in

racing history by winning the 1971 Italian Grand Prix at Monza at an average speed of just over 150mph. It was a record average speed that was finally topped by Michael Schumacher at the same track 33 years later.

Other drivers on the grid that day included Mike Walker and Graham McRae (McLaren M10Bs), Swede Ulf Norinder (Lola T190) and Chris Craft (Leda LT20). The support races included a round of the Lombank Formula 3 Championship, the first visit to Wiltshire for a major F3 championship in more than 15 years. David Cole (Lotus 59) won the race but the early leader was Brazilian Carlos Pace in the Lotus 59 that Tony Wallen has superbly restored and put on show today.

Formula 5000 returned to Castle Combe in 1971 when larger-than-life Australian Frank Gardner won in his Lola T192 from the McLaren M18s of Gethin and Ganley. It was the last Formula 5000 race at Castle Combe as Howard Strawford battled to keep the circuit open.

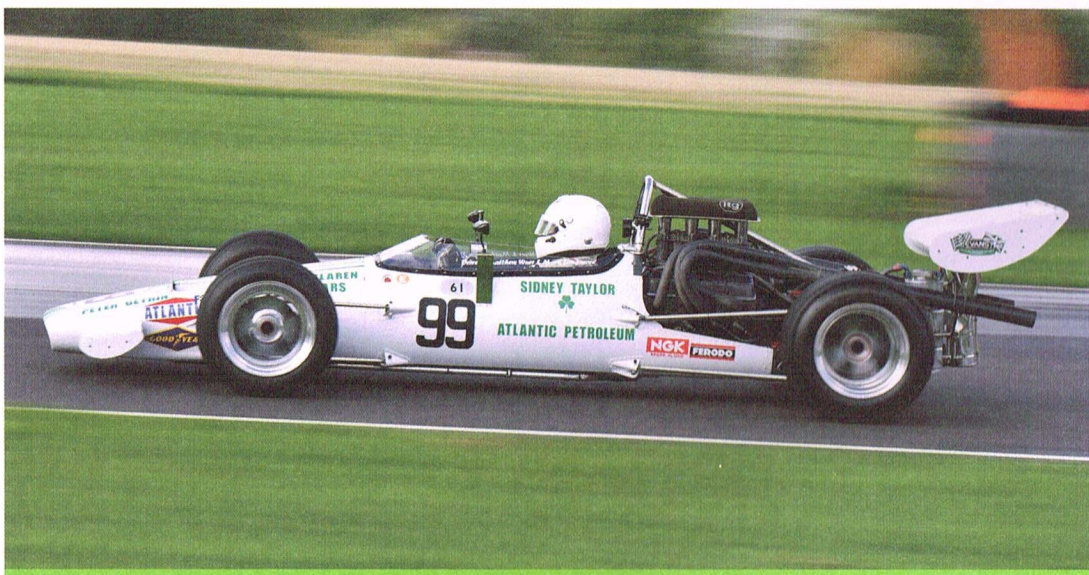


Although Formula 5000 fizzled out later in the 1970s, it left a lasting impression on those who witnessed it and the story of the category and that famous day at Castle Combe will be celebrated today with cars from the golden era of a mighty class of single-seater racing.

Pride of place goes to the ex-Sid Taylor Racing McLaren M10B that Gethin raced over 47 years ago. Now owned and beautifully presented by Martin Longmore, the famous McLaren will be driven by Matthew Wurr in the parade laps. This is a car that no longer races, so it is a rare treat to see it in action. Meanwhile, a strong local flavour is added by the 1971 Harrier raced on occasion by the late Terry Sanger, better known for his exploits in big-engined special saloons.







Neil Glover is one of the leading racers of Formula 5000s in current historic racing and he has brought two cars today, one to drive himself and one for Nigel Greensall. As the fastest man ever around Castle Combe, Greensall needs little introduction as he lapped a Grand Prix Tyrrell 022 in 50.59s (130.93mph) in 1997, shortly before the circuit alterations slowed average lap speeds. Greensall is a consummate all-rounder and hugely in demand all over the world as a driver coach.

Glover will drive the unique Chevron B37 built for the VDS team and raced by Gethin and Teddy Pilette in the US championship in 1976.

Australian Bruce Allison then raced the car and it stayed in Australia until early this century when it returned to the UK. In Glover's hands, it is one of the fastest Formula 5000 cars in the Derek Bell Trophy.

Greensall, meanwhile, will drive a Lola T332, one of the most successful of Lola's Formula 5000 designs. From new in 1975 this car was raced by John Walker in Australia and only came back to the UK in 2001. Glover has raced the car extensively and used it to win the HSCC's Derek Bell Trophy in 2013. Nearly half a century after Peter Gethin rocked Castle Combe, Formula 5000 is back!



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# AYRTON SENNA

**M**ay 1, 1994, is a date that racing fans across the world will never forget. It is the day when Ayrton Senna died in the San Marino Grand Prix at Imola and many will always remember where they were when they heard the shocking news.

Senna was one of the sport's all-time greats: one of maybe half a dozen drivers recognised as being the best of their generation. The Brazilian ace had just turned 34 at the time of his death but had already taken three World Championships and 41 wins in a decade at the very top of the sport.

After racing karts in Brazil, Ayrton Senna da Silva came to England in 1981 to race in Formula Ford and promptly won two championships. Under family pressure he returned to Brazil at the end of the season after announcing that he would quit the sport. However, the offer of a season in the works Van Diemen team in Formula Ford 2000 was a strong pull and Ayrton was back in the UK early in 1982.

*Ayrton Senna at the finish of his winning FF2000 race here in 1992*

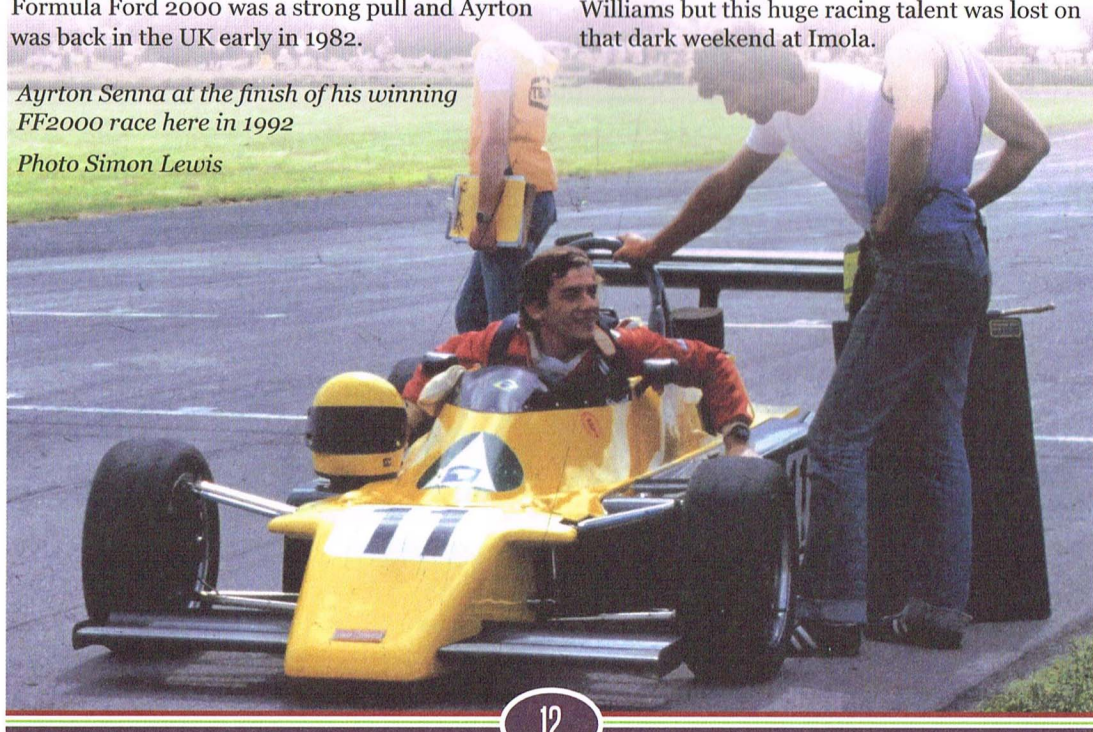
*Photo Simon Lewis*

**1960 - 1994**

In early July 1982, on a warm summer day, the British Formula Ford 2000 Championship visited Castle Combe and Senna delivered a devastating performance. Remarkably, he bettered the existing category lap record on every one of his flying laps in the 15-lap race and saw off a dogged pursuit by Calvin Fish as they jointly set a new class lap record in 62.6s.

The following year Senna stepped up to British Formula 3 with a Ralt RT3 from West Surrey Racing and enacted a ferocious title battle with the similar car of Martin Brundle. It was at times acrimonious and they famously crashed out at Oulton Park in the summer, but Senna duly added another title to his growing record. The Ralt he raced that season is due here this weekend thanks to current owner Mark Martin.

The rest of the Senna story is well documented. The F1 break for 1984 came with the Toleman team and world titles followed with McLaren in 1988, 1990 and 1991. For 1994 he switched to Williams but this huge racing talent was lost on that dark weekend at Imola.



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**PREVIEW**

# **The Autumn Classic Cavalcade**

**PARADE 11.55** Presented by

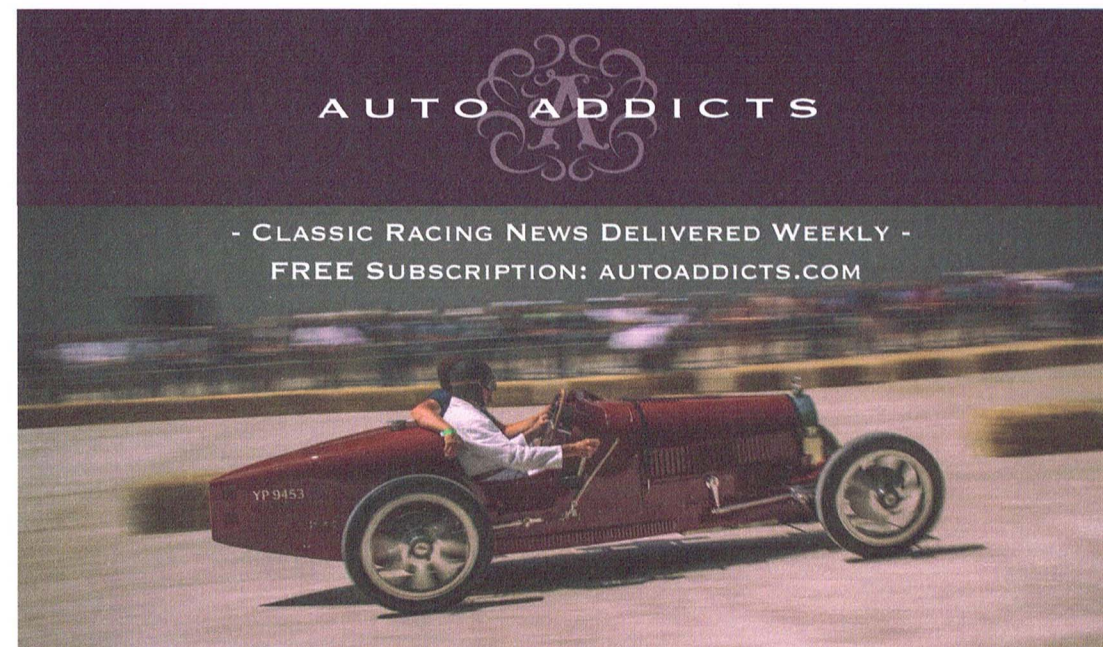
**AUTO ADDICTS**

Scarab 1960 (Julian Bronson)  
Scarab 1960 (Eddie McGuire)  
BRM P261 1964 (Andrew Wareing)  
Williams FW06 1977 (Static)  
Hesketh 308 1974 (Mark Martin)  
Lotus Judd 101 (Steve Griffiths)  
Cooper T51 1959 (Paul Griffin)  
Harrier 1971 (Neil Glover)  
Lola T332 (Nigel Greensall)  
McLaren M10B (Matthew Wurr)  
Turner F2 1953 (John Elliott)  
Chevron B40 1978 (Richard Ames)  
Cooper-Climax (Rob Hall)  
Cooper Alta Special (Rachel Clewley)  
Cooper T75 (Chris Helliwell)  
Lotus 59 (Michael Arnold)  
Lotus 59 (John Wallen)

Ralt RT3 (Mark Martin)  
F250 1955 Birsay (Richard Polley)  
Freikaiserwagen 500 1936 (Mike Sythes)  
Ferrari 512S (Mark Hales)  
Lola T70 Spyder (Tony Sinclair)  
Cooper Bristol Sports Car 1954 (Chris Phillips)  
Austin Healey (Jonathan Whitehouse-Bird)  
Riley Ulster Imp (Tim Ely)  
Jaguar XJR15 (David Bradbury)  
Jaguar XJ220 (Colin Maconi)  
Amilcar C6 1927 (Andrew Ames)  
Meteor Special (John Crowhurst)  
BMW (Mike Sythes)  
Jensen (David Bristow)  
1935 Frazer Nash SS Racer (Eddie Gibbs)  
Lancia Lambda (Earle Marsh)  
DAF 55 V8 (Tony Hazlewood)

**AUTO ADDICTS**

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15

CASTLE COMBE AUTUMN CLASSIC 2017





SATURDAY 14 OCTOBER  
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**FEATURING**

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CCRC FF1600 Championship

CCRC Saloon Car Championship

CCRC GT Championship

CCRC Hot Hatch Challenge Series

CCRC Open Sports vs. Saloons

Porsche GB with Pirelli

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# FORMULA VINTAGE



## for Pre-War Sports Cars Supported by The Vintage Sports Car Club



for all Pre-war Sports-Cars, offering spectators a fantastic and eclectic sight to behold on track! During this year's Race you can expect to see some popular historic car marques such as Frazer Nash, Morgan, Alvis, Lagonda, Talbot, MG, Invicta, Riley, Wolseley, Aston Martin, and Alfa Romeo, all dating from 1926 to 1939.

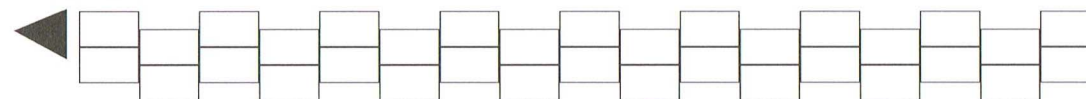
Once again, regular VSCC racer Patrick Blakeney-Edwards will make a return to the circuit, but this time in his Frazer Nash Super Sports instead of his triumphant Frazer Nash Saloon Owlet which won him first place in last year's race. Competing with Blakeney-Edwards are regular VSCC Race competitors Sue Darbyshire, Jo Blakeney-Edwards, Simon Edwards, John Polson, and Nick Hayward-Cook, amongst others. Be sure to visit our enthusiastic VSCC Competitors who will be in the Paddock, where you can get up close and personal with the cars.

Established in 1934, the VSCC is one of the longest-standing Vintage Car Clubs in the UK and has a range of Membership options for Vintage car owners and enthusiasts. For Membership information, please visit our website at [www.vsc.co.uk](http://www.vsc.co.uk)



Class	Car no.	Owner/driver name	Car	Ccs	Year
Mod	2	Mrs Sue Darbyshire	Morgan Super Aero	1260	1929
Mod	3	C.R.E.Gillett(Edward Williams)	Frazer Nash Super Sports	1496	1929
Mod	4	Mac Hulbert	Alvis Silver Eagle	2148	1929
Mod	5	Mrs Jo Blakeney-Edwards	Frazer Nash Super Sports	1496	1929
Mod	6	Simon Blakeney-Edwards	Frazer Nash Super Sports	1496	1929
Mod	7	Tim Wadsworth	Lagonda 2 Ltr L/C Tourer	1954	1930
Mod	8	Simon Edwards	Morgan Aero Supersport	1089	1930
Mod	9	Patrick Blakeney-Edwards	Frazer Nash Super Sports	1496	1930
Mod	11	David Cooksey	Mg Monthlery	747 S	1931
Mod	14	Barry Foster	Mg Monthlery	746 S	1931
Mod	15	M.J.Hunt(Theodore Hunt)	Frazer Nash Tt Rep	1496	1933
Mod	17	Tim Kneller	Riley Tt Sprite	1496	1933
Mod	21	Stephen Curtis	Talbot 105 Tourer	3377	1934/36
Mod	23	Hamish Mcninch	Mg Pa 2Str	847	1935
Mod	27	David Ozanne	Aston Martin Speed Ulster	1950	1938
Mod	30	John Guyatt	Talbot Lago T150c	4000	1939
Spl	1	Yushan Ng	Frazer Nash Ganger Hartley Special	1496 S	1926
Spl	18	Roger Tushingham	Mg N Type Special	1455 S	1934
Spl	19	Malcolm Barrington	Frazer Nash Tt Replica	1971	1934
Spl	20	J.A.Seber(Tony Seber)	Wolseley Hornet Special	1604	1934
Spl	24	David Lewis	Alvis Firebird/Speed 25	3571 S	1935
Std	10	I.S.Polson(John Polson)	Talbot Av 105	2969	1931
Std	12	Trevor Swete	Invicta S Type	4467	1931
Std	16	Mark Reece	Mg J4 Sports	746 S	1933
Std	22	E.L.Bradley(Richard Bradley)	Aston Martin Ulster	1495	1935
Std	29	Christopher Mann	Alfa Romeo RI Targa	3600	1924
Spl	25	Nick Hayward-Cook	Riley Special	1496	1937
	26	Peter Dubsky	Aston Martin 15/98	2000	1937
Spl	28	Mark Gillies (R.T Skipworth)	Aston Martin Monoposto	2000	1939

### GRID POSITIONS - RACE 1



### RESULTS - RACE 1

1st .....2nd .....3rd .....4th .....5th .....6th .....7th .....8th .....9th ..... 10th .....

Winner's Time.....Gap .....Laps .....Speed.....mph

Fastest Lap: No ..... Time .....Speed.....mph



## F3 500s



**A**fter five exciting races of the 2017 season including last month's epic 30-minute race at the Angouleme Circuit des Remparts, that had a very high attrition rate, we come to the season finale.

The 500 Club started in 1946 and after changing its name a couple of times, became the BRSCC in 1954. Big names such as Stirling Moss & Peter Collins all cut their racing teeth driving 500's. Following the decline in 500cc F3 in the early 1960's a bunch of enthusiasts formed the present club, The 500 Owners Association in 1968. The club runs Championships for Circuit, Hillclimbs and Sprints at over 20 events during the season for its 200 members and their 150+ cars. 500's continue to make regular appearances at the Goodwood Revival and last competed there in 2015.

The circuit championship is divided into three classes based on the age of the cars. P1. 1945 - 1950. P2. 1951 - 1953. P3. 1954 - 1960. Additionally, there is a non-Championship invitation class for cars fitted with larger capacity engines or constructed after the recognised period, post 1960.

Today's 15-minute race sees 15 cars competing in the 500 Owners Association Championship.

The class leaders (Before the Angouleme points are awarded) are: P1 - JB Jones on 31 points, P2 - Xavier Kingsland on 47 points and in P3 - Darrell Woods on 41 points.

The overall Championship leader is, Xavier Kingsland on 47 points followed by Darrell Woods on 41 points and Mike Fowler on 40 points.

Today sees Alan Croft returning to join in the fun, driving his self restored 1950 JP, fitted with a Vincent Comet engine. Whilst not the fastest car on the grid, it's great to see another car competing in the P1 class for the oldest cars. A second Vincent powered car is competing today, the unique Trenberth built in 1952 and driven by the very experienced Australian, Kerry Horan. Andy Raynor driving his MK5 Cooper is hoping to have a problem free run after his spectacular engine blow up at Cadwell Park, and second place finish at

## Bristol Aeroplane Company Motor Sports Club Challenge Trophy Race. Run by The 500 Owners Association

The race trophy is provided courtesy of the Bristol Pegasus Motor Club.



Mallory Park August 12th Alan Croft driving his self-restored JP MK1. One of the oldest cars in today's race dating from 1950 - Photo © Ben Cowdrey

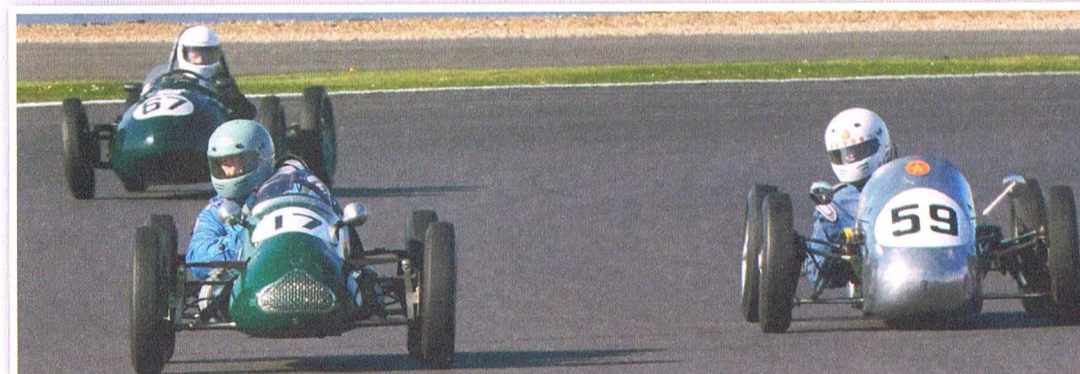
Angouleme, so watch out for him during the race.

With no less than five previous Championship winners competing today, the overall winner could appear from any of the classes, but watch out for P3 drivers Darrell Woods driving his Staride rather than his usual Cooper, and Roy Hunt, both seasoned racers and each capable of taking the overall win. Stuart Wright who won the Cadwell Park race is another fast runner that is always competitive.

500cc Formula Three is one of the most cost effective and fun Historic racing class and for more information about the club, 500cc Formula Three, cars for sale etc and our competition calendar visit [www.500race.org](http://www.500race.org)

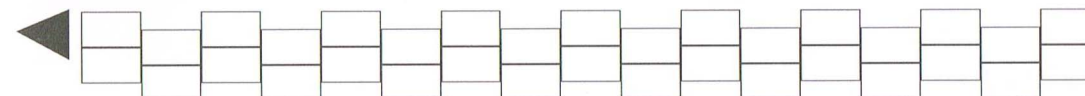
## RACE 2 ENTRIES AND RESULTS

No.		Name	Home Town	Entrant / Sponsor	Make / Model	CC
CLASS P1						
12	P1	Duncan Rabagliati	London	Driver	Comet Mk1	497
18	P1	John Chisolm	Rickmansworth	Driver	Arnott F3	500
51	P1	Alan Croft	Goxhill	Driver	JP Mk 1	499
3	P2	Andy Raynor	Oxon	Driver	Cooper Mk V	500
CLASS P2						
36	P2	Kerry Horan	Bromsgrove	Driver	Trenberth Vincent	498
59	P2	Xavier Kingsland	Southampton	Driver	Staride Mk3	500
CLASS P3						
16	P3	Stuart Wright	Cutnall Green	Driver	Cooper Mk XI	498
17	P3	Nicholas Powell	London	Driver	Cooper Mk 8	500
35	P3	Robert Hall	Bromyard	Tim Ross	Cooper Norton Mk IX	497
4	P3	Roy Wright	Stourport-On-Severn	Driver	Flash Special	498
6	P3	Darrell Woods	Kidderminster	Driver	Staride Norton Mk 3	500
7	P3	Nigel Challis	Bramshaw	Driver	Cooper Mk8	499
8	P3	Roy Hunt	Whitegate	Driver	Martin Special Norton	500



Silverstone April 22nd Richard de la Roche takes the lead followed by Xavier Kingsland & Gordon Russell  
Photo © Chris Dicken.

## GRID POSITIONS - RACE 2



## RESULTS - RACE 2

1st .....2nd .....3rd .....4th .....5th .....6th .....7th .....8th .....9th ..... 10th .....

Winner's Time.....Gap .....Laps .....Speed.....mph

Fastest Lap: No .....Time .....Speed.....mph



# JAGUAR



**T**he Jaguar Enthusiasts' Club is again delighted to be organizing the Pre '66 Jaguar race.

5 classes have been established to cover all the Jaguars produced before 1966.

The biggest class should be the Jaguar XKs (1948-1961) from our very successful Vredestein Jaguar XK race series, which has now been running 19 years. A class for saloons will see Jaguar MKI, II & S Types. The Jaguar E Types warrant 2 classes to take account of the different performance levels. Other Jaguars, such as Lister, Tojeiro, C & D Types are also provided for.

The race honours Norman Dewis, legendary Jaguar race & test driver who was responsible for the development of so many Jaguar competition & road cars. Norman should be here today. Previous years has seen this race being very exciting with extremely close and enthusiastic racing. In 2016, during the very wet race, drivers demonstrated their skills in entertaining spectators with some very sideways driving.

## The Norman Dewis Trophy Race run by Jaguar Enthusiasts' Club Racing

The Jaguar Enthusiasts' Club has 18,000+ members & is based in Filton Bristol. We run events from worldwide tours, technical advice, parts, regalia, club nights, trackdays & of course, up to 50 races per year in UK & Europe.

Our cars have been racing at Daytona, Sebring, Spa, Zandvoort & many other famous circuits. In addition to classic Jaguars here today we run a 16 round championship for more modern Jaguars. This is extremely popular & caters for such cars as XJS, XJ6 saloons and XK8s.

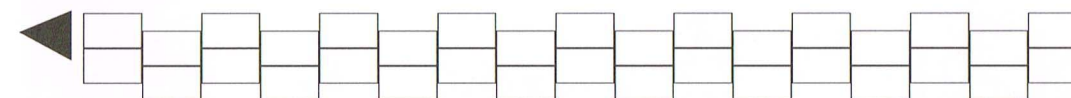
The JEC has a members enclosure here today.

To find out more, contact me, Terry Dye, on 01453 842399, e-mail [terry.dye78@jec.org.uk](mailto:terry.dye78@jec.org.uk)  
See website [www.jec-racing.org.uk](http://www.jec-racing.org.uk)



No.		Name	Home Town	Entrant / Sponsor	Make / Model	CC
<b>Class A</b>						
21	A	Rob Newall	Beaminster	Driver	Jaguar XK120 FHC	3800
32	A	James Dean	Newbury	Driver	Jaguar XK120	3800
33	A	Paul Kennelly	Pevensey	Driver	Jaguar XK150S	3800
42	A	Geoff Ottley	Staplehill	Driver	Jaguar XK120	3400
45	A	Robin Pinchbeck	London	Driver	Jaguar XK120	3800
66	A	Kevin Zwolinski	Banbury	Driver	Jaguar XK140 FHC	3442
68	A	Marc Gordon	London	Driver	Jaguar XK150	3781
77	A	David Churchill	Nr Crediton	Auto-Invest	Jaguar XK140	3400
<b>Class B</b>						
15	B	Peter Dorlin	Holmfirth	Driver	Jaguar Mk2 1961	3800
23	B	Roger Cope	Aylesbury	Driver	Jaguar Mark 1	3400
48	B	Tom Butterfield	Holmfirth	Driver	Jaguar MK1 Saloon	3400
49	B	Richard Butterfield	Holmfirth	Driver	Jaguar MK2 Saloon	3800
58	B	Derek Pearce	Sorrington	Tom Lenthall Ltd (Independent Jaguar Garage)	Jaguar MK2	3781
123	B	Graham Love	London	Driver	Jaguar MkVII	3400
<b>Class C1</b>						
22	C1	Harry Wyndham	London	Driver	Jaguar E Type	3781
72	C1	Jamie Boot	Sheffield	Driver	Jaguar E Type	3800
<b>Class C2</b>						
17	C2	Christopher Milner	London	Driver	Jaguar E Type	3781
75	C2	Stephen Skipworth	Newbury	Driver	Jaguar E-Type	3800

### GRID POSITIONS - RACE 3



### RESULTS - RACE 3

1st .....2nd .....3rd .....4th .....5th .....6th .....7th .....8th .....9th ..... 10th .....

Winner's Time.....Gap .....Laps .....Speed.....mph

Fastest Lap: No .....Time .....Speed.....mph



# The Jon Gross Memorial Trophy

## Incorporating The Mort Goodall Cup

**T**his is our 4th consecutive year of running the Jon Gross Memorial Trophy for pre 1960 Aston Martins. It is increasingly difficult to put together a grid of these cars as their value has soared in recent years and their owners have the choice of entering them in many high profile events so FISCAR are extremely proud to be able to continue to run this race at the Autumn Classic. Alongside the Trophy race we also run The Mort Goodall Cup for pre-war Astons, so that we should see a total well in excess of double figures of this famous marque. To augment the grid we have added a select band of period appropriate invitation cars.

The Aston Martin DB3S model has dominated this race in the past, the first year it being won by Simon Hadfield in the one owned by Wolfgang Friedrich's and subsequently, twice, by Steve Boulton-Brooks in his ex Kangaroo stable car. Steve supports us again today and must surely be on course to make it a hat trick. Please take a good look at this beautiful sports racer since this

model is becoming an increasingly rare sight on our tracks. At the time of writing, there are 5 GT Astons entered, and of these, I would expect there to be a good chance that Chris Woodgate, once again driving Jon's ex Sebring DB MkIII on behalf of the Gross family, to take class honours which would be an entirely fitting outcome. I also ask you to take special note of the pair of DB2s, one owned and driven by Mark Campbell and the other by Tony Green, in Justin Kennedy's car, as they are both genuine ex Le Mans warriors.

I'm not prepared to commit a prediction on the outcome in the Mort Goodall Cup although the 2 litre cars will likely have the edge over the earlier 1500cc Ulster models. It is just a delight to see these cars on track.

The invitation class is even harder to predict as I am anticipating some late entries. Overall this will be a good quality grid full of interesting cars, and I hope that you enjoy seeing them.

**John Turner**

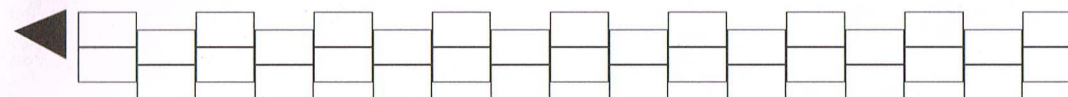
*Chairman, FISCAR ([www.fiscar.org](http://www.fiscar.org)).*



No.	Class	Name	Home Town	Entrant / Sponsor	Make / Model	CC
1	Invitation Pre 1952 Class	Christopher Mann	London	Driver	Alfa Romeo 6C 3000PR	2996
78	Invitation Pre 1952 Class	Craig McWilliam	London	Driver	Kieft 1100	1100
11	Post War Cars	Anthony Green	Devizes	Driver	Aston Martin DB2	2922
32	Post War Cars	Mark Campbell	Stroud	Driver	Aston Martin DB2	2588
34	Post War Cars	Steve Boulton-Brooks	London	Driver	Aston Martin DB3S	2922
39	Post War Cars	Timothy Stamper	Penrith	Aston Parts	Aston Martin DB2/4	2992
47	Post War Cars	Simon Jefferies	Ockham	Driver	Aston Martin DB Mk III	2922
49	Post War Cars	Chris Woodgate	Towcester	Driver	Aston Martin DB Mk III	2922
17	Pre War cars	Mark Gillies	Round Hill	Dick Skipworth	Aston Martin Brooklands	1949
25	Pre War cars	John Briggs	Leicester	Driver	Aston Martin Ulster	1485
27	Pre War cars	Peter Dubsky	Vienna	Driver	Aston Martin 15/98 2 seater	1950
6	Pre War Cars	Richard Bradley	London	Driver	Aston Martin Ulster	1490
7	Pre War Cars	Heinz Stamm	Herrliberg, Switzerland	Driver	Aston Martin Speed Model	1949
77	Pre War cars	Keith Piper	Westcott	Driver	Aston Martin International	1495
9	Pre War Cars	David Ozanne	Castel	Driver	Aston Martin Speed Model	1950



### GRID POSITIONS - RACE 4



### RESULTS - RACE 4

1st .....2nd .....3rd .....4th .....5th .....6th .....7th .....8th .....9th ..... 10th .....

Winner's Time.....Gap.....Laps.....Speed.....mph

Fastest Lap: No.....Time.....Speed.....mph

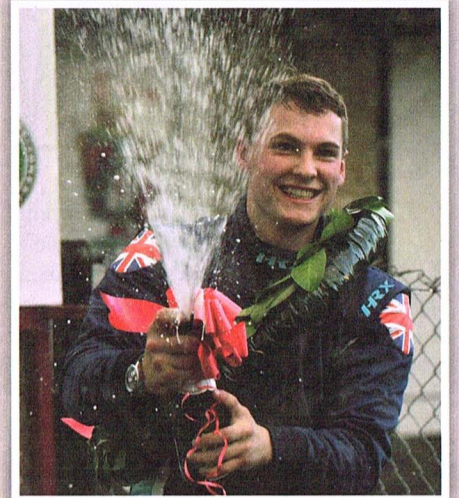




## A Look Back



"Historic Racing at its very best"  
Classic Car Weekly



"Club meeting of the year"  
Autosport magazine





# FORMULA JUNIOR



**A**s we enter the penultimate event of the 2017 FJHRA/HSCC "Silverline" UK Championship, it is Justin Fleming in his Lola Mk 2 that leads the Championship. It won't be easy points for Justin though, with an excellent front engined entry including multiple race winner Stuart Roach in his Alexis Mk 2, Nick Taylor (Elva 100) and Alex Morton (Condor S2) all capable of a class upset. There's also an FJ debut for Dave Wall in the Team Roach Gemini Mk II.

Overall race winner is usually to be found in the later, Class E1, with Benn Tilley, currently 3rd overall in the Championship set to race up front in the company of Westie Mitchell (De Tomaso 63), with a possible challenge from Peter De La Roche, last years' winner here in the wet. It's a very strong entry generally today for Drum Braked Formula Junior cars in both Classes C and D, so it should produce some great close racing.

Since 2016, FJ have been celebrating their Diamond Jubilee with an 3-year FJ World Tour, which has already visited South Africa, Australia, New Zealand and North America, ahead of the finale in 2018, 60 years since Formula Junior began in 1958.

## FORMULA JUNIOR HISTORY

It was back in 1958 that Count Johnny Lurani's imaginative notion of a starter Formula, to encourage Italian drivers back into Grand Prix cars, saw the light of day at Monza.

Within two years, there were races every weekend across five Continents, and by 1961, it had become the feeder Formula direct into Formula One...Jim Clark, John Surtees, Peter Arundell, Mike Spence, Denis Hulme, Jochen Rindt, Mike Hailwood and Giancarlo Baghetti were amongst many who progressed that way.

Formula Junior was the first Historic Formula to be revived, in 1975, and the FIA Lurani Trophy was the first FIA Championship to be permitted to be run by its own group, in 1996.

## The FJHRA/HSCC 'Silverline' Formula Junior UK Championship



### CLASSES

At this event Formula Junior runs in nine classes;

**Class A;** FJ/1-F - pre 1961 front engined with FIAT and Lancia engines

**Class B1;** FJ/1-F - pre 1961 front engined with Ford, BMC and other engines - 1000cc

**Class B2;** FJ/1-F - pre 1961 front engined with Ford, BMC and other engines - 1100cc

**Class C1;** FJ/1-R - pre 1961 rear engined - 1000cc

**Class C2;** FJ/1-R - pre 1961 rear engined - 1100cc

**Class D1;** FJ/2 - post 1960 front and rear engined-drum brakes - 1000cc

**Class D2;** FJ/2 - post 1960 front and rear engined-drum brakes - 1100cc

**Class E1;** FJ/2 - post 1960 front and rear engined-disc brakes - Ford 1100cc

**Class E2;** FJ/2 - post 1960 front and rear engined-disc brakes - Non Ford engines 1100cc

For more information about the races or the cars, or about Formula Junior History, contact the Chairman of Formula Junior, **Duncan Rabagliati**; [formulajunior@gmail.com](mailto:formulajunior@gmail.com) or write to;

FJHRA, 4 Wool Road, Wimbledon, London, SW20 0HW, UK

You can also join us on Social Media;



@fjhra



[www.facebook.com/fjhra](https://www.facebook.com/fjhra)



<https://www.youtube.com/channel/UCJhRFTx2LHF9UrsDuFqQChw>

## RACE 5 ENTRIES AND RESULTS

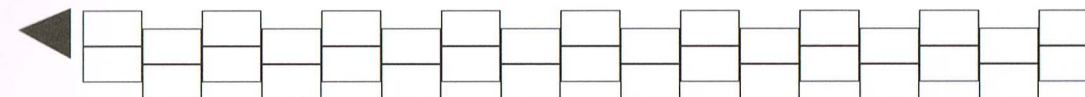
Class.	No.	Name	Home Town	Car Make	Car Model	Car Year	CC
B2	3	M Ian Robinson	Bray, Berkshire.	Lola	Mk2	1960	1098
B2	8	Alex Morton	Alresford	Condor	SII	1960	1098
B2	11	Nick Taylor	Borrowash, Derby	Elva	100	1959	1070
B2	12	Stuart Roach	Ringwood	Alexis	Mk2	1960	1100
B2	13	Dave Wall	Chalford Hill	Gemini	Mk2	1959	1098
B2	19	Colin Mckay	Lenham, Nr Maidstone	Gemini	MkII	1959	1100
B2	29	William Grimshaw	Rossendale	Moorland	Mk 1	1959	1086
B2	99	Simon Jones	Evesham	Elva	100	1959	1086
B2	119	Ralf Emmerling	Antibes	Gemini	MK 2	1960	1098
C1	36	Adrian Herbert	Charfield	Lotus	18	1960	1098
C1	39	Simon Durling	Worcester	Lotus	18	1960	997
C1	316	Alvin Davies	Chelmsford	Cooper	T18 Mk VI 500	1952	1000
C2	14	Crispian Besley	Northampton	Cooper	T56	1960	1095
C2	34	Franck Trouillard	Epernay, France	Envoy	Mk 1	1959	1100
C2	37	Andrew Taylor	Burnham	Cooper	T56	1960	1096
C2	38	Gil Duffy	Malvern	Kieft	FJ	1960	1100
C2	40	Chris Wilks	Newbury	Deep Sanderson	FJ	1960	1098
C2	42	Jeremy Deeley	Hildenborough	Cooper	T52	1960	1098
D2	5	Robin Longdon	Knutsford	Lola	MK3	1961	1098
D2	23	Keith Roach	Nr Romsey	Condor	S3	1961	1098
D2	48	Jim Blockley	Amberley, Stroud	Caravelle	MK 2	1961	1098
D2	59	Peter de la Roche	Sandbach	BMC	MK 2	1961	1100
D2	62	Peter Hawkey	Painswick	Lotus	20	1961	1100
D2	71	James Hicks	Bolney	Caravelle	Mk III	1960	1098
D2	85	John Chisholm	Rickmansworth	Gemini	Mk 3A	1961	1100
D2	87	Andrew Wilkinson	Charlton Musgrove	Lynx	T3	1962	1100
D2	90	Andrew Hayden	Matfield	Envoy	MK II	1961	1098
E1	58	Richard Smeeton	Checkendon	Wainer	63	1963	1098
E1	67	Anthony Binnington	Oxford	Cooper	T67	1963	1098
E1	78	Benn Tilley	Bourne	Lotus	22	1962	1100
E1	84	Mark Woodhouse	Catshill, Bromsgrove	Lotus	20/22	1961	1098
E1	92	Westie Mitchell	Cheltenham	De Tomaso	63	1963	1098

### CHAMPIONSHIP POINTS

1	B2	3	Justin Fleming	Lola Mk 2	80
2	D2	59 / 54	Peter De La Roche	BMC Mk 2 / Lola Mk 3	72
3	E1	78	Benn Tilley	Lotus 22	68
4	C2 / B2	14	Crispian Besley	Cooper T56 / Elva 100	56
5	D2	63	Laine Martin	Lotus 20	50
6	C1	39	Simon Durling	Lotus 18	46



### GRID POSITIONS - RACE 5



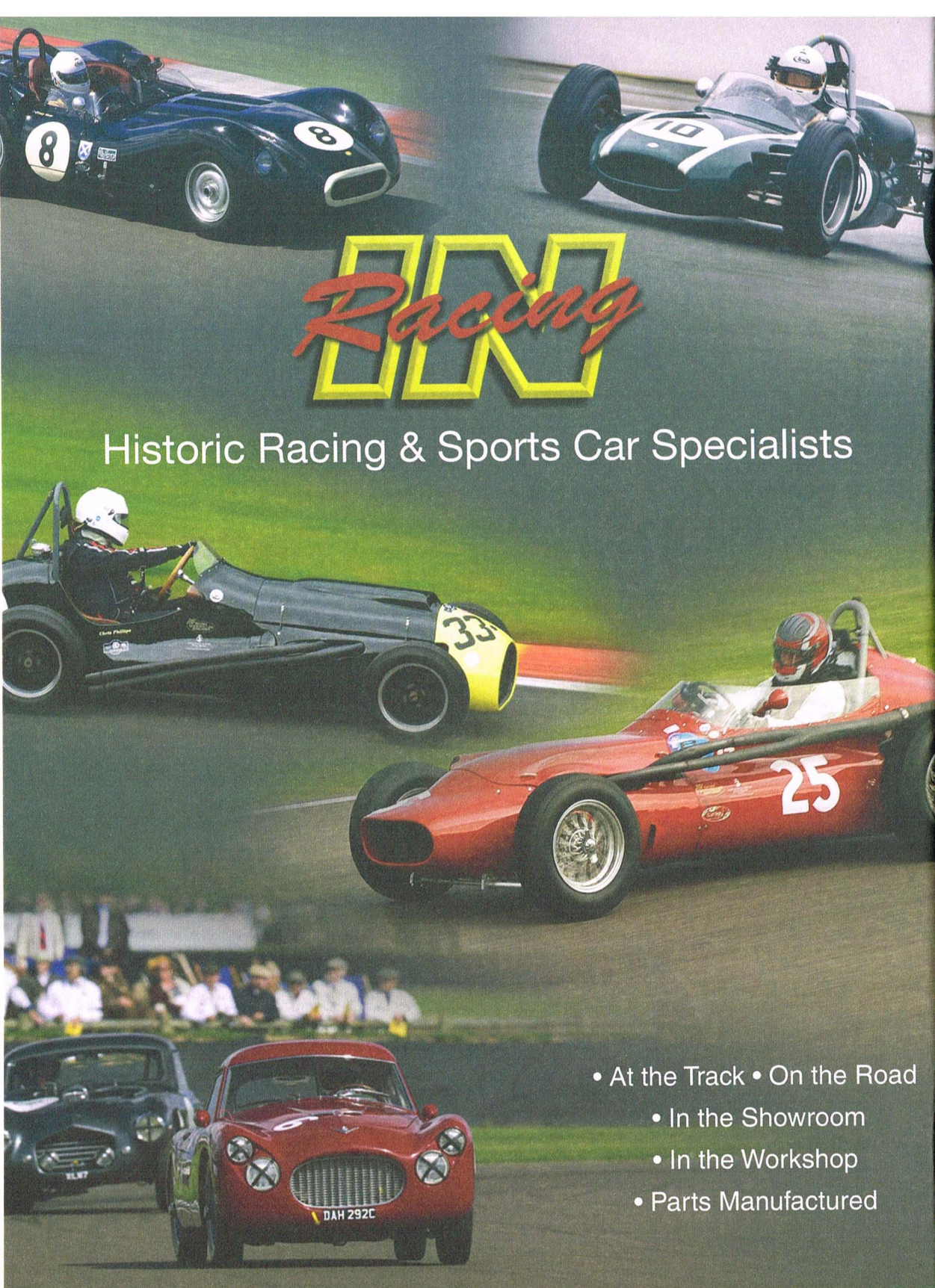
### RESULTS - RACE 5

1st .....2nd .....3rd .....4th .....5th .....6th .....7th .....8th .....9th ..... 10th .....

Winner's Time.....Gap.....Laps.....Speed.....mph

Fastest Lap: No ..... Time .....Speed.....mph





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PREVIEW



# GT AND SPORTS CAR CUP

**T**he GT & Sports Car Cup, which having earned its reputation as one of world historic motor racing's finest series fiercely guards its proud traditions for fair competition, is excited to have won a place on the Castle Combe Autumn Classic bill for the first time in 2017.

For more than 10 years the GT&SCC has delivered the finest racing for genuine Pre-1966 Grand Touring cars and Pre-1963 Production Sports Racing cars of a type which contested period World Endurance Championships. With more power than grip on treaded Dunlop tyres, the action at the cream of European events is always spectacular.

Founded and still organised by husband and wife Flavien and Vanessa Marcais, industry professionals steeped in the sport as both competitors and promoters, the exclusive invitation series is renowned for its magnificent machinery and the finest in driving standards, camaraderie and off-track hospitality. What's not to like?

"We are thrilled to have accepted Castle Combe's invitation to join the sixth Autumn Classic" said Flavien. "Many of our staunch competitors have previously raced at the event, in a variety marque grids, and following their recommendation it went on our wish list."

Castle Combe is the third fixture in a four-event

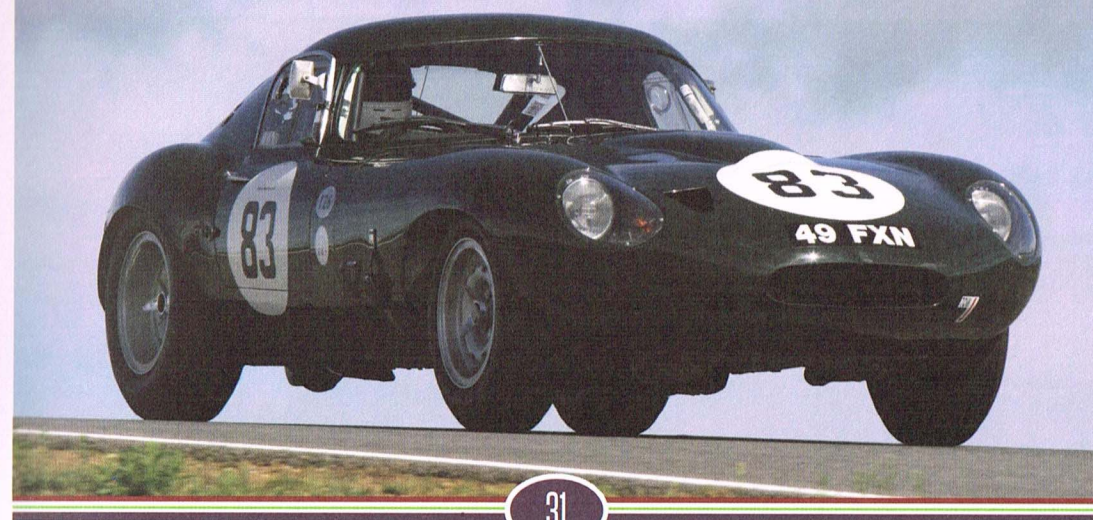
calendar which kicked off at the Donington Historic Festival in April, then graced the HSCC's International Trophy on Silverstone's Grand Prix circuit in May. It concludes at the end of October at Portugal's Algarve Classic Festival. A one-hour pit-stop race, it will be fought over by a capacity entry.

The battle for outright race victory is invariably fast and furious between the snarling 4.7-litre Ford V8-engined AC Cobras and a host of Jaguar E-types in the GT4 category.

Jaguar ace Gary Pearson and Scottish motor baron John Clark head the E-type quintet which includes Martin Hunt/Patrick Blakeney-Edwards – who have an enviable record at Combe, their favourite event of the season – and Jamie Boot/Mike Wilkinson.

Add to the mix a Sunbeam Tiger and a Shelby Mustang GT350, plus a pair of nimble Lotus Elans capable of running rings round the 'big bangers' and spectators on the ultra-fast 1.9-mile circuit are in for a treat.

Austin-Healey 3000s have a massive following at the circuit – thanks to Bristol guru John Chatham – and the swiftest of them, renowned for their swashbuckling sideways progress, regularly claim strong top 10 finishes. Marque specialist Jeremy Welch is the man to beat, sharing Martyn Corfield's car which justly wears number 1.





Dutchman Karsten Le Blanc, local heroes Chris Clarkson (born in North Borneo) and David 'Meerkat' Smithies, young Theo Hunt and Dorset's Mike Grant Peterkin are sure to be in hot pursuit in the straight-six posse which dominates the GT3 class.

Also in with a strong shout are Jaguar E-type duo Chris Milner and Nigel Greensall – holder in perpetuity of Castle Combe's original pre-chicane lap record, having piloted a 3.5-litre Tyrrell 022 F1 car round at a staggering 130.93mph average in August 1997. Two of the three Morgan Plus 4 SLR aerodynes, driven by Jersey-domiciled Keith Ahlers and Billy Bellinger and Simon Orebi Gann/Mike Bell, are contenders too.

While two-litre Porsche 911s might at first glance look to be the cars of choice in GT2, their drivers – including multiple HSCC Classic Sportscar champion Robert Barrie – will have to work overtime to keep the best of the lightweight TVR Granturas, MGBs and lone Welsh Gilbern, all powered by lusty 1800cc BMC B-series engines, in their mirrors.

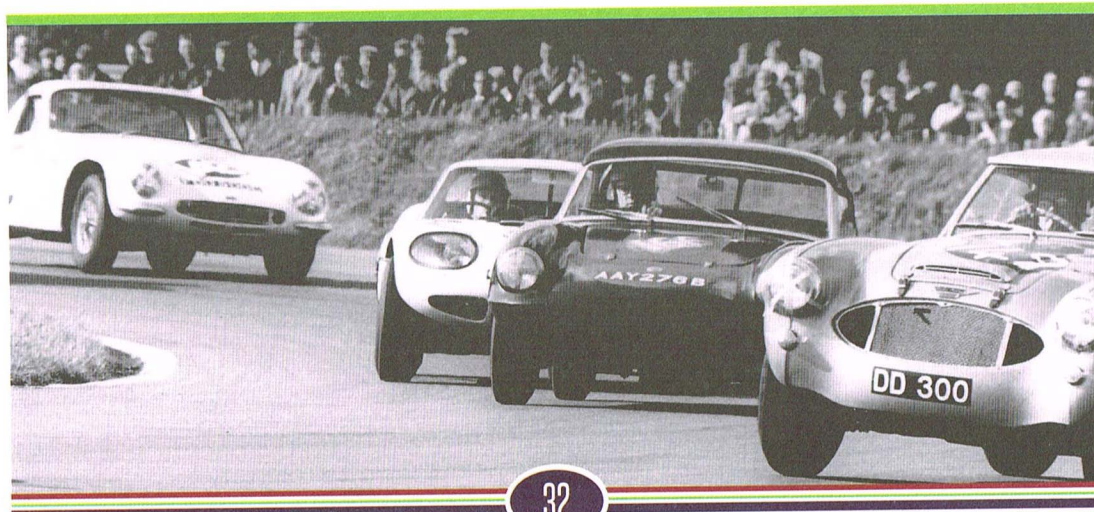
The tussle between Rick Bourne/Malcolm Paul and Joe Ward (this time with fellow Chevron B8 racer Hugh Colman) is always a tactical one, but French-based Briton Phil Hooper and handlebar moustachioed German Ralf Emmerling could upset the status quo.

The SP1 prototype set brings a classic inter-



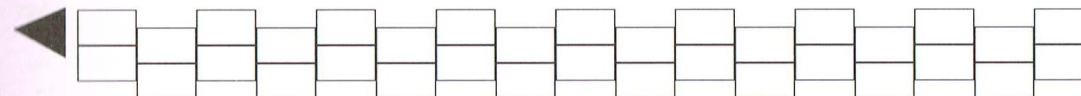
marque contest between Ben Adams (in the Lola Mk1 which won the final race before Goodwood's first epoch closed in 1966) and Rick Haythornthwaite/Andy Keith-Lucas (Lotus 11).

Family teams have always been among the GT&SCC's standout features. In addition to five dad and lad duos the field which makes history at Castle Combe, hopefully inspiring more aspirants, sees stalwart husband and wife Chris and Beverley Phillips sharing their MGB.



No	Class	Driver 1	Driver 2	Year	Car	CC
6	SP1	Ben Adams		1960	Lola Mk I	1216
11	SP1	Rick Haythornthwaite	Andy Keith-Lucas	1956	Lotus 11	1460
77	SP2	Philip Walker	Miles Griffiths	1958	Lotus 15	1945
24	GT1	Marc Gordon	Nick Finburgh	1961	Lotus Elite	1220
19	GT2	Phil Hooper	Ralf Emmerling	1963	TVR Grantura Mk III	1846
28	GT2	Bob Binfield		1965	Gilbern 1800 GT	1845
31	GT2	Alex Montgomery	Tim Reid	1964	MG B	1840
32	GT2	Laurence Jacobsen	Tim Jacobsen	1965	MG B	1854
35	GT2	William I'Anson		1964	MG B	1800
37	GT2	Beverley Phillips	Chris Phillips	1964	MG B	1840
40	GT2	Anthony Galliers-Pratt	Ben Cussons	1965	Porsche 911	1991
41	GT2	Steve Jones	Robert Barrie	1965	Porsche 911	1991
42	GT2	Peter Tognola	Steve Monk	1965	Porsche 911	1991
43	GT2	Stephen Winter	Graeme Langford	1965	Porsche 911	1991
47	GT2	Malcolm Paul	Rick Bourne	1963	TVR Grantura Mk III	1840
48	GT2	Joe Ward	Hugh Colman	1965	TVR Grantura Mk III	1846
1	GT3	Martyn Corfield	Jeremy Welch	1959	Austin Healey 3000	3000
21	GT3	Karsten Le Blanc		1960	Austin Healey 3000	3000
29	GT3	Keith Ahlers	James Bellinger	1963	Morgan Plus 4 SLR	2138
53	GT3	Crispin Harris	James Wilmoth	1960	Austin Healey 3000	2917
54	GT3	Andrew Hayden		1962	Austin Healey 3000	3000
55	GT3	Theo Hunt	Mike Grant-Peterkin	1961	Austin Healey 3000	3000
56	GT3	Chris Clarkson	David Smithies	1958	Austin Healey 3000	2963
58	GT3	Mark Pangborn	Harvey Woods	1963	Austin Healey 3000	2998
59	GT3	Tony Worthington	Simon Drinkall	1959	Austin Healey 3000	3000
61	GT3	Simon Orebi Gann	Mike Bell	1961	Morgan Plus 4 SLR	2196
66	GT3	Chris Milner	Nigel Greensall	1961	Jaguar E-Type	3781
69	GT3	Simon Drabble		1963	Reliant Sabre Six	2600
70	GT3	John Clark	Colin Elstrop	1963	Jaguar E-Type	3781
75	GT3	Steve Skipworth	James Dean	1962	Jaguar E-Type	3800
71	GT4	Mark Williams		1964	AC Cobra 289	4727
72	GT4	Jamie Boot	Michael Wilkinson	1963	Jaguar E-Type	3869
74	GT4	Chris Wilson	Nigel Williams	1965	AC Cobra 289	4727
83	GT4	Gary Pearson		1963	Jaguar E-Type	3781
85	GT4	Martin Hunt	Patrick Blakeney-Edwards	1964	Jaguar E-Type	3869
87	GT4	Harry Wyndham	Andrew Hill	1963	Jaguar E-Type	3781
94	GT4	Mark Midgley	Robert Rawe	1964	Lotus Elan 26R Shapecraft	1594
95	GT4	Mark Martin	Andrew Hadden	1963	Lotus Elan 26R	1598
96	GT4	John Watson		1963	Lotus Elan 26R	1598
97	GT4	Nick Sleep	Stuart Lawson	1965	Shelby Mustang GT350	4727
99	GT4	Neil Merry	Paul Clayson	1965	Sunbeam Tiger	4200

GRID POSITIONS - RACE 6



RESULTS - RACE 6

1st .....2nd .....3rd .....4th .....5th .....6th .....7th .....8th .....9th ..... 10th .....

Winner's Time.....Gap.....Laps.....Speed.....mph

Fastest Lap: No ..... Time ..... Speed.....mph





# 50s INTER-MARQUE RACE

**T**he Castle Combe Autumn Classic represents the culmination of FISCAR's racing endeavours each year regardless of our grids elsewhere and today, in the final race of our 6th full season, this tradition continues. The race is, as usual, heavily subscribed and should present a great spectacle on this fast open circuit.

As I mention every year, but worth repeating for those new to FISCAR, our club was formed during 2011 by a number of enthusiasts dedicated to ensure that a place in club racing for production Sports and GT cars of that special 1950's decade would be maintained. Our simple regulations require that our members race with cars that adhere as closely as is practically possible to the specification that they had when they emerged from the production lines all those years ago, whilst recognising changes required by current safety regulations and the need for reliability. Additionally, and in order to reflect typical sports car grids of the period, we occasionally invite a few early 1950s sports racing cars and specials onto the grid and you will see a few examples of those today.

We have always focused on good old fashioned club racing and its associated camaraderie. We have endeavoured to give everyone the opportunity to compete for something regardless of performance. Thus we have marque team awards, class awards and Index of Performance awards.

Picking an outright winner is, as usual, an opportunity for the writer to leave egg all over his face, but a glance at the entry list at the time of writing, would suggest that previous winner, Steve Boulton-Brooks in the fabulous Aston Martin DB3S, will be contesting the victory along with Nick Matthews in the Austin Healey 100/4

## Supported by Spencer Lane-Jones Ltd, for the Spencer Lane-Jones Trophy

and Robin Ellis, also a previous winner here, in the Lotus Elite. Stephen Bond has been on form this year in his unique and striking Lister Bristol Flatiron, leading for much of our recent race at BDC, Silverstone, so he should also be in the mix, along with the very quick pairing of Martin Hunt and Patrick Blakeney-Edwards in Martin's superb sounding Frazer Nash Le Mans Replica. An unknown quantity is the Kellison J4R which owner and newcomer to our races, Richard Tyzack is sharing with Nick Taylor.

Other welcome newcomers are Peter Bower in his Austin Healey Sprite, recently acquired from the States, and Andrew Davenall in his Lancia Aurelia, a car that some of you may remember racing here last year in the hands of former owner, Chris Gawne.

It is anybody's guess who will win the team award and the Index of performance awards are also impossible to predict, and are based on a formula reflects previous performances and you may have to wait the outcome of both these awards until they are published on our website at [www.fiscar.org](http://www.fiscar.org)

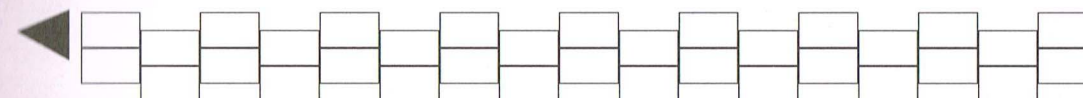
Today, I very much hope that you enjoy the cars that make up our grid and in weather that reflects that which normally attends this meeting rather than last year's from which some of us are still drying out even though our spirits and enthusiasm remained undampened! I wish to offer special thanks to our hosts Castle Combe Racing Circuit and our race sponsors for the day, Spencer Lane-Jones Ltd.

**John Turner**  
Chairman, FISCAR ([www.fiscar.org](http://www.fiscar.org)).

## RACE 7 ENTRIES AND RESULTS

No.	Class	Driver	Second Driver	Entrant/Sponsor	Car Model	CC
6	AC Aces	Justin Beckett		Driver	AC Ace Bristol	1971
7	AC Aces	Tim Pearce		Driver	AC Ace Bristol	1971
34	Aston Masters	Steve Boulton-Brooks		Driver	Aston Martin DB3S	2922
39	Aston Masters	Timothy Stamper		Feltham Fast, Aston Parts & Carbotech Brakes	Aston Martin DB2/4	2992
12	Chairmans Class	Richard Tyzack	Nick Taylor	Driver	Kellison J4R	4600
99	Chairmans Class	Stephen Bond		Driver	Lister Flat Iron	1991
13	Fighting Frazers	Martin Hunt	Patrick Blakeney-Edwards	Driver	Frazer Nash Le Mans Rep	1991
27	Fighting Frazers	Martyn Corfield		Atlanta Motors	Frazer Nash Le Mans Rep	1991
17	Fiscar Fliers	Alex Quattlebaum		Driver	Leco-MG Sport	1460
92	Fiscar Fliers	Craig McWilliam		Driver	Kieft 1100	1100
93	Fiscar Fliers	Arthur Smith Fitchett		Driver	Arnott Lea-Francis Sports	1498
94	Fiscar Fliers	Paul Griffin		Driver	Connaught ALSR	1484
19	Healey Hounds	John Tewson		Driver	Austin Healey Frogeye Sprite	998
21	Healey Hounds	Neil Cameron		Driver	Austin Healey Sprite Mk 1 (Frogeye)	998
22	Healey Hounds	Peter Bower		Driver	Austin Healey Sprite	998
23	Healey Hounds	Marc Mezey		Driver	Austin Healey 100/4	2660
98	Healey Hounds	Nick Matthews		Driver	Austin Healey 100/4	2660
68	Jaunty Jags	Marc Gordon		Driver	Jaguar XK150	3781
74	Lotus Legends	Barry Dye		Driver	Lotus Elite	1216
75	Lotus Legends	Robin Ellis		Climax Engine Services	Lotus Elite	1216
56	MG Maestros	Shaun Bromley	Josh Bromley	Driver	MG A	1600
58	MG Maestros	Rory Tollett	Glenn Tollett	Driver	MG A	1599
70	Mighty Morgans	Alan House	Richard Thorne	Classic Cars	Morgan +4	1991
1	Scuderia Italia	Christopher Mann		Driver	Alfa Romeo 6C 3000PR	2996
3	Scuderia Italia	Brian Arculus		Driver	Alfa Romeo Giulietta SVZ	1300
53	Scuderia Italia	Andrew Davenall		Driver	Lancia Aurelia	2500
54	Scuderia Italia	Jason Kennedy	Louise Kennedy	Driver	Lancia Aurelia B20 GT	2450
91	Super Sunbeams	Tristan Bradfield		London Clinical Research Ltd	Sunbeam Alpine Le Mans	1592
154	TR Terrors	Paul Ziller		Driver	Triumph TR2	1991
83	TR Terrors	Mark Williams		Driver	Triumph TR2	1991

### GRID POSITIONS - RACE 7



### RESULTS - RACE 7

1st .....2nd .....3rd .....4th .....5th .....6th .....7th .....8th .....9th ..... 10th .....

Winner's Time.....Gap .....Laps .....Speed.....mph

Fastest Lap: No .....Time .....Speed.....mph



## STAR CARS

2012



2013



2014



2015



2016



No.	Car	Display Area
1	Scarab 1960	Paddock
2	Scarab 1960	Paddock
3	BRM P261 1964	Marquee
4	Williams FW06 1977	Marquee
5	Hesketh 308 1974	Marquee
6	Lotus Judd 101	Marquee
7	Cooper T51 1959	Marquee
8	Harrier 1971	Marquee
9	Chevron	Marquee
10	Lola T332	Marquee
11	McLaren M10b	Marquee
12	Turner F2 1953	Marquee
13	Chevron B40 1978	Marquee
14	Cooper-Climax T43/45 1957	Marquee
15	Cooper Alta Special 1953	Marquee
16	Cooper T75 1965	Marquee
17	Lotus 59	Marquee
18	Lotus 59	Marquee
19	Ralt RT3	Marquee
20	F250 1955 Birsay	Marquee
21	Freikaiserwagen 500 1936	Marquee
22	Ferrari 512S	Marquee
23	Lola T70 Spyder	Marquee
24	Cooper Bristol Sports Car 1954	Tavern Lawn
25	Austin Healey 1962	Marquee
26	Riley Ulster Imp	Tavern Lawn
27	Jaguar XJR15	Club Stand
28	Jaguar XJ220	Club Stand
29	Amilcar C6 1927	Tavern Lawn
30	Meteor Special	Club Stand
31	BMW 1951	Tavern Lawn
32	Jensen 1989	Tavern Lawn
33	1935 Frazer Nash SS Racer	Marquee
34	Lancia Lambda	Tavern Lawn
35	DAF 55 V8	Tavern Lawn

## HESKETH 308

Designed by  
Harvey Postlethwaite

**T**he Hesketh 308 Formula 1 car has a very special place in the story of Britain's involvement at the top of Grand Prix racing as the car that really launched James Hunt.

With a reputation for crashing and living life to the full, Hunt was a perfect driver for the racing team founded by the larger-than-life Lord Alexander Hesketh from his impressive family seat, Easton Neston Hall near Silverstone. The team rose rapidly into Formula 1 with a March 731 in 1973 but for the following season Hesketh Racing built its own car. Plans for Hesketh to fund his own V12 engine were never realised and the Cosworth DFV was used instead.

Designed by the very talented Harvey Postlethwaite, the Hesketh 308 was immediately competitive and Hunt put it on pole for its debut race at the Brands Hatch Race of Champions early in 1974.

The car showed pace in the World Championship but it was not until the middle of 1975 that the 308B evolution delivered a famous victory for Hunt and the Hesketh team

at Zandvoort.

With a car devoid of commercial sponsorship, a tremendous sense of fun and its famous teddy bear logo, Hesketh

Racing captured the hearts of

the fans, but time was running out and Hesketh was forced to fold the team at the end of 1975, unable to continue funding the operation.

Hunt moved to McLaren for 1976 and famously won the World Championship, while the Hesketh 308s moved into private hands and raced for several more seasons with suitable updates. Today, the cars are still used in the Masters FIA Historic Formula One Championship, including the 308C of Mark Martin which is here today.

James Hunt has a very special link with Castle Combe as he was recruited by the late Howard Strawford to speak on behalf of the circuit during the 1980 public enquiry about noise and future use of the track. Strawford was incredibly impressed by his expert witness and Hunt's fame, charm and eloquence played a key role in keeping the circuit open for business.





# 1970 FERRARI 512S

**D**riven by Arturo Merzario, Mario Andretti and Jacky Ickx  
3rd at the 1970 Daytona 24 hours  
1st at the 1970 Sebring 12 hours.  
4th in the 1970 Monza 1000kms.

Driven by Derek Bell and Ronnie Peterson.  
1970 Le Mans 24 hours. Retired after four hours.

Used in the film Le Mans which took much of its footage from the 1970 race (see story below).  
Featuring Steve McQueen, Siegfried Rauch and Elga Andersen.  
Directed by Lee H Katzin  
Released July 1971

## A FIRE TOO TOO BIG

The pyrotechnics were supposed to be limited in scope and Bell was supposed to be gone before the flames could spread but the conflagration grew much quicker than expected and Bell was left with a choice. He could bale out and leave the car to burn, something which as a young enthusiast entrusted with an ex-works Ferrari, he just couldn't bring himself to do. He drove on, overalls beginning to singe while he looked for a marshal's post, a safety truck, or anything that might have an extinguisher handy. The race was over and such things were there none, and besides, this was 1970. Eventually Bell had to bale out anyway, overalls blackened and a burn on his arm but blond locks and aquiline features essentially intact, then watch as the Ferrari continued to blaze. Then, a corrugated Citroen ambulance turned up driven by a very large and fierce lady nurse who insisted Bell go for a check up. She accelerated away like a racer and

## Factory team car, chassis no 1026

the stretcher, which wasn't strapped in, burst through the back doors and Bell tumbled onto the tarmac cracking a collarbone. He said afterwards, there he was just earning an extra few quid

and now he had a burnt arm and a broken collarbone, and he was supposed to be in his Brabham Formula 2 car very soon, furthering his career. There are days which are just not yours...

## LITTER BUT NOT AS WE KNOW IT

There's a postscript to this chapter. The film people, their shooting finished, were making ready to leave and somebody asked what they intended to do with the blackened hulk that was 512S, number 1026. 'Leave it', they said... 'You can't,' said someone else. 'It's litter...' So the car was reluctantly dragged back to Paris where it was pushed to the nether regions of a warehouse and left to collect a layer of dust over the soot. Eight years passed before it was discovered during a clear out which fortunately, Pink Floyd's Nick Mason got to hear about. The piece of litter which they would willingly have left was exchanged for £6,000... Nick very definitely has the Midas touch and having got the car home, he discovered it wasn't as badly burned as anybody had thought and promptly embarked on a three-year restoration, the results of which you see today.

It has been driven since by a variety of drivers, including Mark Hales who will handle it today at Castle Combe. Hales put the car on pole for the 2003 Le Mans Legends race and led the race until he suffered a right rear puncture.



"And now, for something completely different.."

# FREIKAISERWAGEN MEMORIES

**T**he car was conceived by Dick Caesar, who had his own 2-litre AC.GN Special. Dick also ran those undercover CAPA races near Bristol for cars of "E5 A7 and GN" origin, without the RAC having to trouble themselves as it didn't now they were taking place...

For more 'legal' events he joined David Fry in building the Freikaiserwagen. Like several other Special sprint cars of its time it had a GN chassis but Morgan front suspension. However, it was unusual in having the engine behind the driver's seat, its name being a bit of a joke as the new Auto Union GP cars were also rear-engined.

This promising Special was ready by 1936, and made its debut in the Bakewell hill-climb.

Some rebuilding was done for post-war resumption, with a Frazer Nash front-end, and a bit more poke. Results: second in class at Brighton (75.78mph), a win for Joe in the

2000cc non-s/c/1000cc s/c class at Poole (37.15sec), sixth-fastest time at Southsea, (the half-mile in 28.82sec) and a splendid climb at Shelsley Walsh (40.61sec).



Wanting still more from Freikaiserwagen, David Fry used an Lola chassis of the kind Caesar has introduced and in 1949 the car took 4 Shelsley Walsh absolute record.

At the 1950 Shelsley Walsh climb, Joe rolled the 'wagen. When a nurse asked if he needed smelling salts Joe relied, "Brandy and soda, please."

The car has been rebuilt by Steve Lister and Mike Syches - who will demonstrate it today.

## THE BIRSAY

## The story of Birsay No 3, the first 250 Formula Racing Car.

**I**n 1954 one Arthur F. Buff decided that 500cc F3 had got out of hand and did not provide the opening for the genuine enthusiast to build and race his own car. So it was that the 250 Motor Racing Club was founded.

BIRSAY No 3 was a joint effort by Fred McArdeall, Jack Butcher and Rupert Steels, all their own patterns, jigs and special tools being made within the £160 price cap (£150 + tyres) of the 250 MRC regulations.

Race debut came at Brands Hatch on 25th



September 29 1955 but magneto problems intervened but in December, back to Brands Hatch Fred took 2nd place.

In 1956, at Brands Hatch with two first, three seconds, a third and fourth, the BIRSAY took the final win of the day, leaving that day with a nine points lead for the "Owen Knight Cup" to be presented at the season end.

Other events followed in 1957 at Brands Hatch and at Snetterton and a 250 Formula demo at Scarborough.

But the end of 250 Formula was in sight. A disastrous meeting took place at Snetterton in 1962 and the RAC banned the Club from ever organising another race meeting

The Birsay is now owned by Richard Polley from Oxfordshire and will be on display in the Star Car Marquee in the Paddock.

Words and pictures courtesy of Duncan Rabagliati



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Photo: Gary Clarke

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# TOO MANY DELIGHTS TO SAVOUR!

**T**here are so many incredible cars taking part in the demonstrations and on display around the circuit today, highlighting even a few of them seems unfair to the others.

As always at the 'Classic', there is a great selection of famous and interesting F1, F5000 and F2 cars. Amongst them are the two F1 Scarabs from 1960, one in the hands of event sponsor Julian Bronson. His Scarab is now the fastest front engined F1 car on the historic F1 scene, despite being outclassed in period. Bronson's engineering skill has evolved it into the most effective front engined car currently competing. Today we can delight to the unique sound of its Offenhauser engine and some of the skills of the highly talented Bronson. The sister car is in the hands of Eddie McGuire, the Australian TV presenter and businessman.

Nigel Greensall promises to give a full on demonstration of an F5000 Lola T332 but perhaps not quite as quickly as his lap record! The Hesketh 308 driven by James Hunt in 1974 will contrast with the ex-Alan Jones 1977 FW06 Williams and the Lotus Judd driven by Nelson Piquet in 1989. The McLaren M10B, a car which held the outright record here from 1970 to 1997 jointly between Peter Gethin and Howden Ganley is amongst a number of other significant F5000 cars with links to the circuit, including the F5000 'Harrier' of the late Terry Sanger. Sanger, a talented engineer and Ford works driver was a long standing character of the circuit until his death in 2013. The car is now owned by motorsport memorabilia dealer Spencer Elton. His wife Hazel is expected to drive the car today.

In total contrast but equally compelling and fascinating will be the Freikaiserwagen 500 built by the then 18 year old David Fry and mainly driven by his cousin Joe, relatives of the Fry chocolate dynasty. The car was successful



in many national and West Country events including the 'Backwell Hill Climb' where it debuted in 1936. Sadly Joe met his end in the car at a hill climb at Blandford in July 1950.

Amongst the F2 cars is the Cooper Alta Special built for Stirling Moss in 1953 and staying with the Cooper marque, the only BMC engined example, a 75, once tested by John Surtees. Another Moss connection is the T51 Grand Prix



car driven by the great man in 1959.

Pink Floyd drummer Nick Mason, always a supporter of the circuit and a local resident, sends his fascinating ex-works Ferrari 512S, a 1970 car driven by many famous names including Mario Andretti, but almost destroyed after the car was purposely set on fire whilst filming for Steve McQueen's film, 'Le Mans'!

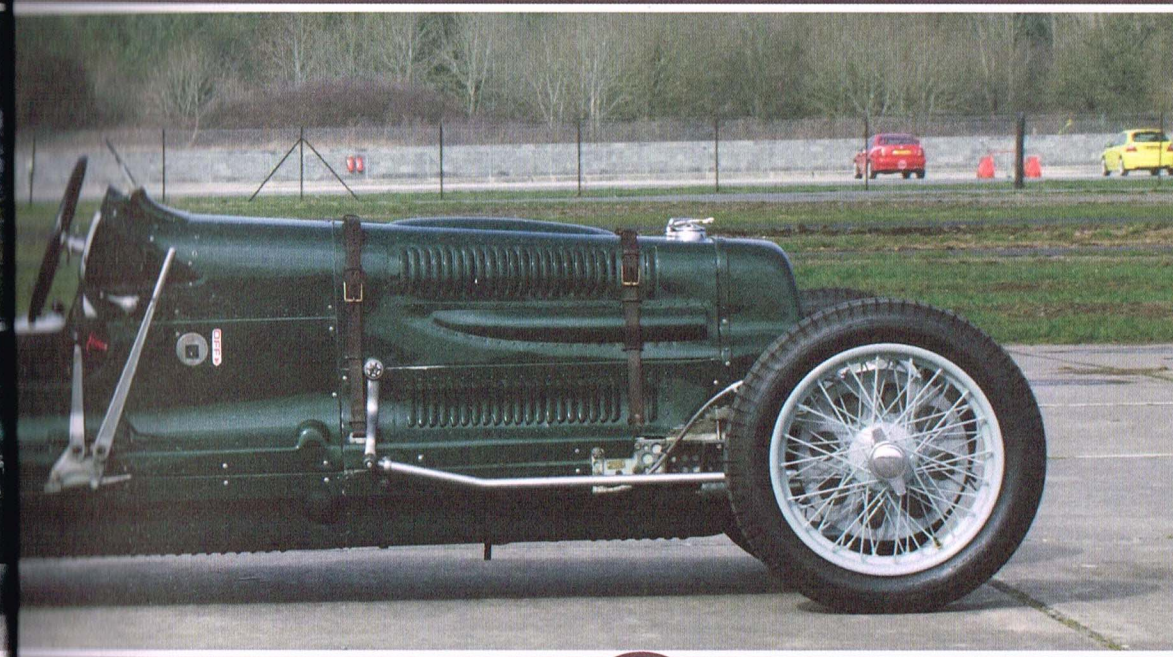


Another car with a local connection will be the 1924 Lancia Lambda of John Earle-Marsh from Batheaston, raced in the March 1951 10 lap handicap race at Combe by his father and pre-war at Brooklands. Lancias were highly advance for their time, with narrow angle V4 engines giving surprising performance.

Another car with a 'Brooklands' connection is the 1935 Frazer Nash 1 1/2 litre supercharged single seat racer of Eddie Gibbs which competed there

at both the 500 miles outer circuit race and on the 'Mountain' shorter circuit. The supercharged 1500cc machine is typical of smaller capacity race cars of the period and running on methanol will develop 200bhp!

In total contrast are some much more modern devices equally interesting in their own way. 'Super Saloon' fans will delight at the sight of the Daf V8 once campaigned by Tony Hazlewood, whilst in its 25th anniversary year, Colin Maconi brings a Jaguar XJ220.





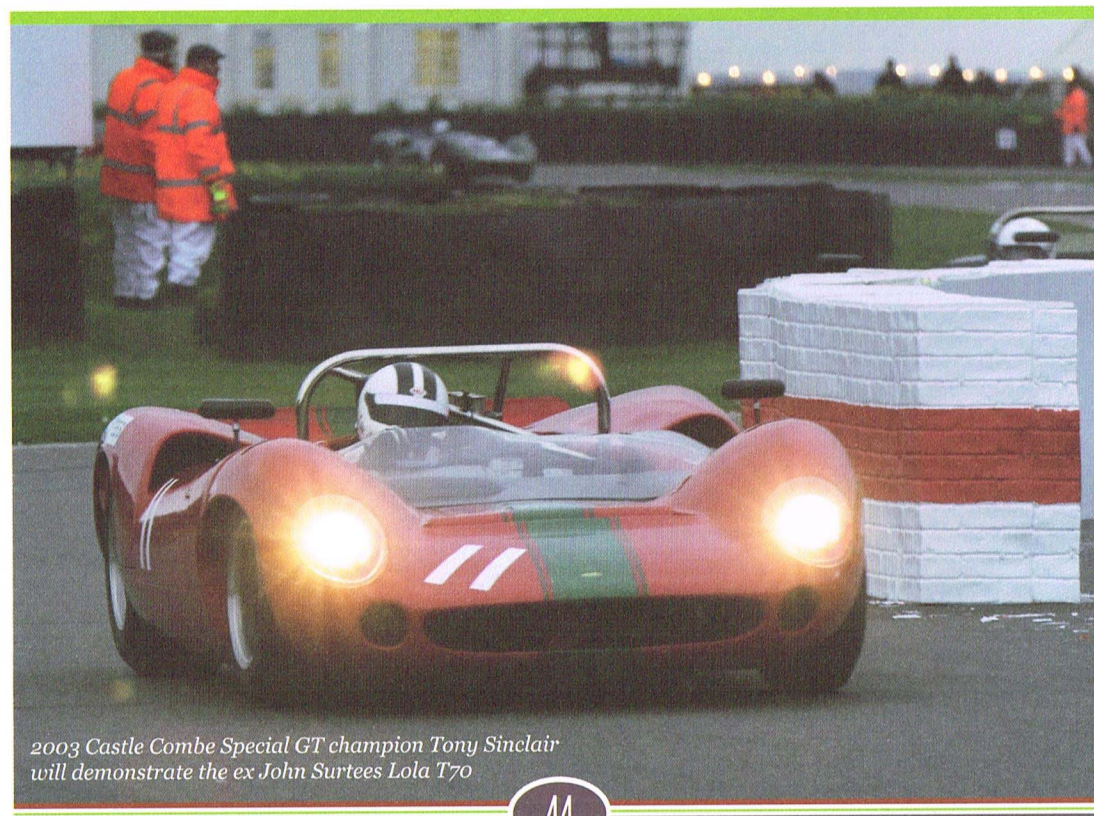
# JOHN SURTEES & MIKE HAILWOOD

**T**here are remarkable parallels in the racing careers of two of Britain's best-loved and most successful motorbike racers of the 1950s and 1960s. John Surtees and Mike Hailwood followed the same course in their transition from two wheels to four, but thereafter their careers and lives played out very differently. Both men will be remembered today.

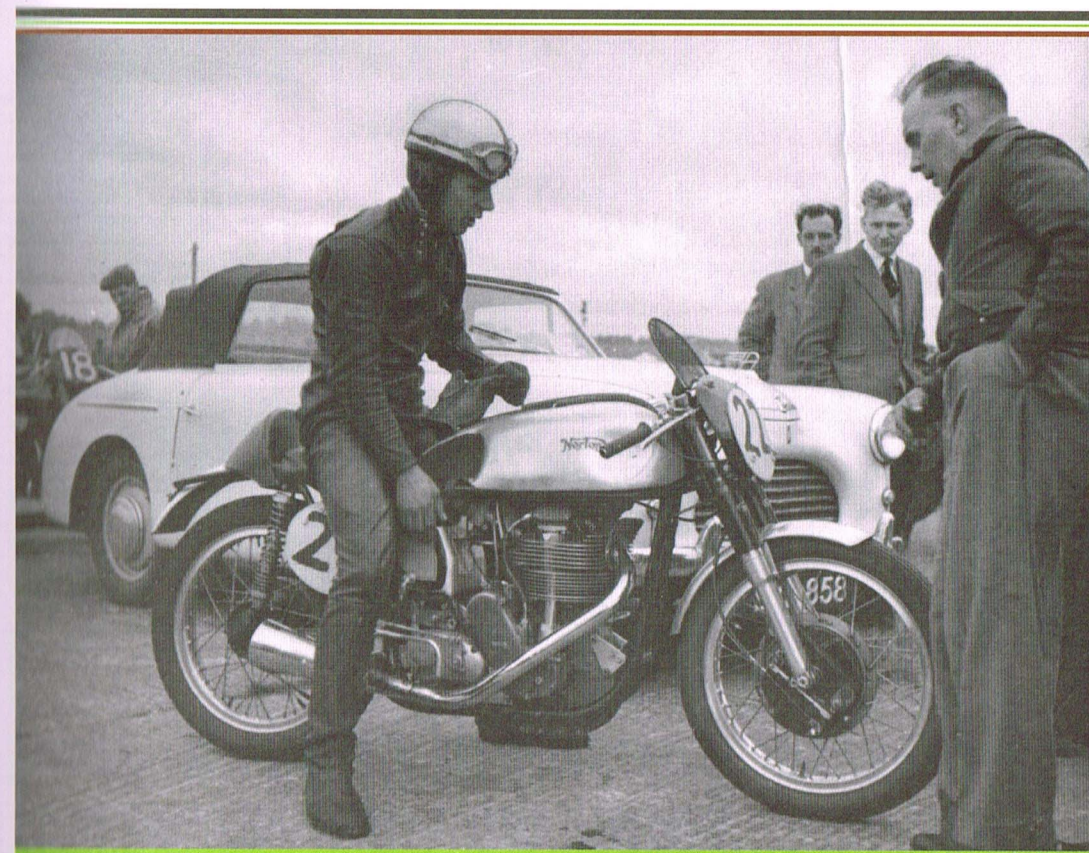
Surtees was disqualified from his first competitive event after organisers discovered he was still only 14 when he filled the sidecar on his father's Vincent. Three years later he started making his mark racing bikes and scored a remarkable run of nine wins from nine starts here at Castle Combe between 1952 and 1955. During a decade on two wheels he scored countless successes, including seven World Championship titles and three senior TT wins.

His transition to four wheels was spectacular and instant. He'd never seen a car race before he sat on a Formula Junior grid at Goodwood but he took to it with aplomb and claimed pole position for his third Grand Prix with Team Lotus. He then moved to Ferrari and won the World Championship in 1964 before later creating his own teams and building cars for Formula 1, Formula 2 and Formula 5000.

Much later, Surtees supported the career of his son Henry but was devastated when Henry died in a freak accident at Brands Hatch in 2009 when hit on the head by a wheel from another car. John then worked tirelessly for the Henry Surtees Foundation, which helped those recovering from head injuries, until he died in March this year aged 83.



2003 Castle Combe Special GT champion Tony Sinclair will demonstrate the ex John Surtees Lola T70



John Surtees getting ready to race his Manx Norton in July 1954, he dominated the meeting winning the 250cc, 350cc and 500cc races

Photo John Drury

When Surtees switched to four wheels in 1960, Hailwood took over and led the MV Augusta team to even more success. 'Mike the bike' won nine World titles between 1961 and 1967 and took 14 TT wins in a glittering motorbike career. On four wheels he took two Grand Prix podiums, won the European Formula 2 title in a car from the Surtees team and claimed a podium at Le Mans.

Unlike Surtees, Hailwood did not survive into later life as, aged 40, he died along with his nine-year-old daughter Michelle in 1981, the innocent victims of a road accident as they drove to collect fish and chips near their home in Warwickshire.

These two legends of the sport will be remembered today with an ex-Surtees Lola T70 Spyder and an ex-Hailwood Jaguar E Type.



F5000 drivers Ulf Norinder and Mike Hailwood in the paddock for the Formula 5000 race in 1971

Photo Ferrett Photographic





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# THE BRITISH F1 CHALLENGERS

**G**rand Prix cars from Cooper, Lotus, BRM and Williams will give fans the chance to see the British influence on Formula 1 from the late 1950s right through to the end of the 1980s.

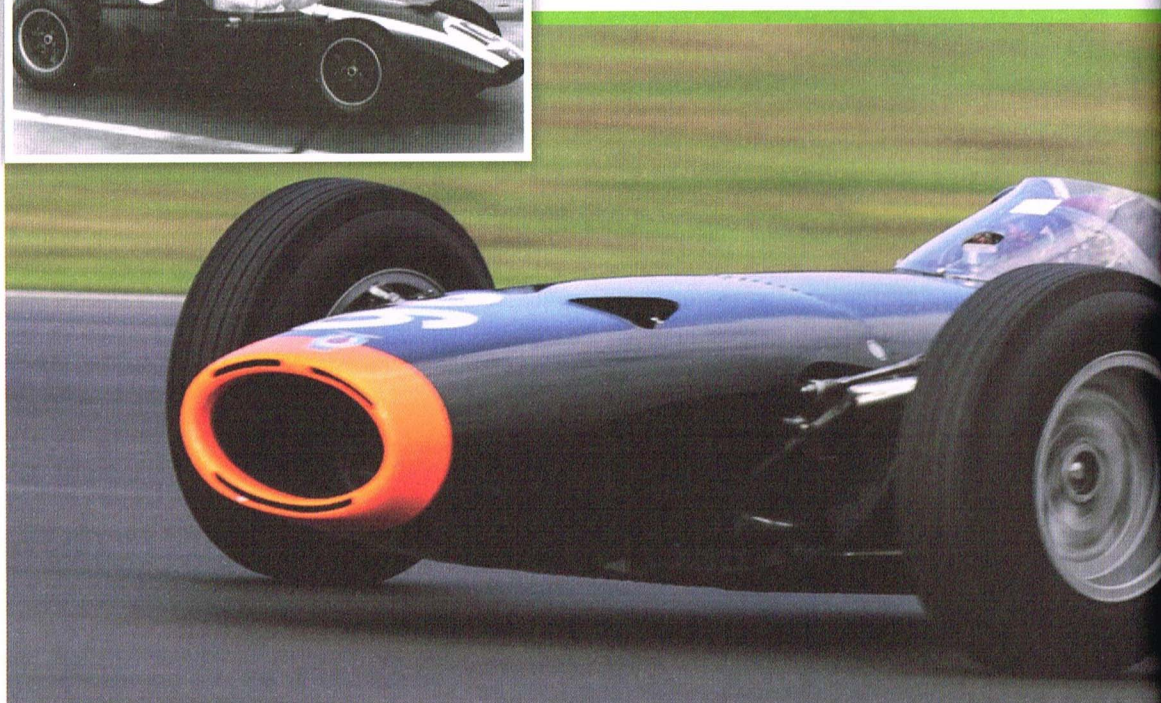
The Cooper T43/51 and Lotus 18 reflect the late 1950s and early 1960s when the design genius of John Cooper and Colin Chapman created the rear-engined revolution. No longer would front-engined Grand Prix cars be competitive and the two US-built Scarabs of Julian Bronson and Eddie McGuire were among the last of the front-engined generation.



## 1950s to 1980s

The ex-Graham Hill BRM P261 from 1964 shows the rate of progress while the Cosworth DFV era, that started half a century ago in 1967, is amply illustrated by cars like the Hesketh 308C.

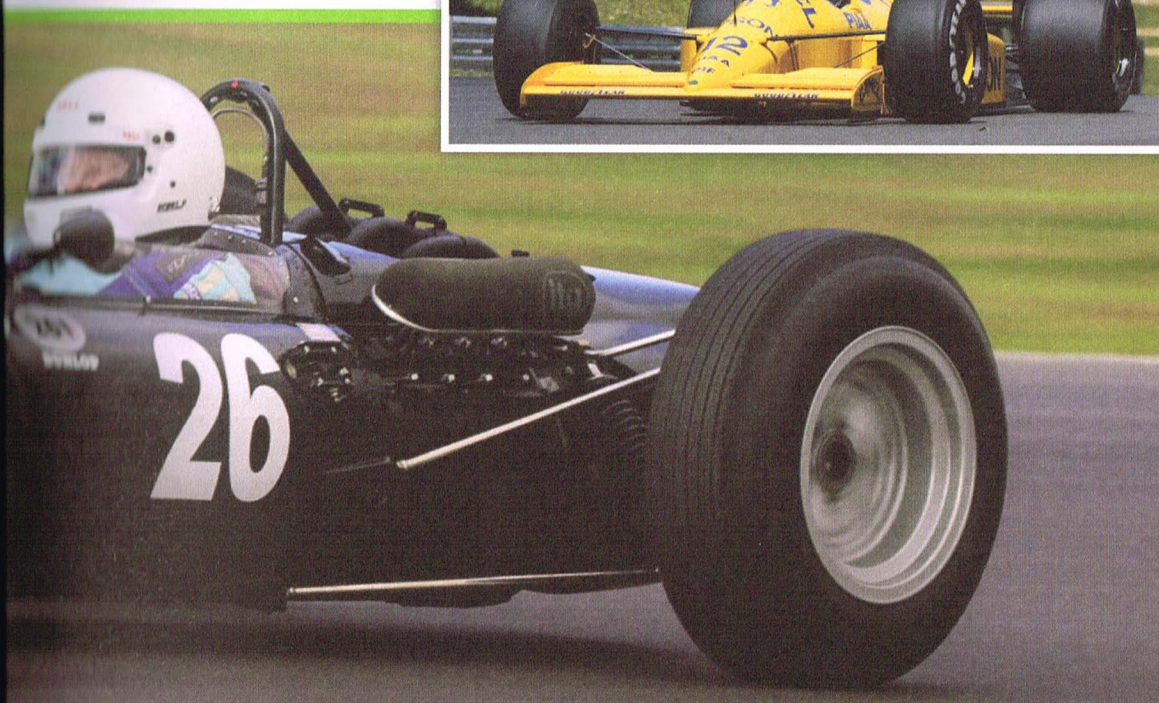
Among the Grand Prix machines on show is the car that set Williams Grand Prix Engineering on a journey to the top of the sport, where it has remained for nearly four decades. Frank Williams had been running a race team since the mid-1960s, often on a hand-to-mouth basis. But it was the partnership with design guru Patrick Head that really started the Formula 1 story for the Williams team.



The first full Williams design was the FW06, first conceived in 1977 and raced by Australian Alan Jones in 1978 when its best result was second at Watkins Glen. From being a wheeler-dealer trying to find enough money to get to the next race, Williams was now an increasingly important team boss in Formula 1 and on show this weekend is an FW06 used by Jones as a test car.

Rolling the story forward to the late 1980s is the Lotus type 101, chassis number 3 of 4 with a 600bhp normally-aspirated Judd V8 engine. The car, now restored and owned by Steve Griffiths from South Wales, was used by Nelson Piquet at the start of 1989 and then by Japanese racer Satoru Nakajima for the balance of the season.

After the end of its Formula 1 career, the car was bought from Team Lotus by a private collector who stored it for 20 years. Griffiths acquired the car in 2010, looking rather sad and neglected, and has since restored chassis 3 to immaculate condition.





## CLUB AVENUE

### Clubs

- Lotus Club
- Historic Lotus Register
- Historic Lotus Club
- RSSOC
- Lancia Motor Club
- The Imp club
- Bristol Pegasus Motor Club
- Riley Register
- Riley Motor Club
- Gilbern Owners Club
- Fairford Classic Car Club
- Jensen Owners Club
- Austin Cambridge Westminster CC
- TR Register Brunel
- TR Register Glavon
- Stag Owners Club
- Club Marcos
- Colerne Classic Car Club
- Pre 1980's Display

## CLUB VILLAGE

- Jaguar Enthusiasts
- Classic + Historic Car Club
- Bristol Owners Heritage Trust
- Mercedes Benz Club
- Lotus Seven
- Assoc. of Healey Owners and Healey Drivers
- Tatsu Classics
- North Devon Sports and Classic Car Club
- Porsche Club Great Britain
- Thames Valley Austin Healey

## RACE DAY PADDOCK

- Dream Garage
- Club Shop
- Merlin Motorsport
- Tavern Lawn Display Cars
- Spencer Elton (Trade)
- Hope for Tomorrow (Paddock 2)

### CAMP

Another very fast corner with excellent viewing spots along the banking. Great place to be at the end of a race

### BOBBIES

A very popular viewing area with an excellent view from Old Paddock to way past the start line

## PADDOCK 2 TRADE SITES

- Jameses Frameses
- A1 Abrasives
- Sussex Promotions
- Hamilton Motorsport

## QUARRY CORNER

Still probably one of the greatest challenges in British Motorsport! A fantastic place to be on the opening lap of any race!

## THE ESSES

Gives a super view from the approach to Quarry through to Tower

## OLD PADDOCK

An impressive corner with plenty of elevated banking to watch from

## FUTURE CLASSICS

### Clubs

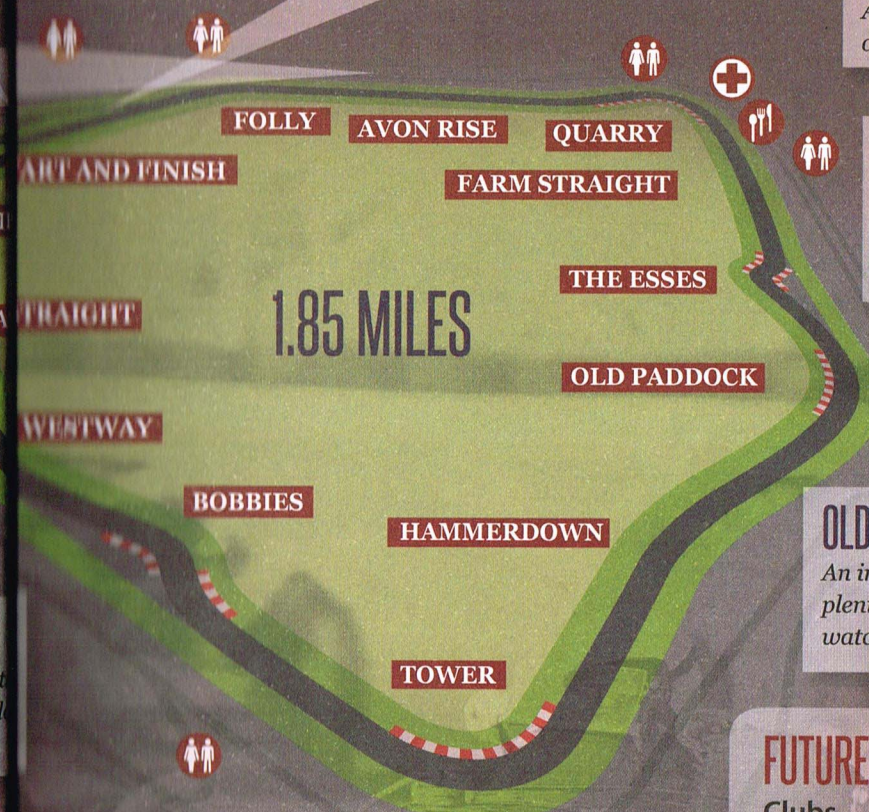
- MX5 Owners Club
- MX5 Forum
- RSOC Bristol

### Trade

- Chaters Booksellers
- Katherine Partis
- Atwell Wilson Motor Museum
- DazsModels

### FOLLY

Watch from the banking & see drivers reach up to 140mph!



## TOWER CORNER

Another elevated spot with views of this particularly tricky corner!

- Toilets
- Catering
- First Aid