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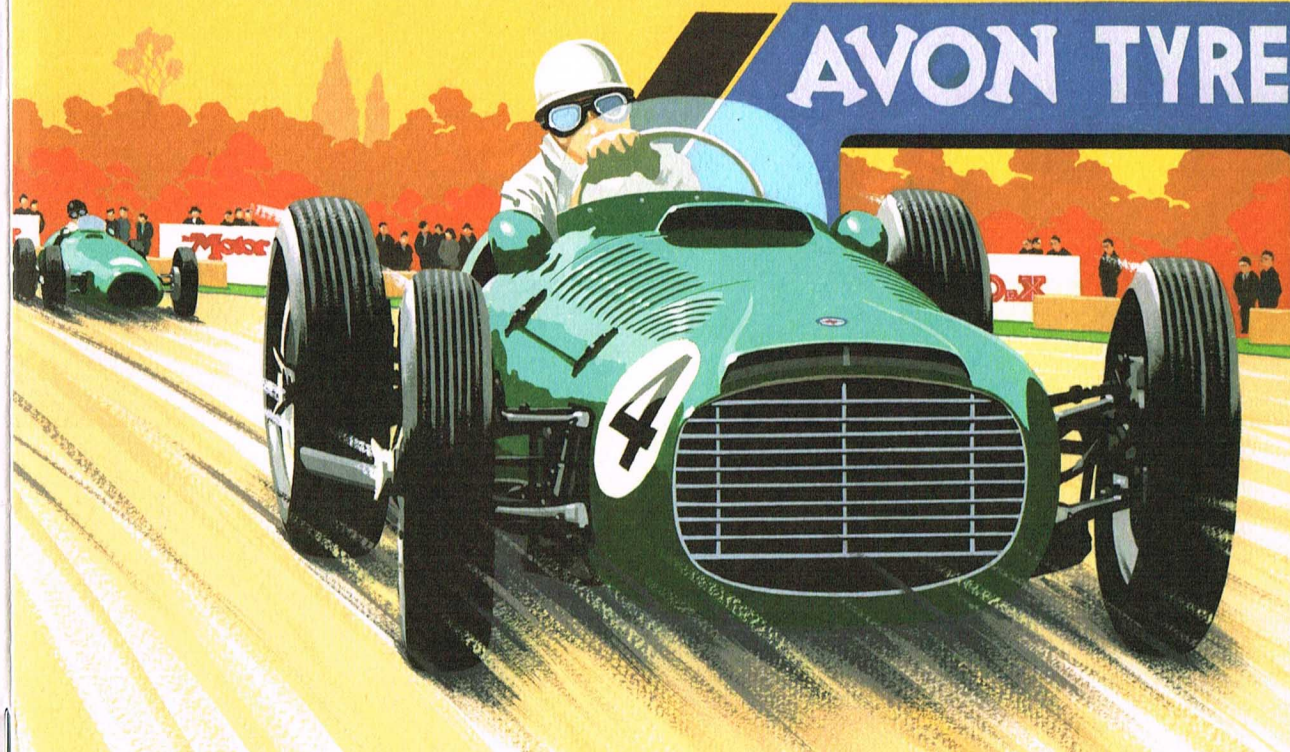
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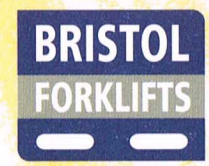
CASTLE COMBE

AUTUMN CLASSIC

3RD OCT 2015



OFFICIAL SOUVENIR PROGRAMME



£5



BRIAN JAMES 2015

AUTUMN CLASSIC

TIMETABLE

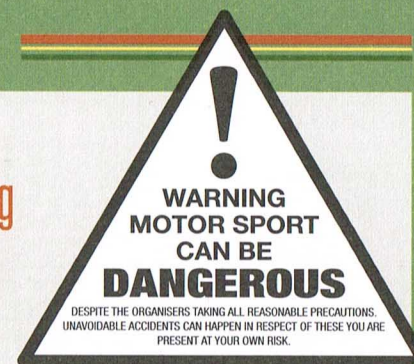
Championship	Session	Event	Mins	Start	Finish	Page
Pre-War Sports Cars	1	Qualifying	00:15	08:30	08:45	15
Jaguars	2	Qualifying	00:15	08:55	09:10	19
F3 500's	3	Qualifying	00:15	09:20	09:35	27
50s Inter-Marque Race	4	Qualifying	00:20	09:45	10:05	25
Formula Juniors	5	Qualifying	00:20	10:20	10:40	33
Historic Touring Cars	6	Qualifying	00:15	10:50	11:05	31
Healeys	7	Qualifying	00:20	11:15	11:35	21
Historic Aston Martins	8	Qualifying	00:15	11:45	12:00	37
LUNCH • DEMOS • VSCC GRID WALK			12:00	12:55		
VSCC Race for Pre-War Sports Cars, <i>supported by The Vintage Sports-Car Club.</i>	9	Race 1	00:20	12:55	13:15	15
Norman Dewis Trophy Race for pre '66 Jaguars, <i>supported by Hartwell Jaguar Bristol</i>	10	Race 2	00:30	13:25	13:55	19
The Healey Driver International 25th Anniversary Invitation Challenge, <i>supported by AH Performance Parts & Construction Real Estate. For the Dave Hardy, Syd Segal and Donald Mitchell Memorial Trophies.</i>	11	Race 3	00:20	14:10	14:30	21
HIGH SPEED DEMOS			00:25	14:30	14:55	
FiSCaR 50s Inter-Marque Race, <i>supported by Spencer Lane-Jones Ltd, for the Spencer Lane-Jones Trophy</i>	12	Race 4	00:30	14:55	15:25	25
Bristol Aeroplane Company Motor Sports Club Challenge Trophy Race, <i>run by The 500 Owners Association</i>	13	Race 5	00:15	15:40	15:55	27
HSCC/HRSR Historic Touring Car Terry Sanger Memorial Race, <i>supported by Screaming Eagle Productions</i>	14	Race 6	00:20	16:10	16:30	31
The FJHRA/HSCC 'Silverline' Formula Junior UK Championship.	15	Race 7	00:20	16:40	17:00	33
Jon Gross Memorial Race for Historic Aston Martins, <i>supported by Ecurie Bertelli Ltd. Including the Mort Goodall Trophy for Pre-War Aston Martins.</i>	16	Race 8	00:20	17:10	17:30	37
Healeys 25th Anniversary Invitation Challenge	17	Race 9	00:20	17:40	18:00	21

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.

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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Line Judge(s)

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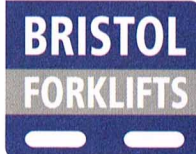
Bristol Forklifts is delighted to support the 2015 Autumn Classic Racing Festival – undoubtedly one of the circuit's most popular meetings with a fabulous line up of races guaranteed to delight and enthral spectators. We will be witnessing top quality, historic racing right on our doorstep and it's great to be part of such a prestigious event.

For many years Bristol Forklifts has been the region's leading independent provider of forklift trucks – offering a tried and trusted service, selling, hiring and maintaining all leading brands of forklifts to hundreds of local companies. Similarly, for over 60 years Castle Combe has provided tried and trusted motor sport entertainment to thousands of people. The parallels between the two are clear.

Castle Combe and Bristol Forklifts both offer unbeatable customer service with a great track record – so that you can be sure to enjoy your day!"

Julian Bronson
BRISTOL FORKLIFTS

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04

EVENT

INTRODUCTION



For the fourth successive year it is my privilege and pleasure to lead the Castle Combe Autumn Classic's commentary team. Since its well-received debut in 2012 this colourful and civilised event has grown and evolved into one of the most popular on the historic racing calendar.

Why so? Apart from the delights of the circuit – which retains the spirit of the original, on which many cars you will see today competed in the 1950s and '60s – participants increasingly tired of long events and chequebook motor sport appreciate the relaxed one-day format and 'end of term' clubbie atmosphere.

It's good old-fashioned fun among friends who share a passion for classic cars, albeit sharpened by a competitive element at an unspoiled venue beloved of countless ambitious young drivers who became household names. Just visit the paddock where competitors will be pleased to tell you more about their marvellous machines, the lifeblood of this great gathering.

MARCUS PYE



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 87711 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, John Moon, Clive Woodward.**

Photo Credits: Trakside Images, Jack Flash Photography, Pete Stowe, National Motor Museum, Talacrest, Roger Gage, Ted Walker, BRM Association.

05

AVON TROPHY RACE

October 1, 1955, was a red letter day for Castle Combe. The Bristol Motor Cycle and Light Car Club's announcement of the 101-mile Avon Trophy Formula 1 race, three weeks after the World Championship finale, put the Wiltshire circuit under the International spotlight for the first time.

The venue had hosted non-championship Formula (Joe Fry Memorial) races for three seasons, but this was not just another domestic affair. With the Avon India Rubber Co Ltd putting up a handsome trophy and £100 for the winner (within a £620 prize fund), a representative entry was courted to compete in front of BBC television cameras and on national radio.

Logistical costs were high, however, with a row of pits being constructed on the inside of the track after Camp Corner, with a temporary 600-seat grandstand opposite, and 2000 straw bales were installed as barriers around the circuit.

Le Mans winner Mike Hawthorn was provisionally entered in a Lancia Ferrari D50 but, disappointingly, Britain's rising star was absent.

Organisers were unable to agree a start money deal with Scuderia Ferrari – which wanted a cool £750 – to keep the rasping V8-engined car in England for another week after the Oulton Park Gold Cup, in which Hawthorn finished second to Stirling Moss' factory Maserati.

Missing also was the new four-cylinder BRM Type 25 (programmed for Ron Flockhart) which Peter Collins had debuted so promisingly before engine trouble intervened the previous weekend. Fancying his team's chances of landing the bounty, Vanwall boss Tony Vandervell put in a late entry for Harry Schell, which brought consolation and credence to the event. The Paris-born American and French veteran Louis Rosier –



Programme cover from Oct 1955

almost 50 and driving his blue Maserati 250F – formed the overseas contingent in an otherwise British list.

Collins, Bristolian Horace Gould (works-loaned) and Roy Salvadori (Gilby Engineering) were here with 250Fs, while Tony Brooks, Dick Gibson and Graham Whitehead had Lea Francis-engined Connaughts, Peter Walker and Mike Young Alta-powered versions. "Mr Bob" Gerard, Alastair

Birrell and Tom Kyffin saddled Cooper-Bristols (Gerard's with a 2.2-litre engine) and Paul Emery brought his Emeryson from Surrey.

As a portent of the afternoon feature, Schell qualified on pole with a 1m14.4s lap, 0.6s faster than Gould and Gerard who were a country mile clear of the rest, headed by Brooks, Salvadori and Rosier. Autosport's Cyril Posthumus reported Schell's driving as "fast, fearless and impeccable, his car running beautifully" as he led from Union flag to chequer.

With spectators ringing the circuit 10-deep in places judging from photographs, Schell and the British Racing Green Vanwall set a new outright circuit record of 1m13.8s (90.00mph) en route. Gerard led the chase initially, before his gallant Cooper-Bristol was overpowered by Gould, Walker and Collins. Peter duly moved up to second before the de Dion tube in his Maserati's rear suspension collapsed over the bumps.

Rosier's 'Maser' did not last much longer, a broken damper spelling retirement. Meanwhile Gerard enjoyed a splendid tussle with Salvadori, nursing a broken bone in his foot sustained while practising a Lister-Bristol for the sportscar race. Always one to rise to a challenge, the bespectacled Midlander repassed 'Salvo' with customary aplomb.

After a very physical hour, Schell finished 20 seconds ahead of Gould, with Gerard (his Bristol engine "sounding deceptively ragged," according to Posthumus) and Salvadori third and fourth on the winner's lap. Brooks – who three weeks later would famously win the Syracuse GP in Sicily – placed fifth, annexing two-litre class honours from Whitehead and Gibson.

Schell also dominated the Empire News Trophy



Formule Libre finale (pictured above) which ended a gloriously sunny day, tearing away from Flockhart's shatteringly noisy supercharged 1.5-litre BRM V16 MkII in which the bold Scot led initially – as anybody here today who was present then will doubtless remember – and Gerard's Cooper-Bristol.

The F1 race may have been short of International entries, but the supporting programme – within which Cotswolds-domiciled Ivor Bueb won the 500cc F3 opener in a Cooper-Norton Mk9 and the Bristol Aeroplane Company two-litre sportscar race plus a second two-seater outing in a 1100cc Cooper-Climax T39 'Bobtail' – boasted a smattering of continental drivers.

Belgian Andre Loens (Maserati A6GCS) and Brazilian-born American Herbert Mackay Fraser (Ferrari) duelled in the Redex International Trophy sportscar race, won by George Abecassis (HWM) from Rosier in a Ferrari 750. Dutchman Lex Beels and German Kurt Kuhnke (Coopers) were among the F3 starters although but could not match the home contingent.

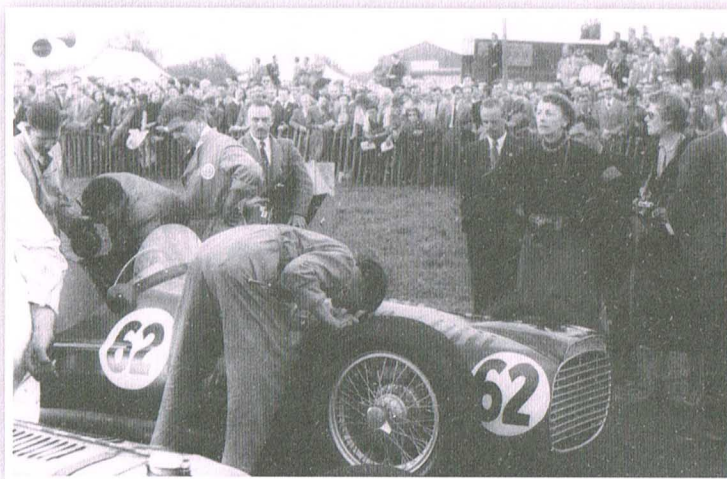
Despite its best endeavours and attracting sponsorship to defray some costs, organisers BMC&LCC lost around £700 on the event. Although Formula 1 cars continued to race at Castle Combe in mixed events until Nigel Greensall (Tyrrell 022) left the outright lap record at 50.59s (130.03mph) on August 25, 1997, the Avon Trophy event marked its last dedicated F1 race.

THE BRM V16 STORY

Successor to their hallowed pre-war English Racing Automobiles marque, revered by devotees 80 years on, Raymond Mays and Peter Berthon's second brainchild British Racing Motors trod a precarious path between abject failure and Formula 1 World Championship success over its lifetime.

On one hand the Bourne, Lincolnshire, concern's design team created one of history's most extraordinary racing engines with support from British industry (notably Rolls-Royce) and public subscription. But was it any surprise that Berthon's magnificent 1.5-litre two-stage centrifugally-supercharged V16 proved capricious at best and recalcitrant when asked to remain on all cylinders for any significant distance?

Against huge expectation, BRM's P15 V16 car flopped spectacularly on its debut at Silverstone's non-championship Daily Express Trophy F1 race in August 1950. Raymond Sommer's monumentally powerful steed arrived on the

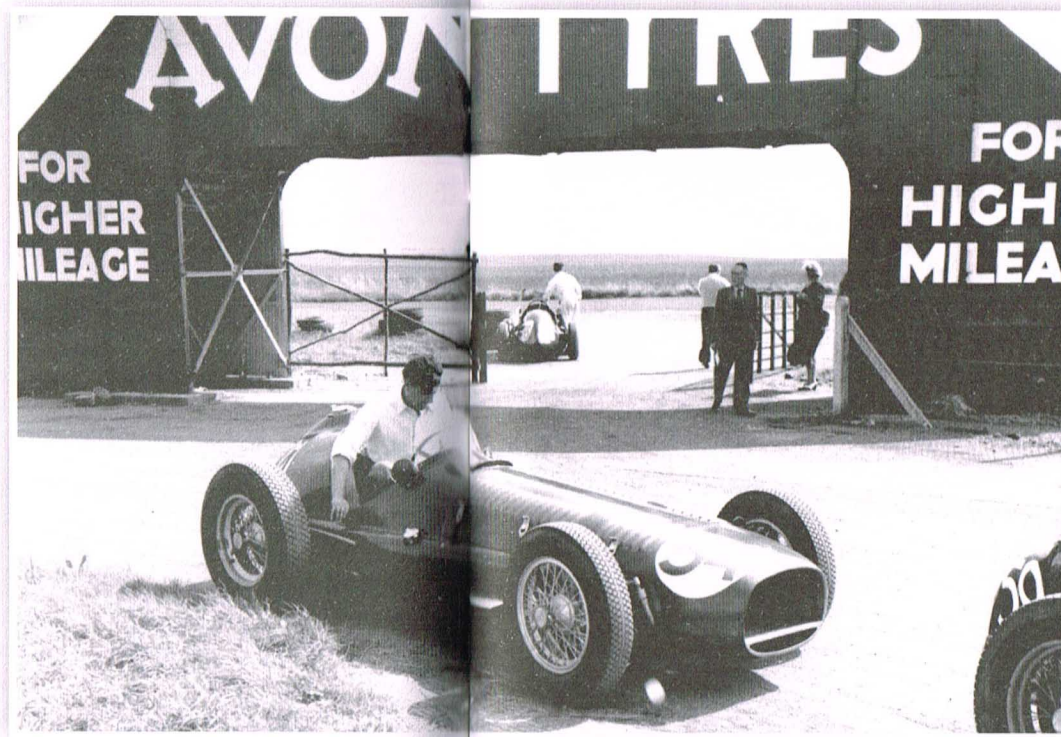


"It was the most fantastic car I ever drove, an incredible challenge in every way."
- Juan Manuel Fangio

morning, having missed practice, but broke ignominiously on the start line to groans of disappointment from the assembled throng.

The engines made incredible power and torque throughout an impressive rev range – 585bhp at 11,500rpm matching the output of the 5.7-litre straight eight in Mercedes-Benz's mighty W125 'Silver Arrow' pre-war – but the skinny-tyred chassis could not transmit it to the track though.

Juan Manuel Fangio, Argentine compatriot Froilan Gonzalez, Reg Parnell, Ken Wharton and Stirling Moss were among those who attempted to tame the wheel-spinning weapons, without conspicuous success, although Parnell bravely snared fifth place in the '51 British GP, the only World Championship race the V16s started.



Irrespective of its engine's potency, the chassis was big, unwieldy and obsolete.

But BRM – now in the hands of industrialist Alfred Owen – refused to turn its back on the V16 project. Two short-wheelbase Mark II chassis (designated P30) with more advanced suspension were commissioned by Owen, and raced in a programme of short national Formule Libre events in 1954-'55. Ron Flockhart, Wharton and Peter Collins were the team's intrepid pilots, with Flockhart on board for Combe's '54 Hastings Trophy race, but on this occasion the BRM's mighty power didn't prevail, and Bob Gerard's nimble Cooper-Bristol crossed the finish line a few yards ahead.

The V16's swansong came at Castle Combe the following year, Ron Flockhart again at the wheel for the Empire News Trophy race on October 1. Again, second place was the best Flockhart could achieve, Harry Schell winning at ease in the Vanwall. That brought to a close six seasons of racing for the fast, fragile, but unforgettable machine from Bourne.



A V16 first appeared at Castle Combe 62 years ago to the day – on October 3 – when Ken Wharton smashed the circuit lap record as he shot round the course to win the Hastings Trophy Libre race.

Despite its shortcomings, Fangio – who won a heat in the non-championship 1953 Albi GP in France and was streaking away with the final when his tyres wilted – loved the V16, saying famously: "It was the most fantastic car I ever drove, an incredible challenge in every way."

Return of the V16 Sixty years after its final race, a V16 BRM returns to Castle Combe today, as the National Motor Museum bring their P15 (Mk1) – as driven to victory here by Ken Wharton on October 3, 1953 – for its first scheduled outing following a lengthy and expensive engine restoration.

Joining the V16 for this anniversary celebration are several later examples of the Bourne marque. Rick Hall brings a 1960 P48, their first rear-engined model (see page 46), and the BRM Association a pair of 1973 P160 V12s (ex-Niki Lauda, Clay Regazzoni & Jean-Pierre Beltoise) and the mighty P167 CanAm car which will be found on the BRM Association display (in paddock 2).

HALL & HALL



1983 Arrows A6 DFV #03 A competitive car for Masters Grand Prix at a sensible price!



1960 BRM P48 2.5 litre GP car.
Prepared by ourselves and very competitive.



1958 AC Ace Bristol LHD fitted with overdrive and front disc brakes. Supplied new in France and regularly used in historic events. Stunning.



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Hope for Tomorrow brings cancer treatment closer to the patient and we achieve this via our Mobile Chemotherapy Units. In a unique partnership the charity builds, owns and maintains the Units and provides them to the NHS to be operated by highly trained NHS staff.

We have 2 Mobile Chemotherapy Units operating in Wiltshire (based in Swindon and Salisbury) and a further 7 across the country; why not come and visit our stand to find out more and to take part in our raffle.

With strong links to motor racing, our Patrons include Sir Stirling and Lady Moss, Ross Brawn OBE, Derek Bell MBE and Martin Brundle.



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IVOR BUEB

Like so many contemporaries whose driving ambitions were blunted by the horrors of World War 2, South London-born Ivor Bueb (b. June 6, 1923) was in his early 30s when he started to make an impression in 500cc Formula 3 racing, having acquired a competitive Cooper in 1954, his third season in the category following his race debut at Castle Combe in April '52.

Within a year, however, the Cheltenham garagiste was a works Cooper driver (he scored F3 and sportscar victories at the 'Combe International) and finished a close second in the British championship. But Bueb was immortalised in motorsport history when he won the '55 Le Mans 24 Hours with future F1 World Champion Mike Hawthorn, six years his junior, in a factory Jaguar D-type.

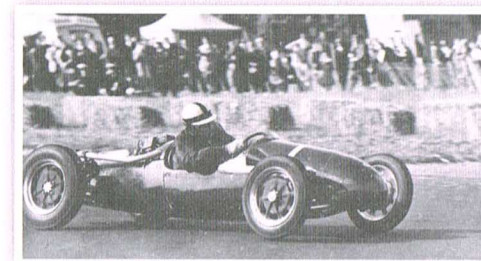
In 1956, 'Ivor the Driver' as he was known, cemented his name among sportscar's greats by winning the Reims 12 Hours – on an ultra-fast French road circuit – with Duncan Hamilton in another D-type. Bueb didn't turn his back on single-seaters, trying his hand at F2, although

victories eluded him.

Back at Le Mans in '57, Ecurie Ecosse teamed Ivor with Scotsman Ron Flockhart in one of its D-types. He won again, having finished third in the Sebring 12 Hours with Hawthorn. He also made his F1 debut that summer, in an outmoded Connaught B-type, finishing fifth at Syracuse and third at Pau.

Bueb's many successes in Jaguar, and later Lister-Jaguar, sportscars and Jaguar saloons, weren't mirrored in his F1 outings however. He started five World Championship Grands Prix, peppered across the 1957-'59 seasons, but to little effect, in fact his only GP finishes were in F2 cars, his Lotus 12 and a British Racing Partnership Cooper-Borgward.

It was in the latter that Bueb crashed fatally in Clermont-Ferrand's Trophee d'Auvergne F2 race on July 26, 1959. He was 36 years old and is remembered fondly as a cheery enthusiast who loved to race and was equally happy competing locally at Prescott hillclimb or the Staverton Speed Trials as he was at Le Mans, the pinnacle of his career.



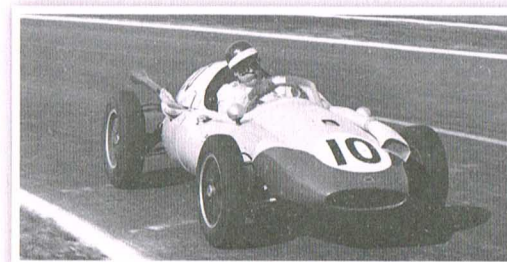
1955 Cooper Mk.IX 500 and 'Bobtail' Sports

For 1955 Cooper Cars provided Ivor with a new Mk.IX for Formula 3 and a 'Bobtail' for sportscar racing, which he ran from his Cheltenham workshop with the help of mechanic 'Pip' Preece.

The 1955 Norton powered Mk.IX was the latest development of the Cooper 500 line. After a highly successful season Ivor was narrowly beaten to the 1955 British F3 championship by Jim Russell's sister car. Ivor's car will be demonstrated today by current owner David Woodhouse, who has flown in from the USA especially for the event.

REMEMBERING A LOCAL HERO

The T39 'Bobtail' was a new model for 1954 as Cooper took their lightweight rear-engined concept into the sportscar arena, utilising the new Coventry Climax 1100cc FW 'featherweight' engines. Ivor took his new car to many successes, including two wins at Castle Combe in October '55. The 1955 example today being demonstrated by owner Bob Searles was originally shipped to the USA, and is now equipped with a 1500cc Climax engine. Back in the 50s Bob's father Ron Searles was Cooper's workshop manager responsible for building most of the original Bobtails.



1959 Cooper T51 'F2-1-59'

The Type 51 was Cooper's 1959 multi-purpose single-seater which could be fitted with 1500cc F2 or 2500cc F1 engines. During 1959 Ivor drove one of Stirling Moss' British Racing Partnership team F2 cars, with German Borgward engine, to some success before his fatal accident that July. In 1960 a 2500cc Climax engine was fitted for F1 and it was raced by future world champions Denny Hulme, and Phil Hill who placed 6th at the season-ending US Grand Prix. Now resplendent in original team colours, it's demonstrated today by current owner Barry Cannell.



1956 Lotus XI S1

For 1956 Ivor's Ecurie Demi-Litre team also acquired one of the latest 1100cc Climax-powered Lotus sports-racers, the front-engined Mk.XI, which was mostly raced by Mike Hawthorn until he crashed it at Oulton Park. Rebuilt and sold on to the USA, the car has recently been repatriated and is demonstrated today by owner Jon Adams and displayed on the Historic Lotus Register stand in Club Avenue.

Iota, Arnott and Cooper 500s

During his early career Ivor raced several types of 500s – Iota, Arnott, and Mk.IV and VIII Coopers - examples of which may be seen in the 500s area of the paddock.

VSCC RACE



The Vintage Sports-Car Club celebrates the end of another Race Season with a Race for Pre-war Sports-Cars at the Castle Combe Autumn Classic

Following a spectacular 80th Anniversary Year in 2014, in which we were named 'Club of the Year' by Octane Magazine at their prestigious International Historic Motoring Awards, the VSCC has enjoyed another successful Race Season in 2015, spanning our five Race Meetings at Silverstone, Cadwell Park, Oulton Park, Mallory Park and last week's 'Seaman Memorial Trophies' finale at Snetterton.

VSCC Racing offers one of the widest programmes of competition opportunities, often spanning seven decades. Of course, cars built before the outbreak of World War Two are the Club's core subject matter and the Club remains one of the world's leading organisations for such machinery.

Don't miss our Pre-war Sports-Car grid today; the action is sure to be close, and many of the 'hot shoes' of the year are taking part, eager to settle scores and end their season on a high note. The drivers enjoy a fantastic camaraderie and share an enthusiasm for this era of car that cannot be rivalled.



Sue Darbyshire – 1929 Morgan Super Aero (Credit: Paul Woloschuk)

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



John Polson – 1931 Talbot AV105 (Credit: Phil Jones)

With the Club's own annual Race Championships now at an end, today everyone races for the fun of it. As he has been for most of the year, Andrew Mitchell could be the man to watch in his 1937 HRG, with experienced Historic racers Patrick Blakeney-Edwards and Mark Gillies likely to provide his biggest challenge in the Frazer Nash and Aston Martin respectively, alongside Sam Stretton's competitive Alta. Further back, the larger capacity cars are certain to enjoy a good battle with John Guyatt's Talbot-Lago, Mark Brett's Ballamy Ford V8-Special and John Polson's Talbot 105 well-matched, as are the Morgan Three Wheeler pairing of Iain Stewart and Sue Darbyshire, who could also find themselves amongst the front-runners.

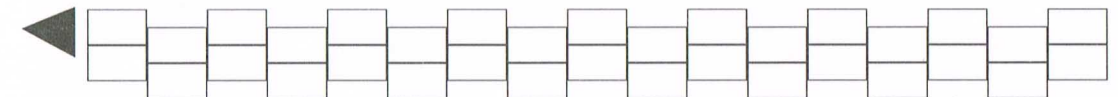
Be sure to visit our Competitors in the Paddock, who will be delighted to talk to you about their cars and our Club. For more information about Membership and other motorsport and social events which the Club organises, visit our website www.vsccl.co.uk. The VSCC wishes to express its thanks to Instant Marquees, John Guyatt and Leslie Macalpine for the hospitality provided today.

No.	Name	Entrant / Sponsor	Home Town	Make / Model	CC
CLASS A					
2	A Annie Boursot	Driver	Butleigh	MG PA	930
17	A John Everett	Driver	St Ishmaels	Austin Ulster	747
32	A David Cooksey	Driver	Nr. Andover	MG Monthery Midget	747
40	A Simon King	Driver	Clevedon	Morgan 4/4 Series 1 Le Mans	1098
CLASS B					
1	B Iain Stewart	Driver	Whitchurch	Morgan Jap Super Aero	1260
4	B Sue Darbyshire	Driver	Shipston-On-Stour	Morgan Super Aero	1260
6	B Patrick Blakeney-Edwards	Driver	Buntingford	Frazer Nash Super Sports	1496
7	B Allen Clear	Driver	Somerset	Riley TT Sprite	1496
15	B Andrew Mitchell	Peter Mitchell	London	HRG 1.5 Litre	1496
16	B Richard Tyzack	Driver	Monmouthshire	Lea Francis Special	1497
18	B Simon Blakeney-Edwards		Bristol	Frazer Nash Super Sports	1496
19	B Mark Groves		Chichester	Frazer Nash Emeryson Special	1500
69	B Dougal Cawley	Longstone Tyres	Doncaster	Frazer Nash Super Sports	1500
92	B Edward Bradley	Driver	London	Aston Martin Ulster	1486
CLASS C					
5	C Mark Gillies	Richard Skipworth	Ilmer	Aston Martin Monoposto Speed Model	1991
8	C John Polson	Driver	London	Talbot AV105	3000
9	C David Ozanne	Driver	Castel	Aston Martin Speed Model 1938	1950
10	C Tim Wadsworth	Sons of Gunn	Minety	Lagonda 2 Litre L/C Tourer	1954
11	C Charles Jones	Driver	Gillingham	MG L Magna	1444
12	C Robert Blakemore	Driver	Olney	Aston Martin Speed Model	1950
17	C Sam Stretton	Driver	Shropshire	Alta 2 seater Sports	2000
27	C Peter Dubsy	Driver	Vienna	Aston Martin 15/98 2 seater	1950
95	D Norman Pemberton	Driver	St Anneson Sea	Talbot 95 Sports	2969
CLASS D					
3	D John Guyatt	Driver	Newport Pagnell	Talbot Lago T150 CMD	3996
14	D Mark Brett	Driver	London	Ballamy Ford V8-Special	4100
40	D Richard Reay-Smith	Driver	Weybridge	Lagonda LG45	4453
46	D Trevor Swete	Driver	Henley On Thames	Invicta S Type	4467
156	D Anthony Fenwick-Wilson	Driver	Claverley	Railton LSR	4168

LAP RECORDS FOR VSCC PRE-WAR SPORTS CARS (STANDARD & MODIFIED)

- Class A: Up to 1100cc, Tim Kneller, Riley Brooklands, 1089cc, 1:36.112, 69.29 mph, 6-Oct-13
- Class B: 1101 to 1500cc, Frederic Wakeman, Frazer Nash Super Sports, 1496cc, 1:30.319, 73.73 mph, 6-Oct-13
- Class C: 1501 to 3000cc, David Freeman, Aston Martin Speed Model, 1970cc, 1:31.135, 73.07 mph, 5-Oct-14
- Class D: Over 3000cc, Mark Brett, Ballamy Ford V8 Special, 4100cc, 1:33.395, 71.31 mph, 5-Oct-14

GRID POSITIONS - RACE 1



RESULTS - RACE 1

1st2nd3rd4th5th6th7th8th9th 10th

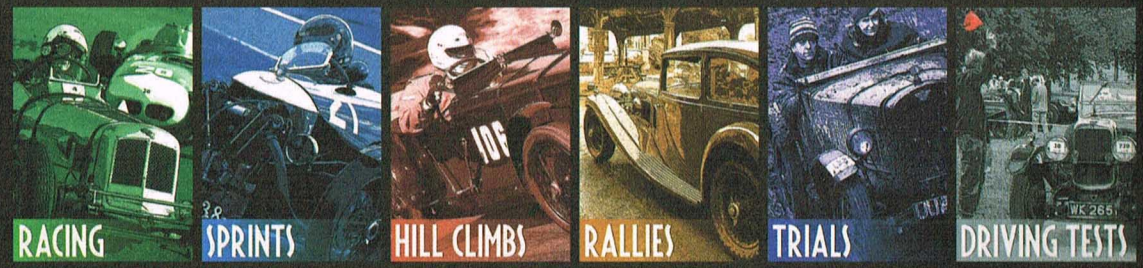
Winner's Time.....GapLapsSpeed.....mph

Fastest Lap: No TimeSpeed.....mph



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JAGUAR



The Jaguar Enthusiasts' Club is again organizing the Pre '66 Jaguar race.

We are delighted for the race to be sponsored by Hartwell Jaguar Bristol and thanks to Classicfabs for additional support.

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

The fastest will undoubtedly be the Jaguar D Types whilst the biggest class should be the Jaguar XKs (1948-1961) from our very successful race series. A class for saloons will see Jaguar MK1, II & S Types. The Jaguar E Types warrant 2 classes to take account of the different performance levels.

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.

Norman Dewis Trophy race for pre '66 Jaguars

Sponsored by Hartwell Jaguar Bristol

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.

The JEC has a members enclosure here today.

To find out more, contact me, Terry Dye, on 01453 842399, e-mail: blue.dye@virgin.net, www.jec-racing.org.uk

LAP RECORDS FOR NORMAN DEWIS TROPHY JEC PRE-1966 JAGUARS

Class A: XKs, Anthony Reid, Jaguar XK120, 3800cc, 1:20.322, 82.91 mph, 6-Oct-13

Class B: Saloons, Grant Williams, Jaguar Mk.1, 3400cc, 1:25.787, 77.63 mph, 5-Oct-14

Class C1: pre-1966 E-types, Martin Hunt, Jaguar E-type, 3869cc, 1:20.261, 82.97 mph, 5-Oct-14

Class C2: pre-1962 E-types, Anthony Reid, Jaguar E-type, 3800cc, 1:17.991, 85.39 mph, 6-Oct-12

Class D: other pre-1966, Andy Wallace, Jaguar D-type, 1:21.207, 82.01 mph, 5-Oct-14



No.	Name	Entrant / Sponsor	Home Town	Make / Model	CC
Class A Jaguar XKs (1948-1961) which meet the Vredestein/JEC Jaguar XK Series regulations. This highly successful series is now in its 18th year. Also welcome included in this class are similar performance cars eg Tojeiro.					
8	A	Charles Fripp Driver	Lavneston	Jaguar Gomm Special	3442
13	A	Nik Rochez Twyford Moors	Clanfield	Jaguar XK 150 FHC	3800
16	A	Mark Gillies Driver	Ilmer	Jaguar XK120	3800
21		Andrew Wenman		Jaguar XK120	3781
23	A	Graham Love Driver	London	Jaguar XK 150	3800
33	A	Paul Kennelly Driver	Pevensy	Jaguar XK 120 OTS	3800
40	A	Andrew Keith	Lucas	Jaguar XK150S	3781
42	A	Geoff Ottley Driver	Staplehill	Jaguar XK120	3400
45	A	Robin Pinchbeck Driver	London	Jaguar XK 120	3800
67	A	Andrew Moore Driver	Hinckley	Jaguar XK150 FHC	3800
68	A	Marc Gordon CKL Developments Ltd	Battle	Jaguar XK150	3781

Class B Jaguar Saloons which have raced or would qualify for Goodwood, Silverstone Classic, HRDC or similar races. In 2014, a record 7 MKIs appeared at this event.

12	B	Grant Williams Andrew Wilson Motors	Newport	Jaguar Mk I	3500
15	B	Peter Dorlin Driver	Holmfirth	Jaguar Mk2 1961	3800
19	B	Colin McKay Driver	Lenham	Jaguar S Type	3781
21	B	Rob Newall Driver	Beaminster	Jaguar XK 120 FHC	3800
23	B	Roger Cope Driver	Aylesbury	Jaguar Mark 1	3400
31	B	Les Ely C L Classics	Chelmsford	Jaguar Mk 1	3400
33	B	Robert Salisbury Driver	Exeter	Jaguar Mk1 1958	3400
48	B	Richard Butterfield Driver	Holmfirth	Jaguar Mk1	3400
61	B	Nigel Webb Driver	Surrey	Jaguar MK1	3442
110	B	Simon Seath		Jaguar Mark 1	3400
124	B	Andy Wallace Driver	Surrey	Jaguar Mk 2 Saloon	3800

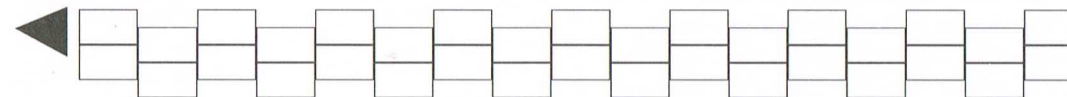
Class C1 Jaguar E Types Pre '66 which have raced or would qualify for Goodwood, Silverstone Classic, HRDC or similar races, complying with Homologation 34 or 100 (FIA Class GTS12)

12	C1	Grahame Bull Camberley Marine & Sportscars Ltd	Fleet	Jaguar E Type	3781
125	C1	Brian Stevens Driver	Colchester	Jaguar E Type	3800

Class C2 Jaguar E Types Pre '62 which have raced or would qualify for Goodwood, Silverstone Classic, HRDC or similar races, complying with Homologation 34 (FIA CLASS GTS7)

10	C2	Martin Hunt Driver	Buntingford	Jaguar E-Type	3869
11	C2	Stephen Skipworth Richard Skipworth	Newbury	Jaguar E-Type	3800

GRID POSITIONS - RACE 2



RESULTS - RACE 2

1st2nd3rd4th5th6th7th8th9th 10th

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

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



HEALEY

The Healey Driver International Anniversary Invitation Challenge Race Celebrating 25 Years of International Healey Racing 1990 - 2015

THE DAVE HARDY MEMORIAL TROPHY for 100 cars was donated to HDI by his family to cherish the memory of Dave Hardy, the founder of Hardy Engineering. Dave raced with the Club for many years driving his 100M and 3000 throughout Europe and the USA and becoming a founding member of HDI in 1990. Dave was a massive participant in Healey Championship and HDI racing until an accident at Cadwell Park in 1994 left him disabled and in a wheelchair. He continued to support us until his death in June 1999 along with his wife Jan and family. His son Neil (No. 47) will be racing with us on the day and his family will be with us to present the Trophy.

Look out for Jonathan Abecassis (Grandson of the legendary George Abecassis) in his 100/4 (No.20), Martyn Corfield in the special 100 Endurance replica (No.550), Paul Griffin in one of the coveted 100S racers (No.31) and Mike Thorne in his championship winning 100M (No.44).

THE SYD SEGAL MEMORIAL TROPHY for 100/6 & 3000 cars was donated to HDI by Syd's widow Karen and daughter Georgia to remember the 'larger than life' character that was Syd Segal. Syd and his racing Healey 'SID 1' entertained us throughout the 1960's and into the mid '70s running in wide ModSports form alongside John Chatham, Derek Alanson, Stuart Hands and John Gott. These cars were legends with their 10" wide slicks and huge extended wings. Syd gave up racing in 1974 and died in 1990 so this is the 25th anniversary of his passing. It is fitting that his former race car 'SID 1' in its FIA Historic form is returning from

Sweden to race with us driven by its owner Anders Lotsengard (No. 2) and that Karen and Georgia Segal will be with us on the day to present the Trophy. Top runners in this class will be a real 'local fest' with Bristol drivers David Smithies and Chris Clarkson paired up in David's car (No.50), the two Chatham brothers Jack and Oliver (No.69) maintaining their father's tradition at this circuit, Steve Bicknell (No. 41) and the ubiquitous Ted Williams driving with Richard Knight in his 3000 (No.58). The man to beat in this Class, however, will be David Grace in his green and white Healey 3000 (No.17).

THE DONALD MITCHELL HEALEY MEMORIAL SPRITE TROPHY for Works, Period and Special Bodied Sprites was donated to the Club in 1988, the year of Donald Healey's death. The Sprite was one of DMH's favorite cars and this race trophy for them is a fitting tribute to the great man's memory. This award is kept for very special occasions such as the Autumn Classic. Driving today is the circuit's very own John Moon from Bath in his Lenham GT (No.57), Young Richard Woolmer in the very fast yellow Sebring (No.38) and top runner Gordon Elwell in the ex- Mike Garton Sprite Meg 199 (No. 33) which was supported in period by the Donald Healey Motor Co.

Joe Cox

Comps. Manager. Healey Driver International
joe.cox@healeyracing.co.uk or visit
www.healeysport.org

RESULTS - RACE 3

1st2nd3rd4th5th6th7th8th9th 10th

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

Fastest Lap: No TimeSpeed.....mph

No.	Class	Name. Driver(s)	From	Team/Sponsor	Car	Model	cc	Year
CLASS A THE DAVE HARDY MEMORIAL TROPHY FOR 4 CYL. CARS								
20	A	Jonathan Abecassis	London		Austin Healey	100/4	2660	1955
47	A	Neil Hardy	Surrey	Hardy Engineering	Austin Healey	100/4	2660	1954
98	A	Nick Matthews	Oxfordshire		Austin Healey	100/4	2660	1954
44	A	Mike Thorne	Bristol		Austin Healey	100/4	2660	1954
155	A	Graham Robson / Katarina Kyvalova	London		Austin Healey	100/4	2660	1955
25	A	Nigel Grice	London		Austin Healey	100/4	2660	1954
550	A	Martyn Corfield	Staffs.		Austin Healey	100 Endurance	2660	1952
31	A	Paul Griffin	Hertfordshire		Austin Healey	100S	2660	1955
CLASS B THE SYD SEGAL MEMORIAL TROPHY FOR 6 CYL. CARS								
79	B	Steve Brooks / Matt Jones	London		Austin Healey	100/6	2912	1957
2	B	Anders Lotsengard	Sweden		Austin Healey	3000 Mk1	2992	1959
75	B	Martin Hunt / Patrick Blakeney-Edwards	Herts.	Blakeney Motorsport Ltd	Austin Healey	3000 MK11	2998	1962
41	B	Steve Bicknell	Bristol	Flip-Flop Racing	Austin Healey	100/6	2992	1957
65	B	Mark Dunn / Andy Shepherd	Gwent/Hants		Austin Healey	3000 MK111	2912	1965
50	B	David Smithies / Chris Clarkson	Bristol	Construction & Real Estate	Austin Healey	3000 Mk1	2998	1960
58	B	Richard Knight / Ted Williams	Ascot/Bristol		Austin Healey	3000 Mk1	2998	1961
17	B	David Grace	Northants.		Austin Healey	3000 MK1	2998	1960
69	B	Jack Chatham / Oliver Chatham	Bristol	John Chatham Cars	Austin Healey	3000 MK1	2998	1959
45	B	Richard Collyer	London		Austin Healey	3000 MK1	2968	1959
62	B	Crispin Harris / James Wilmott	Cheshire		Austin Healey	3000 MK1	2912	1960
46	B	Bill Rawles / Jack Rawles	Hants	Bill Rawles Classic Cars	Austin Healey	3000 MK11A	2998	1962
16	B	Eric Woolley	Bristol	Concrete Contractors	Austin Healey	3000 MK111	2992	1963
101	B	Jaap Sinke	Holland		Austin Healey	3000 MK11	2993	1962
CLASS C THE DONALD MITCHELL HEALEY MEMORIAL TROPHY FOR WORKS, PERIOD AND SPECIAL BODIED SPRITES								
57	C	John Moon	Bath	Edison Ford IFA	Austin Healey	Lenham GT	1380	1959
33	C	Gordon Elwell	Notts.	Classic Revival	Austin Healey	Sebring	1380	1962
38	C	Richard Woolmer	Bedford	Woolmer Classic Engineering	Austin Healey	Sebring	1380	1959

LAP RECORDS FOR HEALEY DRIVER INTERNATIONAL INVITATION CHALLENGE

100S: Bruce Montgomery/Ian Montgomery, Austin Healey 100S, 2660cc, 1:23.443, 79.81 mph, 6-Oct-13
100M: Mike Thorne/John Todd, Austin Healey 100M, 2660cc, 1:24.370, 78.94 mph, 6-Oct-13
3-litre cars: Dan Cox, Austin Healey Sebring, 2992cc, 1:20.512, 82.72 mph, 6-Oct-12
Sprites: To be established

RESULTS - RACE 9

1st2nd3rd4th5th6th7th8th9th 10th

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

Fastest Lap: No TimeSpeed.....mph



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50s INTER-MARQUE RACE

Britain in the 1950s was an exciting place to be for sports car aficionados. The need to export or bust created a wealth of new models to cater for all types of pockets, shallow or deep. The result is a legacy of unmistakable sporting machinery, with their own distinctive shapes and characteristics. That they contributed enormously to putting Britain on the motor racing map is undeniable.

FISCAR 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 decade would be maintained. Whilst we are not alone in catering for this era of sports car racing, 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. That new members continue to join us is a vindication of this approach and we are now attracting cars out that have rarely been seen on track in recent years. Additionally, and in order to reflect typical sports car grids of the period, we have often invited a few early 1950s sports racing cars onto the grid and this is an area we are beginning to expand upon during the course of this season.

We are now in our fourth full racing season. Our main aim continues to be to providing value for money racing for our members with those production sports cars described above with a full season amounting to 6 races. However, more recently, we have expanded our brief to include some special races. In 2013, following an approach from David Abecassis, we ran the George Abecassis Centenary Trophy race at the VSCC Spring Start meeting. Its success has led us to run the The George Abecassis Trophy race there in subsequent seasons and we hope that it has become an annual fixture at that admirable meeting. It's a race that allows the earlier 1950s sports racers to take centre

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

stage and this formula of adding period correct sports racing cars to some of our races has proved popular.

In 2014, we ran the Jon Gross Memorial Trophy at The Castle Combe Classic. Primarily a race for Feltham built Aston Martins, it also includes the Mort Goodall Cup for Pre War Astons and we are running it again today. This year we also organised the first Archie Scott Brown race for historic sports racing cars at the HSCC Autosport 3 Hour meeting at Snetterton and, in memory of Brian 'Bic' Healey, who sadly in April last year, we ran the The Bic Healey Trophy race at the Bentley Drivers Club meeting at Silverstone.

FISCAR is not just about individual performances and one of the ways we engender an old fashioned spirit of camaraderie is by running the cars in teams, usually made of of 3 or 4 cars from the same marque. Which team comes out on top is never predictable as we adopt a handicap system that rewards improvement in race positions over that expected. In this way, we ensure that the teams of slower cars have an equal opportunity to win awards. However, this year we have also introduced a class structure, so there should be something for every one to race for.

Today, I very much hope that you enjoy the cars that make up our grids and indeed all the wonderful sights and sounds that constitutes the increasingly popular Autumn Classic which is a fitting season finale to many of us involved in Historic Motor Racing

John Turner
Chairman, FISCAR (www.fiscar.org)

No.	Driver(s)	Car Make	CC	Town
Ac Aces				
7	Tim Pearce / Robin Pearce	AC Ace Bristol	1971	Bristol
8	Andy Shepherd / TBA	AC Ace Bristol	1971	Stockbridge
9	Ted Shepherd / TBA	AC Ace Bristol	1971	Stockbridge
10	David Cottingham	AC Ace Bristol	1971	Chorleywood
Scuderia Italia				
4	Christopher Mann	Alfa Romeo Disco Volante	3000	London
5	Graham Oakins	Alfa Romeo Giulia Sprint	1600	St. Albans
3	Brian Arculus	Alfa Romeo Giulitta SVZ	1300	Pulborough
54	Louise Kennedy / Jason Kennedy	Lancia Aurelia B20 GT	1991	Guildford
Feltham Fliers				
25	Nick Ruddell	Aston Martin DB2/4	2922	Rusper
39	Tim Stamper	Aston Martin DB2/4	2922	Penrith
34	Steve Brooks	Aston Martin DB35	2922	London
36	Adrian Beecroft	Aston Martin DBR1	2922	London
Healey Hares				
20	Jonathan Abecassis	Austin Healey 100/4	2660	London
98	Nick Matthews	Austin Healey 100/4	2660	Banbury
125	Nigel Grice	Austin Healey 100M	2660	London
155	Graham Robson / Katerina Kyvalova	Austin Healey 100M	2660	Putney
Healey Hounds				
550	Martyn Corfield	Austin Healey 100/4	2660	Stone
19	John Tewson	Austin Healey Sprite MK 1	948	Leicester
17	Allan Cameron / Neil Cameron	Austin Healey Sprite MK1	948	Faringdon
47	Neil Hardy	Austin Healey 100	2660	Horley
Fighting Fazers				
61	John Ure	Cooper T24/25	1971	Fareham
50	Martin Hunt / Patrick Blakeney-Edwards	Frazer Nash Le Mans Rep	1971	Pulborough
52	John Briggs	Frazer Nash Targa Florio	2660	Leicester
Jagged Edge				
93	Richard Robinson	Gomm Jaguar 140	3442	Bodmin
42	Geoff Ottley / Kevin Zwolinski	Jaguar XK120	3442	Stapehill
23	Graham Love	Jaguar XK150	3442	London
68	Marc Gordon	Jaguar XK150	3442	Battle
Lotus Legends				
73	Jonathan Smare	Lotus Elite	1216	Frieth, Henley
74	Barry Dye	Lotus Elite	1216	Millbrook
75	Robin Ellis / Richard Fores	Lotus Elite	1216	London
77	Mike Freeman	Lotus Elite	1216	Gloucester
British Bulldogs 1				
92	Peter Campbell / Andrew Mitchell	Wingfield Bristol Special	2216	Warminster
31	Paul Griffin	Connaught ALSR	1500	Barnet
91	Arthur Smith-Fitchett	Arnott Lea-Francis	1500	Cuddesdon
81	Richard Gane / John Arnold	Jowett Jupiter	1486	Coventry
British Bulldogs 2				
56	Shaun Bromley / Josh Bromley	MGA	1489	Derby
43	Glenn Tollett / Rory Tollett	MGA Sebring Deluxe	1588	Braishfield
33	Keith Hampson / Tristan Bradfield	Sunbeam Alpine Le Mans	1592	Sutton Coldfield
154	Paul Ziller / Wil Arif	Triumph TR2	1991	Hartfield

LAP RECORDS FOR FISCAR 50S INTERMARQUE - Anthony Reid, Jaguar C-type, 3442cc, 1:22.417, 80.80 mph, 6-Oct-12

RESULTS - RACE 4

1st2nd3rd4th5th6th7th8th9th 10th

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

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

F3 500s



The Autumn Classic is our final race of the Season and is a cherished event. The 500 Owners

Association Champion for this year is decided but the standings below this are still wide open. The battle will be between Darrell Woods, Stuart Wright, Roy Hunt and Brian Jolliffe with JB Jones, Nigel

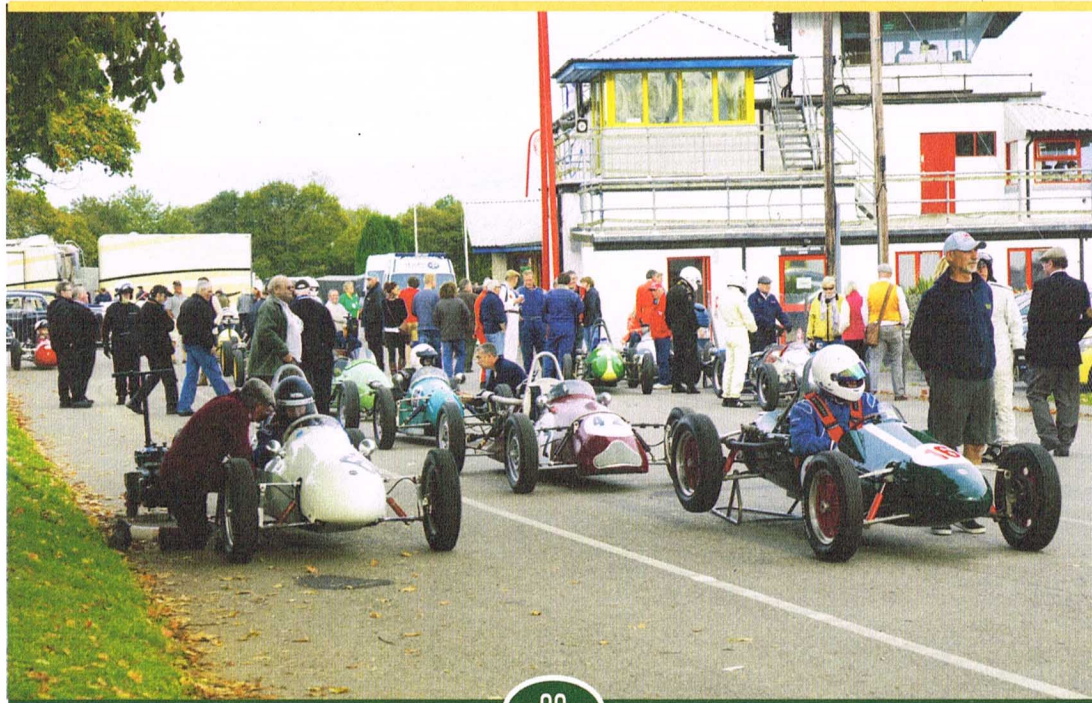
Challis and Xavier Kingsland involved in skirmishes lower down the field.

Steve Edwards in the Kieft and Mike Wood in the Iota will be eyeing each other up for the first time too. Ted Williams will be appearing in the very same Cooper in which Jim Russell won the last 500s race here in period, on October 1, 1955.

The race promises to be a delightful end to our season and we look forward to it.

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

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



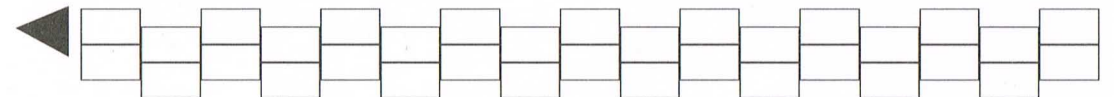
No.	Class	Name	Entrant	Home Town	Make / Model	CC
Class P2 1951-53						
10	P2	Steve Edwards	Driver	Bruton	Kieft Mark 1 prototype	500
46	P2	Mike Wood	Driver	Henley	IOTA CB2	500
59	P2	Xavier Kingsland	Driver	Southampton	Staride MK3	500
8	P2	RoyHunt	Driver	Whitegate	Martin 500	500
Class P3 1954 on						
2	P3	Andrew Turner	Driver	Staffordshire	Cooper Mk 6	500
6	P3	Darrell Woods	Driver	Kidderminster	Cooper Norton MK:XII	500
19	P3	JB Jones	Driver	Southam	Cooper MK9	500
20	P3	Ted Williams	Driver	Bristol	Cooper Mark IX	500
9	P3	Nigel Challis	Driver	Bramshaw	Petty 1956	499
11	P3	Brian Jolliffe	Driver	Dibden	Cooper MK8	499
16	P3	Stuart Wright	Driver	Cutnall Green	Cooper Mk XI	500
60	P3	Simon Hewes	Driver	Corsham	Cooper 500 Mk II	498



LAP RECORDS FOR F3 500S

- Class P1: 1945-50, Shirley Monro, Cooper Mk.IV, 497cc, 1:40.642, 66.17 mph, 5-Oct-14
- Class P2: 1951-53, Gordon Russell, Mackson, 498cc, 1:32.668, 71.86 mph, 5-Oct-14
- Class P3: 1954 on, Steve Jones, Cooper Mk.X, 500cc, 1:28.234, 75.48 mph, 5-Oct-14

GRID POSITIONS - RACE 5



RESULTS - RACE 5

1st2nd3rd4th5th6th7th8th9th 10th

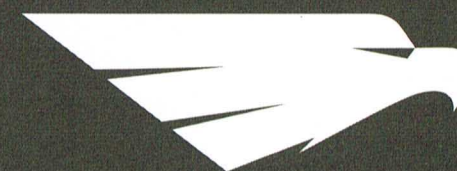
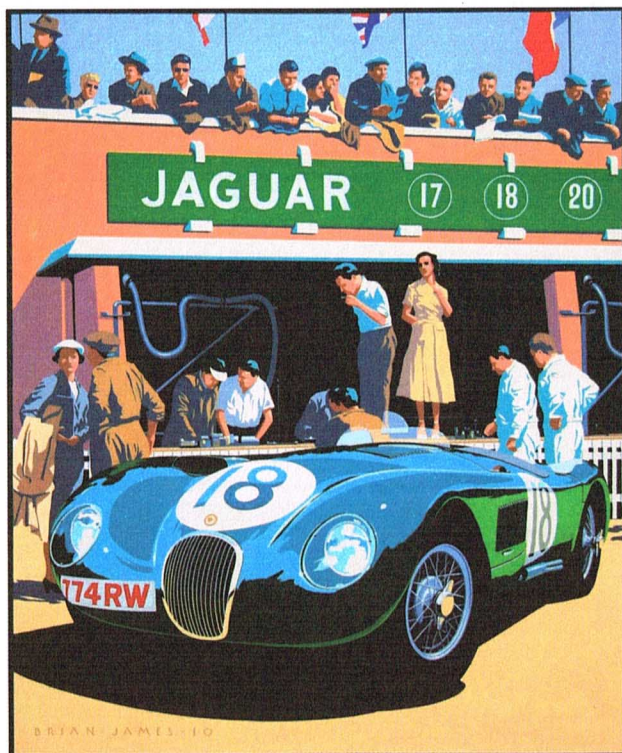
Winner's Time.....Gap.....Laps.....Speed.....mph

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

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PREVIEW
HSCC/HRSR

HISTORIC TOURING CAR

The Historic Sports Car Club, established in 1966 was formed by a group of enthusiasts headed by photographer Guy Griffiths. Their first ever race the Griffiths Trophy was held at Castle Combe in May of 1966.

At the core of the Historic Sports Car Club is the 'clubman', the enthusiast; who races for pleasure and revels in preserving and maintaining cars of the previous generations. By naming today's Historic Touring Car Race the Terry Sanger Trophy, we pay tribute to one of the local clubmen of the period. Terry's monster Ford Cortina with its 4.7 Litre V8 engine would be out of place in a modern historic grid, but he would certainly be at home with the competitors.

The HSCC 'ByBox' Historic Touring Cars is for Pre' 66 Touring cars either conforming to the FIA

'Terry Sanger Memorial Race' Supported by Screaming Eagle Productions

Appendix K regulations or the Historic Racing Saloon Register Regulations, using a control Historic Tread pattern Dunlop Tyre.

If you would like to learn more about the club, or specifically the Historic Touring Cars, go to www.hsc.org.uk or contact the office telephone: 01327 858400 or e-mail: office@hsc.org.uk



LAP RECORDS HISTORIC TOURING CARS TERRY SANGER TROPHY
To be established

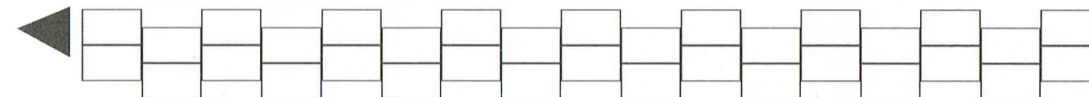


RACE 6 ENTRIES AND RESULTS

No.	Class	Name	HomeTown	Make/Model	cc
Class A 2501cc and over					
19	A	Colin McKay	Lenham	Jaguar S Type	3781
176	A	Andrew Davenall	Twickenham	Austin A105/6	2992
Class B 1601cc to 2500cc					
31	B	Les Ely	Chelmsford	BMW	2000
34	B	David Morrow	Hungerford	Alfa Romeo Giulietta	2000
57	B	Joe Gomm	Chipping Norton	Ford Lotus Cortina	1920
Class C 1301cc to 1600cc					
69	C	Bob Bullen	Warlingham	Ford Anglia	1500
77	C	Chris Sanders	Bleadon	Ford Lotus Cortina	1596
Class D 1151cc to 1300cc					
23	D	Mark Burnett	Shaftsbury	Austin Mini Cooper	1293
71	D	Tim Harber	Newent	Austin Mini	1293
85	D	Roger Godfrey	Banbury	Austin Cooper S	1293
168	D	John Marsden	Ellesmere Port	Austin Cooper S	1293
Class E up to 1150cc					
87	E	Simon Benoy	Stevenage	Hillman Imp	998
89	E	Adrian Oliver	Bristol	Hillman Imp	998
Class K1 2501cc and over					
15	K1	Mark Watts	Daventry	Ford Mustang	4700
22	K1	Michael Squire	Flax Bourton	Ford Mustang	4727
28	K1	Alex Thistlethwayte		Ford Mustang	4800
65	K1	Nicholas Ruddell		Ford Mustang	4700
73	K1	Chris Clarkson	Bristol	Ford Falcon Sprint	4700
Class K3 1301cc to 1600cc					
40	K3	Neil Merry	Fordingbridge	Alfa Romeo Giulietta	1570
Class K4 1151cc to 1300cc					
14	K4	Jon Milicevic	Towcester	Morris Mini Cooper	1293



GRID POSITIONS - RACE 6



RESULTS - RACE 6

1st2nd3rd4th5th6th7th8th9th 10th

Winner's Time.....GapLapsSpeed.....mph

Fastest Lap: No TimeSpeed.....mph

FORMULA JUNIORS

Formula Junior, on the cusp of its three year Diamond Jubilee World Series 2016-2018, starting in South Africa in January, brings the FJHRA/HSCC UK Formula Junior Championship, in its new sponsorship from Silverline back again at Castle Combe, for a third consecutive year, after a previous 11 year gap, and we expect an even more impressive field, including not only the 2002 winner, and 2013 Championship winner, Mark Woodhouse, today driving his front engined Elva 100, whilst his 2002 winning Lotus 22 is in the hands of 2013 winner, his young son Jack, now a race engineer in GP3

Up front, expect to see a terrific battle between young Jack, the Hibberd "twins", in fact son and father!, Andrew in his Oulton Park race winning Lotus 22 and Michael, having sold his own Lotus 27, now driving Rudolf Ernst's Brabham BT2; Westie Mitchell, already eking the maximum performance out of the iconic monocoque 63 De Tomaso, in only its third season back on the tracks for 40 years, while a late entry may come from Spitfire pilot, and F3/500 race winner, Steve Jones, in his Cooper T67, now fitted with its period 6 speed ERSA gearbox. Challenging these will be ace metal basher, Stuart Roach in the orange Alexis Mk 4 and young Pete Morton in the unique Lightning Envoyette, former FJ Championship winner back in the early 90s with Steve Bradley

Surprises could come from Class D Ford executive, Laine Martin, in his drum braked Lotus 20, while the old regulars, Alex Morton in the Ausper T3 built by Australian, Tom Hawkes in Shepherds Bush, and James Hicks in Caravelle III, built by his father Bob Hicks, will be battling for class honours as well, and trying to fend off Goodwood winning Andrew Wilkinson in his Australian built Lynx Mk 3: finally Class D2 also has particular local interest as Professor Peter Hawkey lives only at Painswick, and will be out in another drum braked Lotus 20 that was rescued from a Kenya scrapyard,

The FJHRA/HSCC 'Silverline' Formula Junior UK Championship

Class C2 looks like the battle of the year, with FJHRA's long time beer sponsor, Crispian Besley, returning to the track after the fracas at Silverstone in his T56 Cooper-BMC in familiar red colours, battling closely with the similar car of MG K3 owner Peter Green, driven by son-in-law Andrew Taylor, whilst the T56 duo will also be in the sight of Green welly Manufacturer, Peter Mullen, in his Kieft, and the similar car of Bond emigre, Gil Duffy. Chris Wilks in the unusually suspended Deep Sanderson, originally rescued and restored by FJ guru, Duncan Rabagliati, will also be putting on a good show, while Mike Gregory's De Tomaso ISIS represents the Italian, FIAT engine, cars

The field is completed by the front engine Fiat Ford and BMC engined beauties in Classes A and B. Michael Waller is the only Class A contender in the one-off Hillwood, but in Class B, chasing Mark Woodhouse will no doubt be the Lola Mk 2 of Justin Fleming, while both Andrew Tart and period F5000, F2 and F3 racer, Mike Walker, will be contenders for Class victory in period Bond racer, Jon Goddard-Watts 'Team Bond cars - immaculate as ever, while the dark horse is Keith Roach in the Worplesdon (near Guildford) built Condor Mk II. Also racing will be joint UK/NZ resident, David Bishop in his Elva-BMC 100

*For more information on Formula Junior racing in UK, Europe and throughout the World, contact **Duncan Rabagliati** on formulajunior@gmail.com or go to www.formulajunior.com*

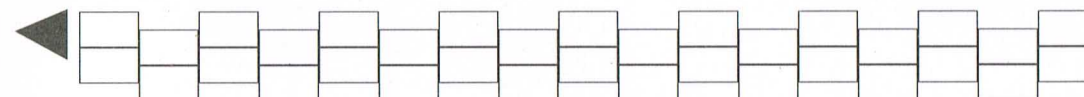
RACE 7 ENTRIES AND RESULTS

Class No.	Driver	TOWN	Car Make	Car Model	Car Year	Car Colour	CC
A 137	Martin Sheppard	Bristol	Stanguellini	FJ	1958	Red	1098
B2 2	Mark Woodhouse	Catshill, Bromsgrove	Elva	100	1959	Green	1098
B2 3	Justin Fleming	East Chiltington	Lola	Mk 2	1960	Blue	1100
B2 10	Mike Walker	Kidderminster	Bond	FJ	1960	Red	1100
B2 23	Keith Roach	Nr Romsey	Condor	SII	1960	Blue	1098
B2 25	Andrew Tart	Kidderminster	Bond	FJ	1960	Red	1100
B2 29	William Grimshaw	Rossendale	Moorland	Mk 1	1959	Green	1086
B2 36	David Bishop	Stratford Upon Avon	Elva	100	1960	Red	1097
C2 14	Crispian Besley	Northampton	Cooper	T56	1960	Red/white	1095
C2 37	Andrew Taylor	Burnham	Cooper	T56	1960	Dk Green/ white	1096
C2 38	Gil Duffy	Malvern	Kieft	FJ	1960	Blue	1100
C2 40	Chris Wilks	Newbury	Deep Sanderson	FJ	1960	Silver	1098
C2 45	Peter Mullen	London	Kieft	FJ	1960	Cream	1100
C2 49	Mike Gregory	Houghton	De Tomaso	ISIS	1959	Red/blue/white	1086
D2 62	Peter Hawkey	Painswick	Lotus	20	1961	blue	1100
D2 63	Laine Martin	Bures	Lotus	20	1961	Light Blue	1098
D2 66	Alex	Morton	Alresford	Ausper	T3	1961 Green & Gold	1098
D2 71	James Hicks	Bolney	Caravelle	Mk III	1960	Blue	1098
D2 87	Andrew Wilkinson	Charlton Musgrove	Lynx	T3	1962	Black	1100
E1 75	Peter Morton	Nr Alresford	Lightning	Envoyette	1962	Cream/Green	1098
E1 69	Stuart Roach	Ringwood	Alexis	Mk4	1962	Orange	1100
E1 79	Andrew Hibberd	Langley, Slough	Lotus	22	1962	Red	1098
E1 84	Jack Woodhouse	Catshill, Bromsgrove	Lotus	20/22	1961	White	1098
E1 92	Westie Mitchell	Cheltenham	DeTomaso	63	1963	Red/Blue	1098
E1 93	Michael Hibberd	Slough	Brabham	BT2	1962	Green/gold	1098

LAP RECORDS FOR HISTORIC FORMULA JUNIORS

- Class A: Front-engined pre-1961, Fiat or Lancia engine, Michael Waller, Hillwood, 1098cc, 1:37.658, 68.19 mph, 5-Oct-14
- Class B1: Front-engined pre-1961, up to 1000cc, Graham Barron, Gemini Mk.2, 998cc, 1:27.259, 76.32 mph, 5-Oct-14
- Class B2: Front-engined pre-1961, 1001 to 1100cc, Mark Woodhouse, Elva 100, 1098cc, 1:21.253, 81.69 mph, 5-Oct-14
- Class C1: Rear-engined pre-1961, up to 1000cc, Simon Hewes, Lotus 18, 998cc, 1:24.514, 78.80 mph, 5-Oct-14
- Class C2: Rear-engined pre-1961, 1001 to 1100cc, Stuart Roach, Condor S3, 1098cc, 1:19.562, 83.70 mph, 6-Oct-13
- Class D1: 1961-63, up to 1000cc, drum brakes, Gegan Thruston, Lotus 20, 998cc, 1:25.683, 77.72 mph, 5-Oct-14
- Class D2: 1961-63, 1001 to 1100cc, drum brakes, Andrew Wilkinson, Lynx T3, 1100cc, 1:19.037, 84.26 mph, 6-Oct-13
- Class E1: 1961-63, disc brakes, Jonathan Milicevic, Cooper T59, 1098cc, 1:15.413, 88.31 mph, 5-Oct-14
- Class E2: 1961-63, non-Ford engine, disc brakes, To be established

GRID POSITIONS - RACE 7



RESULTS - RACE 7

1st2nd3rd4th5th6th7th8th9th 10th

Winner's Time.....GapLapsSpeed.....mph

Fastest Lap: No TimeSpeed.....mph

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HISTORIC ASTON MARTINS

A race, primarily for Aston Martins, dedicated to the memory of a well-respected and much loved Aston Martin owner and racer who sadly left us at the end of 2013. Jon, who was twice AMOC champion, raced his 1958 Sebring entered ex works DB MKIII for some 35 yrs and was always very competitive. This car, retained by the Gross family, who are present today, is being raced (No. 49) in Jon's honour. The grid shows off most of the range of cars that Aston Martin prepared for racing in the 1950's.

The Astons are joined by a selected number of Invitation cars from the same period and a special Elva Courier Class, one of which Jon had also raced.

It is anticipated that the Aston DB3S, of Steve Brooks will be a front runner along with the stunning DBR1 of Adrian Beecroft. There will be a good battle between Nick Rudell and Tim Stamper in the Aston GT class.

The Pre War Astons in the race are competing for the 'Mort' Goodall Cup. Morris 'Mort' Goodall was

Jon Gross Memorial Race for Historic Aston Martins, supported by Ecurie Bertelli Ltd. Including the Mort Goodall Trophy for Pre-War Aston Martins.

a well-known Aston racer who competed both before and after WW2. It is likely that the Gillies Aston and Peter Dubsy will be frontrunners here.

This combined grid also commemorates the dozens of Aston Martin Owners who are no longer with us but have poured their dedication into keeping and using these special cars the way the Factory designed them to be in period - ready for the track.

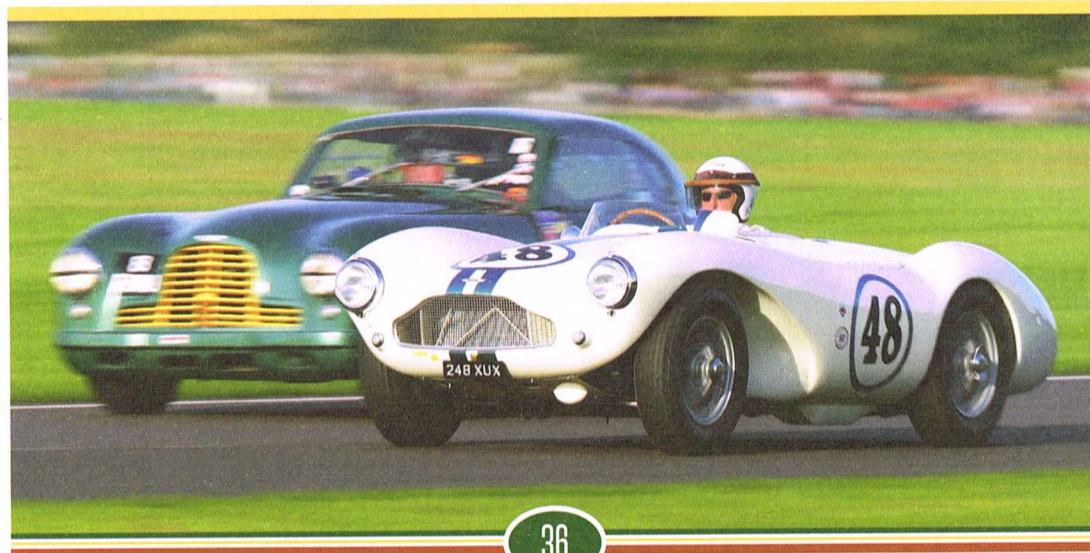


LAP RECORDS FOR HISTORIC ASTON MARTINS

Pre-war: David Freeman, Aston Martin Speed Model, 1970cc, 1:33.930, 70.90 mph, 5-Oct-14

Post-war: David Reed, Aston Martin DB2, 2992cc, 1:27.376, 76.22 mph, 5-Oct-14

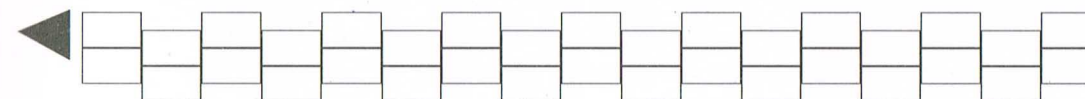
Sports Racing: Simon Hadfield, Aston Martin DB3S, 2922cc, 1:22.806, 80.42 mph, 5-Oct-14



No.	Class	Name	Entrant / Sponsor	Town	Make / Model	CC
25	Post war cars	Nicholas Ruddell	Driver	Rusper	Aston Martin DB 2/4 Mk1	3000
34	Post war cars	Steve Brooks	Driver	London	Aston Martin DB3S	2922
36	Post war cars	Adrian Beecroft	Driver	London	Aston Martin DBR1/300	2992
39	Post war cars	Timothy Stamper	Driver	Penrith	Aston Martin DB2/4	2992
49	Post war class	Chris Woodgate	Driver	Towcester	Aston Martin DB MK III	2922
5	Pre war cars	Mark Gillies	Richard Shipworth	Ilmer	Aston Martin Monoposto Speed Model	1991
9	Pre war cars	David Ozanne	Driver	Castel	Aston Martin Speed Model 1938	1950
12	Pre war cars	Robert Blakemore	Ecurie Bertelli	Olney	Aston Martin Speed Model	1950
27	Pre war cars	Peter Dubsy	Driver	Vienna	Aston Martin 15/98 2 seater	1950
92	Pre war cars	Edward Bradley	Driver	London	Aston Martin Ulster	1486
60	Invitation 50s Sports Car	Kevin Zwolinski	Driver	Edgehill	Jaguar XK120	3400
54	Invitation 50s Sports Car	Jason Kennedy		Guildford	Lancia Aurelia B20 GT	1991
81	Invitation 50s Sports Car	Richard Gane		Coventry	Jowett Jupiter	1486
2	Invitation Elva Courier Class	Martin Greaves	Driver		Elva Courier Mk 4	1500
46	Invitation Elva Courier Class	Jonathan Loader	Loaded Gunn Racing		Elva Courier Mk 4T	1964
63	Invitation Elva Courier Class	Bruce Chambers	Driver		Elva Courier Mk 4	1850
149	Invitation Elva Courier Class	Sean Kukula	Driver		Elva Courier Mk 4	1850



GRID POSITIONS - RACE 8



RESULTS - RACE 8

1st2nd3rd4th5th6th7th8th9th 10th

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

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

CONNAUGHT 'SYRACUSE'

G enial Connaught marque founder Rodney Clarke was an excellent design engineer who – through perennially having to balance ambition against limited financial resources – became a renowned master of making a little go a long way in league with business partner Mike Oliver, a talented engine tuner. Built just outside Guildford, Connaughts were well conceived, beautifully made and strong, and the B-type F1 Connaught of '54 brought the marque long-overdue, if fleeting, glory with Tony Brooks' extraordinary Syracuse GP victory in October '55.

Connaught's B-type uses a tubular chassis, 2.5 litre 4-cylinder Alta engine and Wilson preselector gearbox, with wishbone front and De-Dion rear suspension, and was raced by them until the team's closure in September 1957.

The B-type 'Syracuse' Connaught demonstrated here today by Peter Morley is identical to the car Tony Brooks used at Syracuse, and the actual car that he drove at the Goodwood 2012 Festival of Speed. Tony had originally agreed to be our 'Guest of Honour' here today, but had to withdraw due to an operation earlier this year which, we understand, was fully successful.



Tony Brooks Poetry in motion

Charles Antony Standish ('Tony') Brooks started racing his mother's Healey Silverstone in 1952 (including 'Combe that October) and three years later became the first Briton to win a Grand Prix in a British car since Sir Henry Segrave (Sunbeam) at San Sebastian in 1924.

Having impressed on his single-seater baptism in a private Connaught at Crystal Palace in '55, the factory team signed the 23-year-old dental student to contest the non-championship Syracuse GP in Sicily on 23 October in a B-type. On Tony's next outing, three weeks after racing an A-type at 'Combe, on the previously unseen Sicilian road circuit, he thrashed the establishment, leaving the factory Maseratis trailing in his wake.

Brooks made his F1 World Championship debut with Vanwall at Monaco in '57, qualifying fourth, and in Aintree's British GP handed his car to Stirling Moss for joint victory. Among history's most gifted racers – as his other five GP wins on the fearsomely fast Spa, Nurburgring, Monza, Reims and Avus circuits attest – Tony finished second to Jack Brabham in the '59 championship, driving for Ferrari.

1954 KIEFT-CLIMAX V8

S wansea born industrialist Cyril Kieft took up motor racing in 1949, and the following year began making his own 500cc Formula 3 cars, which became very successful in the hands of Stirling Moss and Don Parker in the early 1950s. In 1953 he, along with Connaught, Cooper and HWM persuaded Coventry Climax to design a V8 2.5 litre engine to compete in the 1954 Formula 1 Championship. The engine, christened 'Godiva', was built and tested on a dynamometer, showing upwards of 250 horsepower.

Kieft built a rolling chassis using a wooden pattern for the engine, complete with aluminium bodywork. Regrettably, Coventry Climax refused to release the engine. Ferrari and Maserati had announced that their 1954 engines had 280 hp at the development stage: Climax did not wish to be embarrassed and so the Kieft F1 project was abandoned. It was subsequently learnt that actually the Italians had only 220 horse power.

In the 1990's, Bill Morris acquired the Kieft rolling chassis which had survived complete with body, and the remaining V8 Godiva engines and spares. He rebuilt the engine, installed it in the chassis, and it first ran on the track in 2002, at a race meeting attended by Cyril Kieft. Since then the car has raced at many historic motor racing events. Following Bill Morris' death the car was acquired by Nigel Batchelor who has kindly arranged for it to be on display here today.



A Castle Combe connection

Had the Kieft Grand Prix car been completed as intended in 1954, it's quite likely that it would have been racing at Castle Combe 60 years ago. However, there is another, perhaps more significant connection to Cyril Kieft.

In 1952 Cyril was prominent in establishing the Swansea Motor Club's new race meeting at the former RAF base at nearby Fairwood Common. With the club looking for volunteers to lay out the course ahead of what would be the first meeting to be held in Wales, one young helper was a 17 year old by the name of Howard Strawford.

"Being the pratt of a volunteer that I was, I volunteered and went up at weekends. And, I thought it was quite brilliant because I was able to go to the racing for nothing" Howard recalled years later, "that was my introduction to motor sport. I saw my hero, Stirling Moss, have a big accident there. Right in front of me."

Inspired by this first taste of motorsport, it was not long before Howard tried it out for himself, the start of a path that would eventually lead to him owning and running Castle Combe from 1976. And had it not been for that, the circuit may not be here today...



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STAR CAR

TERRY SANGER AND THE HARRIER

To any scholar of British saloon car racing history, images of a Ford Lotus Cortina shod with disproportionately wide wheels and tyres will evoke memories of that golden era of saloons - the 1960's. Period photos of the Cortina depict its bearded driver as a fearsome looking character that you'd try to avoid offending but in reality, this likeness could not be wider of the mark. Terry Sanger was a charming, down to earth family man, racing driver and engineer extraordinaire who possessed a razor-sharp wit and a lively self-deprecating sense of humour.

After serving his open-ended racing apprenticeship on two and four wheels during the 1950s, Terry started to make a name for himself in sports cars; AC, Morgan and Marcos before carving his indelible niche on the international saloon car racing scene in the 1960s driving Lotus Cortina, Ford Falcon and Chevrolet Camaros'.

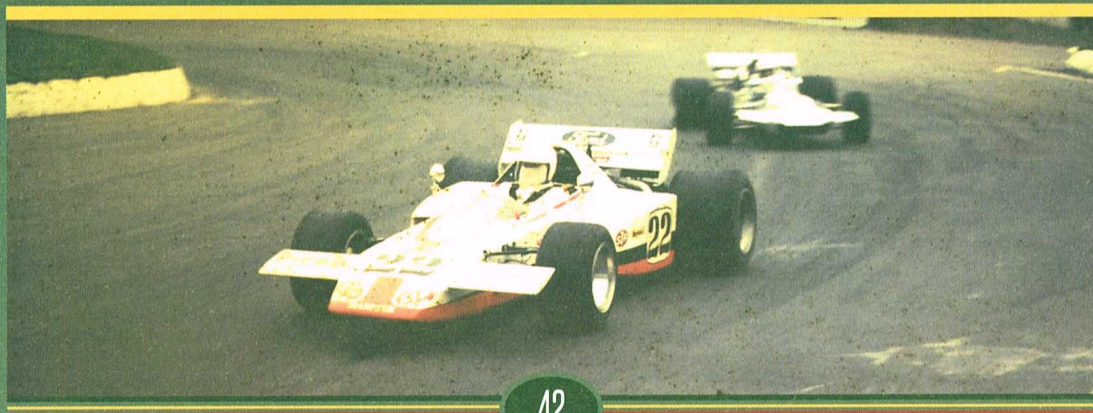
Always eager to push his capabilities even further and in tandem with his saloon car activities Terry raced in the Guards; later Rothmans, F5000 championship having borrowed the ex-Jackie Stewart H16 BRM rolling chassis from fellow Bristolian Jonty Williamson and installed his Chevrolet V8 just to dip his toe into the F500 water however, never one to do things by halves,

Terry then built his own F5000 car; the Harrier/Chevrolet 001.

The Harrier was completed in 1971 and taken to Mallory Park for the early March Rothmans F5000 round. The gearlever broke in the first of two heats so a screwdriver was welded on as replacement but in race 2 whilst being lapped by the leaders on his right, Keith Holland's McLaren M10B optimistically tried to pass on his left, hitting the Harrier's rear wheel and launching the McLaren to land astride the Harrier before the tangled duo slid gracefully into Mallory's lake!

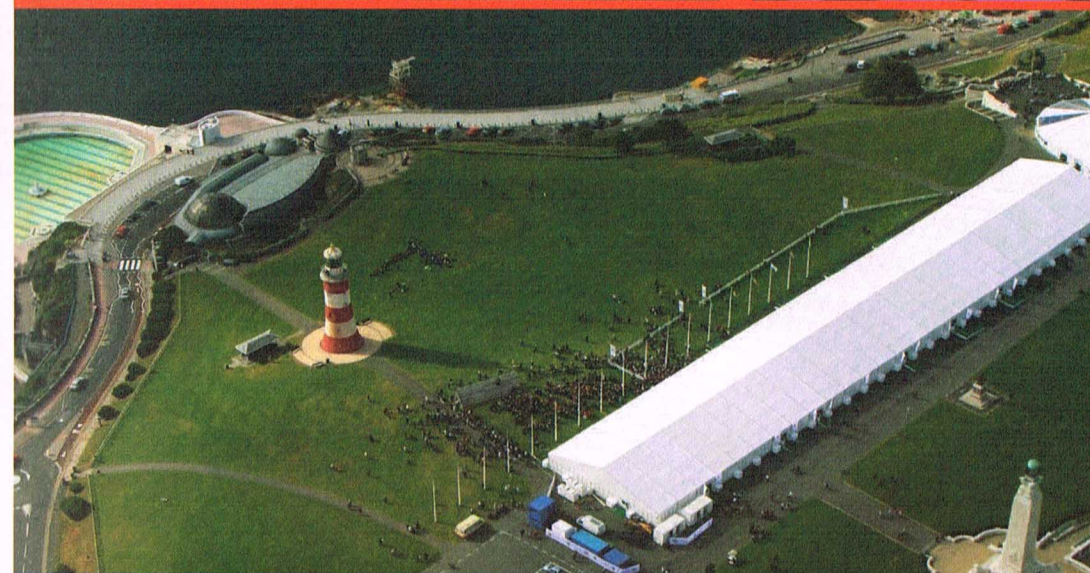
As Terry was earning a living from racing, the ex-Frank Gardner 1970 championship winning Lola T190 was borrowed again from Herefordshire businessman Alan McKechnie for a race or two whilst the Harrier 001-2 was built; with longer wheelbase. Sanger later recalled, "There were good bonuses to be earned by privateers from Ferodo, BP, Firestone and AP, particularly generous for a top-three position."

At the end of the 1973 season Terry called an end to his professional racing career but occasionally raced for fun however, his race craft instructional skills and engineering expertise remained much in demand and he was involved with many successful consultancy projects for blue-chip companies and racing teams.



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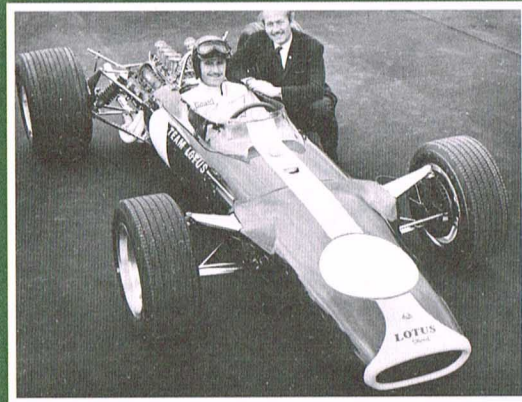


1967 LOTUS 49 R3

Chassis R3 was hurriedly built up for Graham Hill on the eve of the 1967 British Grand Prix after he crashed his original car in practice, and is now the only surviving original 1967 car. It was the first car to use the Cosworth DFV (Double Four Valve) engine, an engine that went on to become the power plant of choice for nearly all British F1 manufacturers following its success in the Lotus. The Type 49 also significantly developed the revolutionary idea of using the engine as a 'stressed member'. This fitted very well with Colin Chapman's mantra of 'Simplify, then add lightness' and became the preferred configuration of virtually every F1 ever since.

STOP PRESS – Originally going to be static display only but is now running and will be demonstrated driven by Rick Hall!

Simplify – then add lightness



1959 COOPER T51 CLIMAX

The birth of rear engine dominance in F1



The (retrospectively named) T51 was built for both Formula 2 and Formula 1 Grand Prix. It secured its place in the history books in 1959 when it became the first rear engine car to win the F1 Championship, driven by Jack Brabham. It was the first car to use the famous 2.5 litre 4 cylinder engine commissioned to Coventry Climax by Cooper and Lotus.

This particular car was run by Rob Walker (still in the team livery), and driven by none other than Stirling Moss who piloted it to a win in the Goodwood Glover Trophy, and by Maurice Trintignant to podium finishes in the Monaco and US Grand Prix.

The proud owner of this magnificent piece of British Motor Racing history is Paul Griffin (racing today in the FISCAR race) who has very kindly brought it along for our admiration today.

MASERATI T61

The Birdcage



The Maserati T61 (or 'Tipo 61' to give it its official title), is much better known as the Maserati 'Birdcage'. The revolutionary chassis was made up of approximately 200 thin chro-moly steel tubes to make up an intricate space frame chassis. This design not only offered a weight saving advantage over its more traditionally designed competitors but also offer a greater degree of rigidity.

Stirling Moss drove the 'Birdcage' to victory on its debut, and it also took back-to-back victories in 1960 & 61 in the 1000km Nurburgring. Sadly, it never achieved its principle objective of winning at Le Mans.

This example is owned by Nick Mason; who is increasingly becoming equally well known for his enviable car collection as he is for being Pink Floyd's drummer!

FERRARI 250MM BERLINETTA

This example of the Ferrari 250MM is another from Nick Mason's collection of legendary historic racing cars, and is one of only 18 built.

It was built in 1953 for the gruelling La Carrera PanAmericana 1,932 mile road race across Mexico and was driven by Efrain Ruiz Echeverria. Completing the treacherous race is an achievement in itself so it's 7th in the sports car class finish was an admirable result indeed, especially considering the company it was in; with the sports car class being won by none other than Juan Manuel Fangio.

The car was fully restored to concours standards before being purchased by Nick Mason who has not put it on a plinth in a museum but used it in competitive racing several times. Nick's daughter Holly raced it at the recent Goodwood Revival and will be driving it today in the afternoon demonstration session.

The Best Ferrari I ever drove – Carroll Shelby



T23 COOPER BRISTOL

6 2 years ago to the day Bob Gerard drove this car to its first victory, in the 1953 Fry Trophy Race here. The car and its Bristol engine was significantly developed over the following two years and in Gerard's skilled hands became the fastest car of its type in the UK.

60 years ago Bob lined up again on the Castle Combe grid for the famous Avon Trophy F1 race and drove it to a fantastic podium finish behind the Vanwall of Harry Schell and the Maserati 250F of Horace Gould. Along with the 3rd place trophy, Gerard also collected the Joe Fry Memorial Trophy again for being the first British driver in a British car across the line.

The car is now owned by accomplished historic racer Steve Russell who has kindly brought it along today.

Mr Bob's Flying Machine!



BRM P48

BRM's first rear engined GP car



By 1960 it was patently clear that the rear engine format was the way to go if you wanted to run at the front of the F1 pack.

The P48 was BRM's first rear engined car and was a very quick re-engineering of their front engined P25, retaining most of its original components, and merely relocated the engine and driver! One of the most iconic features of the P48 is its 'bacon slicer' single rear disc brake system which hung out of the back of the car in clear view after its surrounding bodywork was removed to aid cooling.

This car was campaigned most successfully by Graham Hill with a 5th place finish at Aintree and a 3rd at Silverstone.

The car is on display today courtesy of Hall & Hall who carried out a complete restoration of the car in 2006.

1959 SCARAB-OFFENHAUSER

Scarab success in the 21st Century



Scarab was an American racing car constructor owned by British born entrepreneur and heir to the Woolworths fortune; Lance Reventlow. Scarab originally built sports racing cars for American Road Racing with notable success in the 1950s, with Carroll Shelby driving amongst others.

In 1960, Reventlow threw his hat in the Formula 1 arena by building a front engine car, a surprising move given that nearly all other manufacturers had switched to the rear engine format. It was a gamble that didn't pay off as the car was sadly hopelessly unsuccessful in period.

This example is owned by the highly successful historic racer and Autumn Classic title sponsor; Julian Bronson of Bristol Forklifts. You could say Julian has succeeded in fulfilling Reventlow's dream as he regularly beats the rear engine competition in current historic races! This car is chassis 3 and at a recent auction, chassis 1 & 2 together with the team's transporter were sold for a combined total of over £1.6m!

THE WHITE FLYER STEAM CAR

Built by the White Sewing Machine Company in the winter of 1904/5, the car was originally named the 'White Flyer' but was given its 'Whistling Billy' name by the crowds thanks to the howling sound track that emanated from its burners.

The car was built for one of the earliest forms of motorsport which swept across North America, racing on oval 'horse trotting' dirt tracks. In its heyday, little could compete with the acceleration of the car, and on Independence Day in 1905 it set a new record over a 1 mile dirt oval of 48.35 seconds which equates to an unbelievable average speed of 74mph!

The car will be performing (in both the racing and musical sense!), a demonstration run driven by its passionate owner and restorer, Dr Robert R Dyke. 'Whistling Billy' was a favourite at last year's event and we're delighted it is back to entertain us again!

AKA Whistling Billy!





Don't forget to visit the Circuit Shop
(under race control adjacent with the start line),
where Autumn Classic souvenirs will be available to
purchase, including posters of the fabulous artwork
by Brian James of the BRM at Camp Corner.

Please also visit the Strawford Centre to see an
exhibition of Brian's other automotive pieces.

VINTAGE BUS GROUP



The Group began life in March 1972 when three founder members collected a 1948 Leyland Titan PD1 from its then owner near St Austell in Cornwall. Even when purchased, the combination of a Leyland chassis and a highbridge Eastern Coach Works body was rare and is now thought to be unique. She was one of a batch of 50 Leylands, unusually supplied to Bristol Tramways instead of the normal 'home-grown' product. Post-war shortages of materials led to the government directing batches of new vehicles to operators, rather than them having a choice.

Apparently her restoration was not found to be too much of a challenge, as the next project the team undertook was soon under way – and was not for the faint-hearted. GHT 154 is a 1940 Bristol 'K' type, which had been used as a showman's van. Her roof and stairs had been removed, along with other modifications, and it took the team nine long years to restore her to her former glory.

Since then the Group has grown in size, now boasting membership circa 200, with members and the Group itself owning 20 vehicles. These range from a 1934 to a 1994 example. Ten vehicles

are stored at our Flowers Hill premises, with the remainder in various locations in the Bristol area.

The vehicle we have brought to the circuit today, VDV 753, is a 1957 Bristol LDL, which was converted to open-top in 1973 by Western National. After passing through a number of hands following withdrawal from their service in 1979 it was purchased by BVBG last December.

For more details of the Group, its collection and activities please visit our website: www.bvbg.org.uk.

We are always looking for new members, so if you would like to see what we get up to, why not come and see us on a Sunday at Flowers Hill, Brislington. In the summer months we are often away at a rally or event (check for details on our website), but from now until the spring there will be work at base maintaining the fleet: mechanical checks, running repairs, bodywork restoration and repair, painting, cleaning, cataloguing our paper archives and a myriad other tasks. Something for everyone and every skill level.

Secretary: Richard Avery,
email: rchrdrvry@gmail.com; tel: 0117 329 6656

CLUB AVENUE

- Imp Club
- Gilbern Owners Club
- Cricklade Classic Vehicle Group
- Austin Cambridge Westminster Car Club
- Gordon Keeble Owners Club
- Fairford Classic Car Club
- Club Marcos International
- Norton Radstock Classic Vehicle Club
- Colerne Classic Cars
- Traction Owners Club
- Alvis Owner Club
- Reliant Sabre & Scimitar Owners Club
- Bristol Pegasus Motor Club
- Classic & Historic Motor Club
- Historic Lotus Register
- Riley Register
- Club Elite
- Triumph TR Register (Glavon)
- Triumph TR Register (SouthWest)

CLUB VILLAGE

- Jaguar Enthusiasts Club
- Bristol Owners and Heritage Trust
- Bristol Motor Club (Essence of Dyrham)
- Austin Healey Club
- Vintage Sports-Car Club
- Lotus Seven Club
- Club Lotus
- MX-5 Owners Club (Wessex)
- RS Owners Club (Bristol)
- Independent Porsche Enthusiasts Club (TIPEC)
- Aston Martin Owners Club
- Individual Classic Car Parking

Danco Dream Garage 'Star cars'

- Danco Dream Garage
- Brian James Art Exhibition
- Circuit Shop
- Tavern Lawn display cars

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

FOLLY

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

Paddock 2

- Trade Stands
- Hartwell Display
- National Motor Museum Display
- BRM Association

QUARRY CORNER

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

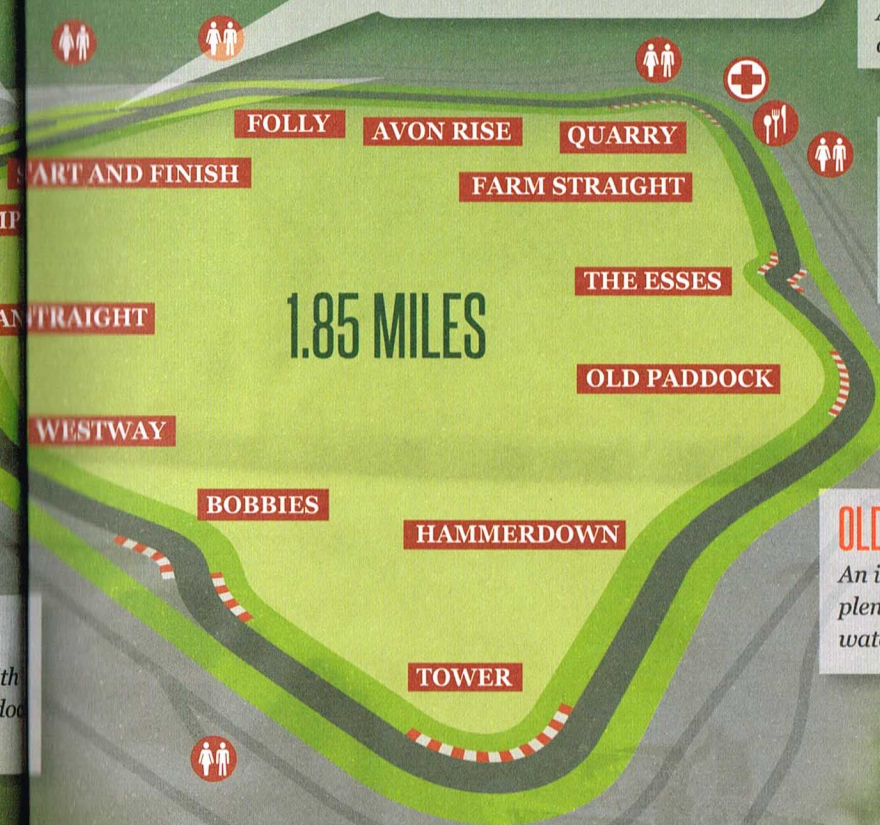
THE ESSES

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

1.85 MILES



- Toilets
- Catering
- First Aid