

OFFICIAL PROGRAMME

ONE SHILLING

DERBY & DISTRICT MOTOR CLUB

(AFFILIATED TO R.A.C. AND A.C.U.)

INTERNATIONAL

DONINGTON

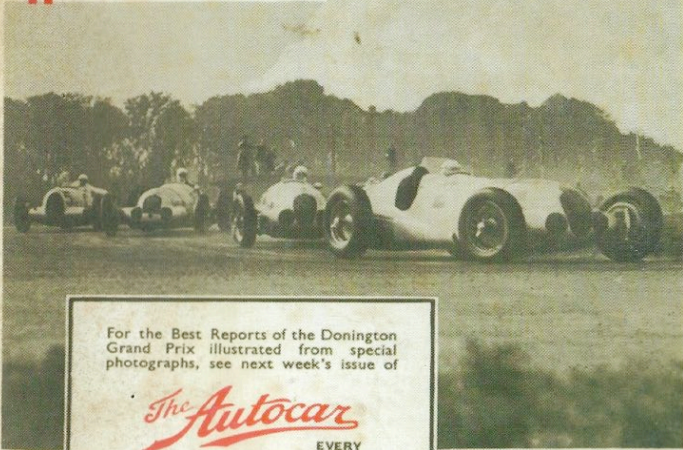
GRAND PRIX CAR RACE

DONINGTON PARK, near DERBY

SATURDAY, OCTOBER 15th 1938
22nd,

by

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J. G. SHIELDS, Esq., J.P.



For the Best Reports of the Donington
Grand Prix illustrated from special
photographs, see next week's issue of

The Autocar

EVERY
FRIDAY 4d.

VINTAGE SPORTS-CAR CLUB LTD.

(Secretary: Stuart A. M. Pringle The Old Post Office, West Street, Chipping Norton, Oxon, OX7 5EL)

*Held under the General Competition Rules of the Motor Sports Association
(including the provisions of the International Sporting Code of the F.I.A.)
and the Supplementary Regulations*

MSA Permit No. 7693

Stewards	P.W. Swinger Esq. (appointed by the MSA) N.F.A. Whittenbury, C.J. Wright (appointed by the VSCC)
Clerks of the Course	C.T. Prest, M.R. Grant Peterkin
Deputies	J.B. Adams, I.D.H. Horsnell
Assistants	A.G. Tongue
Chief Marshal	J.R. Edge
Chief Judges	F. Ashley (Sunday), R.A. Watt (Saturday)
Judges	Mrs S.I. Peppercorn, I.D.H. Preston, G.C. Beckett, Mrs A. Beckett, D.W.T. Harrison, J.D. Ryder, F. Whatling
Chief Timekeeper	D. Morley
Timekeeping Services	H.S. Sports Ltd
Chief Scrutineer	G.S. Sheppard
Scrutineers	B.M. Gilbert-Smith (deputy), G.A. Harrison, R.F. Buttle, D.A. Darby, J.E. Haigh, W.J. Port, R.W. Upston, T.R.G. Schofield, P.D. Venables, C.T. Rogers, D.H. Guest
Eligibility Scrutineers	I.J. Hall (Chief Eligibility Scrutineer), R.G. Britcher, P.R.E. Wigglesworth, D.B. Roberts
Commentators	S.A. Bennett, M. Holt-Chasteauneuf, M.W. Hewson, N. Goodman, S. Taylor
Handicappers	J.A. Millham, M.G. Guest
Chief Medical Officer	Mr L.N. Jarrett FRCS
First Aid	St. John Ambulance Brigade
Incident Vehicles	Donington Emergency Services, Midland Hills Rescue, Calder Rescue
Breakdown vehicles	Mick Avery & Co. Nottingham Breakdown & Recovery Services
Course Cars	1935 Talbot 75 Corsica - D.J.S. Lambert 1929 Bentley 4½ VDP - T.J. Threlfall 1935 Lagonda 3½ Tourer - J.M. Thring 2001 Ascari Ecosse - Ascari Cars 2001 Audi RS4 - Audi UK
VSCC Duty Director	J.P. Ghosh
Secretary to the Meeting	B.J. Wimmer, VSCC Office, The Old Post Office, West Street, Chipping Norton, Oxon, OX7 5EL

Programmes printed by Quorum Technical Services Ltd. Cheltenham, Glos.

THE VINTAGE SPORTS-CAR CLUB &
THE HISTORIC GRAND PRIX CARS ASSOCIATION

THE RETURN OF AUTO UNION

THE RICHARD SEAMAN MEMORIAL TROPHY MEETING

DONINGTON PARK
MAY 19-20



Outline Timetable - Donington 19 and 20 May 2001

The programme will be as follows:

Time	Event	Duration
Saturday		
9:15 - 11:40	Practice Sessions for Racing Cars	
11:45	Auto Union/Audi Display/Warm Up	30 Mins
12:15	MSA Officials handover to ACU officials	n/a
12:30	Practice for Motor Cycles	25 Mins
13:00	Motor Cycle Parades	30 Mins
13:30	LUNCH BREAK - ALL QUIET	n/a
13:50	Event 1 - Round 1 Race 1 of the Lansdowne Classic Series supported by Bonhams & Brooks	8 laps
14:20	ACU officials hand over to 'MSA' officials	n/a
14:30	Event 2 - VSCC Scratch Race	7 laps
15:00	Event 3 - A Race of The Historic Grand Prix Cars Association For Pre-1966 Rear-Engined Grand Prix Cars sponsored by Franklin Audi	12 laps
15:30	Event 4 - A VSCC Handicap Race	5 laps
16:00	Auto Union/Audi Demonstration	30 Mins
16:30	Event 5 - A Scratch Race For Pre-War Racing Cars for The Seaman Trophy . A Race in the Dunlop Series	12 laps
17:00	Event 6 - The Historic Motor Racing News Gentlemen Drivers' Endurance Race for Pre 1966 GT Cars and Pre 1963 Sports Cars supported by Gregor Fisker	2 hrs 15 mins
Sunday		
9:10 - 11:40	Practice for Racing Cars	15 mins
11:45	Auto Union/Audi Display/Warm Up	30 mins
12:15	MSA Officials handover to ACU officials	n/a
12:25	Lunch/Bike parade	n/a
13:00	Event 7 - Round 1 Race 2 of the Lansdowne Classic Series supported by Bonhams & Brooks	8 laps
13:30	ACU officials hand over to 'MSA' officials	n/a
13:45	Event 8 - A Scratch Race for The Seaman Trophy for Vintage Racing Cars and The Williams Trophy for Pre 1935 2 - Seater Racing Cars sponsored by Farndon Engineering	10 laps
14:15	Event 9 - Handicap race	5 laps
14:45	Event 10 - A Scratch Race for 1950s Sports Racing Cars sponsored by South Hereford Audi. A Race in the Dunlop Series	10 laps
15:15	Auto Union/Audi Demonstration	30 mins
15:45	Event 11 - The H & H Classic Auctions Historic Grand Prix Cars Association Race For The Ron Flockhart Memorial Trophy for Post War, Pre 61 Racing Cars. Credit Suisse supports the HGPCA. A Race in the Dunlop Series	12 laps
16:15	Event 12 - A Handicap Race	5 laps
16:45	Event 13 - An 8 Lap Scratch Race For The John Goddard and Brooklands Trophies	8 laps
17:15	Event 14 - Scratch race (divided into capacity classes)	8 laps

AWARDS

The **Historic Seaman Trophy** to the winner of that designated race, with awards to second and third places.

The **Vintage Seaman Trophy** to the first finishing vintage car of that designated race, with awards to second and third places. The **Williams Monaco Trophy** to the first finishing qualifying two seater racing car. The **Bruton Trophy** to the first finishing 1½ litre supercharged, or qualifying car of any capacity if unsupercharged. The **Kenneth Bear Trophy** to the first finishing qualifying Vintage car. The **John Bowen Trophy** to the first finishing qualifying pre-1923, 2 seat GP car.

The **Ron Flockhart Memorial (Lady Wigram) Trophy** to the winner of that designated race for pre-1961 Racing Cars, with awards to second and third places. A special award to the winner of the pre-'55 Class, with awards to second and third places.

The **John Goddard Trophy** to the first eligible car in that designated race, with awards to second and third places. **Brooklands Trophies** to the first, second, and third qualifying cars in the same race.

All other scratch races, except any specifically sub-divided into classes, awards to first, second and third.

In any race specifically sub-divided into classes, the winner of the race will receive an award, and each of the winners of the other individual classes will receive an award. An award will be given to the 1st on handicap not winning any other award. There will be no other awards in such races.

Awards to the first, second, third and fourth in the handicap races. (subject to 6, 8, and 12 starters respectively).

An award in scratch races to the 1st on handicap not winning any other award.

In the above mentioned scratch races, the awards for first, second and third places are subject to a minimum of 4, 6, and 8 starters respectively.

Where a competitor wins more than one award in a race, only one prize will be awarded for all the achievements.

The named trophies (with the exception of the John Goddard Trophy, which will be available at the end of the meeting, and the Brooklands Trophies which will be presented by the Brooklands Society at their annual dinner) will be awarded at the Club's AGM, and will be held for a nominal period of one year. Other trophies are to be retained.

HANDICAPS

Final handicaps will be published on the Paddock Notice Board. All scratch races will contain a handicap.

The Handicap Race Time for Sealed Handicaps is calculated as the best lap time by the number of laps completed. The winner is the competitor whose race time is closest to his handicap time. N.B. Cars must be running at the finish. No placed driver may win a handicap award.

Grid positions for scratch races will be determined by practice times.

THIS WEEKEND'S RACES

The two Seaman Trophy races are dedicated to the pre-war driver Richard Seaman who made his name as an amateur driving a ten year old 1927 Delage Grand Prix 1½ litre 8 cylinder in voiturette races. Previous to that he had successes with an MG Magnette both at home and on the continent and had won the Donington Park 1936 British Empire Trophy race driving Harry Rose's ex-Whitney Straight Maserati lined down to 2.7 litres for handicap purposes. Also in the same year he won the 1936 Donington Grand Prix sharing the driving with Hans Ruesch of the latter's 3.8 litre Alfa Romeo 8C-35. Just prior to taking over the Delage in 1935 he bought the 1½ litre ERA RIB but did not keep it for long as he found it unreliable.

Meanwhile it was the Delage successes which caught the attention of Alfred Neubauer, the Mercedes racing managers and Seaman joined his elite team, commencing well by coming 2nd to Rosemeyer's Auto Union in the 1937 American Vanderbilt Cup race. His best drives were in 1938 when he was 1st in the German GP, 2nd in the Swiss GP and 3rd in the Donington GP. In 1939 he retired from the Eifelrennen and whilst leading on a rain soaked track in the Belgian GP at Spa, he crashed tragically and, leaving the road, his car hit a tree and caught fire.

The Seaman Historic Trophy which is held by the winner of the race for pre-1941 car for one year is the one awarded to Dick for

coming 3rd in the 1938 Donington GP in a W154 Mercedes, whilst the Richard Seaman Vintage Trophy was originally awarded to Seaman for his win in the JCC 200 Miles Race at Donington Park at the wheel of his 1927 Delage. Both trophies were given to the VSCC by Seaman's great friend, the late George Monkhouse.

Ron Flockhart, who we also remember in a named race today, was a charming Scot born in Edinburgh in 1924 who began his career post-war, 1949 to 1951 in his MG at events such as the sand races at St Andrews, after some motor cycle racing. He followed this 'by driving a Joe Potts JP-Vincent, 'but his name became more widely known when he bought the ERA R4D, complete with spare 1½ litre and 2 litre engines in 1952 from Raymond Mays. He ran in three events in 1952 at Silverstone, Crimond and Turnberry. In 1953 he then ran in 12 events and collected six wins in Scots and English events including PTD at Bolness and wins at Goodwood Snetterton, Rest and 'be Thankful, and Charterhall. He then sold R4D to Ken Wharton.

At the end of 1953 up to 1959 Flockhart was signed up with BRM but he was not often called upon to drive for them but could take on freelance drives he was offered. His most successful drives were for Ecurie Ecosse for whom in 1956 he won at Le Mans in a D-type Jaguar with Ninian Sanderson and again in 1957, this time with Ivor Bueb as co-driver,

In 1956 Ron had a drive in the Italian GP for Connaught and worked his way up from being last on the grid to third place at the finish. In this race Moss (250F Maserati) ran out of fuel on his 45th lap when in the lead and as he was coasting to a halt Luigi Piotti in seventh places tucked in behind his team leader and pushed him back to the pits to refuel with the result that Moss won from Collins/Fangio (Lancia Ferrari) and Flockhart. When Ron drove for Team Lotus in the 1960 French GP, Cooper Climaxes filled the first four places with Jim Clark and Flockhart fifth and sixth, the last two almost side by side on the same lap. Flockhart's best drive for BRM was in a front engined P25 when he won the Lady Wigram Trophy race in New Zealand from Jack Brabham and Bruce McLaren in Coopers, in 1959.

Ron's thoughts now turned to Aviation and the London-Sydney record for piston engined aeroplanes. His previous attempt in 1961 in a P51 Mustang ended in a crash at Athens, wrecking the aircraft, so he planned to have another go in 1962 with another Mustang (they were cheaper in those days). Sadly, whilst he was practising outside Melbourne he flew into a high hill after an instrument failure in low cloud on April 12th, 1962. His widow, Gillian Fosler, has very kindly let us look after the Lady Wigram Trophy which we now present in his memory to the winner of the race for pre-1960 racing cars.

VINTAGE MOTORCYCLE DEMONSTRATIONS

There are about ten manufacturers represented in the Vintage Racing Motor Cycle demonstration, mainly English manufacturers, and I thought maybe a brief history of their marques would be of interest.

The Norton Manufacturing Company produced its first motorised bicycle at Bracebridge Street, Birmingham in 1902. In 1924, Alec Bennett achieved Norton's first senior victory in the Isle of Man Tourist Trophy (TT) races at an average speed of over 60mph. Between 1931 and 1938 Norton won every Senior and Junior TT race with two exceptions – a quite remarkable achievement. In 1930 the first OHC model was introduced, known as the CS1. In 1950 the firm produced a new pivoted rear fork duplex frame. This was a lot more comfortable than the former 'garden gate' design and was known as the 'feather bed' and in 1950 it won both the Senior and Junior races in the Isle of Man TT Races. In 1962 Nortons were taken over by Associated Motor Cycles Ltd. and moved to London. It is fitting to record that Mike Hailwood won the 1961 TT at an average speed of over 100 mph on a single cylinder Norton.

Veloce Ltd. was formed in 1905 by the Goodman family. They always concentrated on sound engineering principles with lightweight. In 1924 Percy Goodman produced the 350cc overhead camshaft model K, which won the 1926 Junior TT. In 1929 Velocette offered a replica race-winning model known as the KTT to private owners. The KTT was an out and out racer. The KSS was the Super Sports model. In the late 1930s, Velocette produced a supercharged 500cc twin cylinder bike named 'The Roarer' which would have been developed into a successful machine but the war stopped all that. The Mark VIII KTTs were built until 1950 then production ceased but the game little bike continued to be raced by privateers successfully for a further 10 years. The factory closed down in 1971.

Rudges were making pedal cycles in the 1820s. Rudge and Whitworth joined forces and produced their first motor cycle from Coventry

in 1910. They won the 1914 Senior TT with the Rudge-Multi. In 1929 the sports model was re-named the Ulster, in commemoration of Graham Walker's success in the Ulster Grand Prix of 1928. In 1930 the Rudge won both the Senior and Junior TTs. Sports models with both radial and semi-radial cylinder heads were manufactured until 1940 when the company sold out from their Hayes factory after only two years of trading in Middlesex.

Scotts were manufactured by Alfred Scott. Scotts were unusual for being two strokes when most motor cycles were four strokes. In 1909 Scotts' factory at Bradford produced beautiful advanced machines winning many trials but in 1912 Frank Applebee rode his Scott to victory in the Senior TT. Success boosted sales and another factory was opened in Shipley, Bradford, Yorkshire. 1922 saw Scotts take the team prize in the Senior TT. Racing and development of their motor cycles continued into the mid-1930s but the company had difficulties and in 1950 the motor cycles were built in Birmingham and only to order.

Sunbeam produced their first motor cycle in 1912 and in 1920 led a victory in the Senior TT. This was not repeated until 1928 when Charlie Dodson won another TT for them. John Manstons were taken over in 1937 by Associated Motor Cycles. The Sunbeam racing motor cycles will always be remembered for their fine black and gold finish, sound basic engineering and their wonderful turn of speed.

H.R.D. were the initials of Howard R Davis who won the 1921 Senior TT on a 350 A.J.S. He was a fine rider who had already come second in the 1914 race with a Sunbeam. In 1924 he started his own business at a works in Wolverhampton. Both the 350cc and the 500cc bikes had J.A. Prestwich engines. In 1925 he won the Senior TT on his own motor cycle. The General Strike of 1926 caused great financial strain and he went into voluntary liquidation in 1928. Philip Vincent took over production as the Vincent HRD. Vincent used J.A.P. Blackburne and his own

engines for racing. In 1937 the first Vincent HRD of 1000cc was put in production and continued after the war until 1956, known in the '50s as 'the Vincent'.

The Brothers Stevens made the first AJS motor cycle in 1897. Albert Jack Stevens, the senior partner, saw his initials on the winning 350 bike in the 1920 Junior TT. Next year AJS won both the 350 and 500cc events. The 'Big Port' introduced in 1920 was their major racing model until 1927. In 1928 the R7 350cc machine and the R10 500cc machine were their first O.H.C. racing machines. In 1938 AJS were taken over by Matchless, H. Collier & Sons and a move to Plumstead, London was made trading as Associated Motor Cycles Ltd. The 7R was introduced soon after the Second World War and proved successful with its 350cc OHC engine well into the 1960s. The 500cc racer, the 'Porcupine' gave Les Graham a win in the Swiss GP and the European 500cc Championships in 1949 but it is both the 'Big Port' and the 7R that have remained firm favourites with the motor cycle racing enthusiasts.

New Imperial commenced production of motor cycles in 1910 and by 1913 it was contesting the Isle of Man TT races. In 1921 a J.A.P. engine New Imp won the 250cc Lightweight trophy. In 1930 New Imperial had abandoned the J.A.P. engine in favour of their own power units. This brought success with Bob Foster's 1936 Lightweight TT win which was the last British made machine to win this category. New Imperial did not survive the war.

BMW were made, and are still made, at Bavarian Motor Works, Munich, Germany. The company was founded in 1916. The horizontally opposed 500cc twin cylinder air-cooled engine was first manufactured in 1924, and in 1929 a 744cc BMW obtained the world record speed of 100.58 mph and by 1932 the speed had risen to 151.86 mph. Then Henre achieved 169.4 mph and in 1936 he went on to record 174 mph on a 500cc supercharged machine. In 1939 Georg Meier won the TT on a 500cc supercharged machine. From the mid-50s BMW engineered outfits won most of the sidecar events – their victories being too numerous to detail.

The first DKW machine was designed by Hugo Ruppe in 1919. DKW utilised the so called 'loop scavenge system' on their bikes devised by Dr Schnuerle. These were very successful and in the late 1930s DKW lightweight machines were the most successful in the world. After the war, a change of premises to Dusseldorf did not stop DKW from producing motor cycles up to 350 cc. But the 250cc water cooled two stroke engine of split single design with its third supercharging cylinder was the gem of lightweight motor cycle engineering and its exhaust noise has to be heard to be believed!

P.R.E. Wigglesworth

Numerical List of Competitors and Events Entered

(Please note that this list does not include competitors in Events 1, 3, 6 and 7. Competitors in these events carry numbers for that event only. See individual race lists for details)

No.	Owner/Driver	Events Entered	No.	Owner/Driver	Events Entered
1	P N Walker	11	34	R Skipworth (B Williams)	5
2	G F Williams	11	35	L Huni	10
3	A J Ditheridge	10	36	J M Hulbert	5
4	M P G Harting	11	37	Lord Raglan (Sir John Venables-Llewelyn)	8
5	R A Pilkington	11	38	N B Mason	10
6	S Hope	11	40	B Von Schenk (R Wild)	10
7	Dr M Rudnig	11	41	J P Bronson	10
8	C W Drake	11	42	B Spollon	10
9	R Weiland	11	43	N S Linney	10
10	N B Mason	11	44	R M Gilbert	11R
11	R J Burrell	11	45	P Jaye	5, 14
12	P E Gooch	11	46	N Twyman	11R
14	D H Wenman (B Williams)	11	47	J M Gray	10
15	J K Rylands	11	48	M E Ricketts	10
16	N Davies	11	49	J Sutton (D H Sutton)	10
17	GC Fisker	11	50	D Ricketts	5
18	K I White	11	51	S L Baxter (J S Baxter)	5, 13
19	M Parr	11	52	A Garner	10
20	S Flack	11	53	M I Robinson	10
22	G Hann (A D Miles)	11	54	C D Dean	8
23	J F Bentz	11	55	M G Bailey	10
24	B Von Schenk	11	56	M J Steele	8
25	P S Neumark	11	57	D H Wenman (A K Stephens)	5
26	B G Cannell	11	58	E D Butler	5
27	J Sutton (D H Sutton)	11	59	Dr B I Wood	10
28	W I Lodge	11	60	M Hevia	10
29	W I Lodge	11	61	J M Hulbert	8
30	M J Steele	11	62	W R Mitchell	2
31	C M Cowdery	11	63	M H Morris (D R O Morris)	5
32	B J Baxter	11	64	P A Mann (J W Ure)	5
33	J Foster	11	65	M McGlone	10

66	R W I Lodge	5, 14	104	B E Riches	13
67	B Spollon	5	105	R J Last	5, 14
68	K Knight	5	106	J W Stow	4, 8
69	O Crosthwaite	10	107	A L Lindsay	5
70	I Stewart	2, 14	108	G D Caroline	4, 8
71	R S D Tabor	10	110	C R Baker	8
72	I A S Laidlaw	5	111	S Mann	13
73	H Fabri	10	112	H Fabri	8
74	M P Milligan	10	113	R J B Smith	8
75	J Harper	10	114	R M C Stewart	13
76	P S Neumark	10	115	S F L Bulling	13
77	M J Steele	10	116	N G Rossi	10
78	S G W Davie	5	117	B P Fidler	14
79	S Harper	2, 8, 14	118	R J Scaldwell	8
80	N H Leston	2, 13	119	P N Bullett	8
81	M J Redmond	5, 14	120	R Cobden	2, 5, 14
82	B C Eastick	10	121	S J Davidmann	2, 14
83	R M Gilbert	10	122	Dr M Rudnig	2
84	E D Butler (J M Walford)	5	123	J E Diffey	13
85	R J Bradford	8	124	L A Thompson	2, 14
86	D H Day (J P Bronson)	5	125	P J Candy	2, 4
87	M D Bugier	2, 13	126	R A Gammons	10
88	L G Walker (J Lowe)	4	127	B Von Schenk	10
89	P G Fletcher-Jones	2	128	S J Smith	8
90	C J Hudson (J Hudson)	2, 9	129	J R Horton	8
91	R D Jones	12	130	G C Moore	14
92	F P Morley	8	131	A R Graves	14
93	M Redmond (G E Riseley)	4, 13	132	D J M Ham (S D Ham)	10
94	P B Blakeney-Edwards	2	133	R D Lucas	5
95	A J Seber	4, 14	134	B White	4
96	J P Bronson	13	135	E D Butler (M Walford)	8
97	R D King (F G Tidball)	4	136	G R O'Connell	4
98	R G Wilson	12	137	F Rottenburg	4
99	B J Baxter	5, 13	138	G R Ford	4, 13
100	A B Boswell	8	140	T D Pountney	4, 14
101	P E Smeeth	2, 13	141	N Wigley	10
102	P N Walker (D Irwin)	10	142	P Grant	8
103	G W Owen	8	143	R Spiers	4, 13

144	F M T Painter	2	185	G Bradford	2
145	D Wood	14	186	D H Day (FG Tidball)	14
146	A R J Abraham	13	187	J C Bugler	9
147	C A Williams	5, 8	188	L G Walker (S P Diffey)	13
148	J A Cobb	8	189	D F Fletcher-Jones	14
149	B P Maile	4	190	C J Hudson (M Hudson)	14
150	G E S Jepson	4	191	C F Jones	2
151	R J Seber	4	192	F P Morley (C P Morley)	2
152	N Hine	12	193	M J Redmond	9
154	H Fabri (A Stoop)	8	194	S J Roberts	8
155	R F L Wills	8, 12	195	J A Seber	9, 14
156	A Paul	12	196	J P Bronson (J E Diffey)	14
157	D N Baker	8	197	R D King	13
158	P S Neumark	5	198	R G Wilson (B Wilson)	2
159	P G Swete	13	200	J A D Painter	12
160	T J Swete	13	201	P N Bullett	2
161	J B Guyatt	10	202	G D Allen	2, 4
162	R White	2	203	D E Laing	2, 5
164	G E Sandy	13	204	S H Allen	14
165	G Edney	10	205	A Rowe (I A Rowe)	9, 12
166	J D Broomfield	10	206	T P Brewster	12
167	B I Wood (A Wood)	10	207	A T Pugh	12
168	R A L Butler	2, 12	208	Col H G Willmore	9, 12
169	R W Buxton	8	210	P Flood	2, 13
170	ED Butler	2	211	P G Gardner	2
171	I Davison	2	213	D Saxl	9
172	B Cook	13	214	B Dollamore (R M Heelis)	9
174	M G S Coles	4, 13	215	J E F Dutton	4
175	G F Smith	14	216	S J Llewellyn	9, 12
176	L Slijpen	4	217	D E Brock-Jest	9, 13
177	A J Smith	8	219	J W Ruston (G Burnett)	13
178	R H Towell	8	220	R Elliot-Pyle	9
179	C Temple (C Temple)	8, 14	221	J Skeavinton	12, 14
180	P B Cautley	2, 8	222	I Hurwood	12
181	P Fenichel	9, 12	223	I M Horner	12
182	J N Brownridge	2, 4	224	J R Black	12
183	A E Mills	9, 14	225	Sir Ralph Robins	9, 14
184	J C Adams	9, 13	227	N G Rossi	8

228	G J Cloveridge	4	268	S C Warrick	2, 9
229	G M T Harris	4	269	R S Birkett	12
230	J A Quartermaine	4	270	A P Smith	12
231	N B Mason (Miss CA Mason)	9, 12	271	H A Day	9
232	K Piper	12	272	W B G Fletcher	12
233	R G Frankel	4, 13	273	A I Wilson	9, 14
234	R Hasler	4	274	Dr W F S Sellers	9, 12
235	E I Williamson (J M Williamson)	4			
236	J Gill	4, 9			
237	C W Maclean	9			
238	A A Clear	8			
240	G Lewis	12, 14			
241	F Spencer	9, 12			
242	R Toone	9, 12			
243	R B Ashford	9			
244	J W Edwards	9, 12			
245	D Asplin	9, 12			
246	C J Poynter	9, 12			
247	C J Hudson	8			
248	D Bukin	9			
249	D Furnell	12			
250	D J Duffy (MW Gray)	2, 4			
251	A J Peacop	14			
252	D Johnson	12			
253	C T Delaney	9			
254	R S Welch	9			
255	N B Mason (Miss H J B Mason)	9, 12			
256	D C Wiltshire	4, 13			
257	R Ashmead	2, 9			
258	P Grant (Mrs M Grant)	8			
259	P J Livesey	9, 12			
260	S J Prentice	9, 12			
261	C J Hancock	9, 12			
263	Mrs J M Moore (S J Moore)	4			
264	T McGrath	4			
265	C C Podger	9, 13			
266	D R Marsh	8			
267	D F White	12			

ENTRY NOTES FOR SATURDAY

Welcome to this two-day event, which should be a 'hum-dinger'. For your delectation we have a host of races and demonstrations to support the racing over the next two days.

Firstly though, you will have noticed that the front cover of this part of the programme comes from a different era. It is a copy of the programme for the Donington Grand Prix race in 1938. An interesting feature is the date correction, from the 1st October to the 22nd. It was on the 30th September that Neville Chamberlain landed at Heston, clutching that infamous paper and declaring that it was his belief that there would be 'peace in our time'. Crisis? What crisis!

Last year, the VSCC and the Historic Grand Prix Cars Association, plus our motorcycling friends gathered together by Barrie Baxter, ran a successful event. Today, the Gentlemen Drivers group, brought to us by *Historic Motor Racing News*, has been added to the team.

The Bugatti Owners Club together with the Vintage Sports-Car Club first ran a meeting at Donington in 1937. In 1938, we ran a meeting on our own and in 1939 we put on the last meeting before the war brought such things to an end for a while.

In 1971 Tom Wheatcroft acquired the site and after a labour of love and persistence was able to open the circuit, albeit in a slightly changed shape, to the enthusiast in 1973.

The VSCC returned to Donington in 1978 when our friends of what is now the British Motorsport Marshals Club, many of whom will be making this meeting possible, invited us to their meeting in 1977. May 1979 saw our own return.

It was Dick Seaman who was instrumental in the negotiations to bring the fabulous Mercedes-Benz W125 racing cars with straight eight cylinder, 5.6 litre supercharged engines developing some 646bhp to the Donington Grand Prix in 1937 and 1938, the event we celebrated in 1999. It followed that with Mercedes-Benz attending, Auto Union had to be

here as well. Seaman, no doubt would have liked to win, but had to retire with mechanical problems in 1937.

The race was won by Bernd Rosemeyer in the Type C Auto Union, which had its V16, 6-litre 520bhp supercharged engine in the rear of the car. He made the fastest lap of 85.62mph and it was said that speeds of up to 170mph were attained.

Auto Union repeated the win in 1938; this time it was Tazio Nuvolari, in the later D-Type V12 with only 2.9 supercharged litres and 420bhp, who led Hermann Lang's Mercedes-Benz V12 Type W154 across the finish after 3hrs and 6 minutes of racing. Dick Seaman brought his similar Mercedes-Benz in third.

The Auto Union cars of the types mentioned above will be demonstrated today and you can find more details on these cars in the souvenir programme and the times of the races and demonstrations will be found on page 2 of this supplement.

The 158 Alfetta was first seen in 1938. Why is that of interest? Read about it in the script for Race 6.

If you find today an experience worth repeating, we run other events, the details of which can be found at the end of this programme where there are details of where and when.

In the following text, you will find a number beside a car or driver's name. This is today's racing number. Another point of interest is that among the cars entered, a number are being shared, so, to make life easy for you to identify the driver and to ease the life of the competitors, these cars are numbered between '85' to '98' and '185' to '198' which means that only a figure '1' has to be manipulated during the day.

You will also notice the letter 'F' against some entries. This shows that the entry is taking part in the Ford Vintage Trophy, which requires the car to be taxed, MOT'd and insured as well as being driven to this event. Presented annually by the

Ford Motor Company, it has featured at our race meetings for many years. The first ten Ford Trophy entries in each race score points. The first four highest scorers at the year-end will share cash awards totalling £250.

Another Trophy, with a cash award at the end of the year, is the *MotorSport* Brooklands Memorial Trophy, which is presented by the Proprietor and Editor of the magazine. This is contested by cars built before 1941 (though not all the drivers fit this age bracket!) and the first three in each race for this type will score points. Again, the cash award is significant, totalling £900.

The Dunlop Series is the third of these annual aggregate trophies with substantial cash awards. Presented by Dunlop Tyres Ltd., it is focused on the entries in three races, the Historic Seaman, the Flockhart Memorial Trophy and the race for 1950s Sports-racing cars. All these cars have to use Dunlop racing tyres.

Handicap races are the backbone of our Club's racing scene and allow our members to race together in a manner that gives all a chance to win. Calculations have been made on the past performance of each car and driver, which should discover how long each car might take to cover the 5 laps. This done, a starting grid is set out, such that the slowest car will leave first and the fastest last. You might see the fastest car further up the field, which will mean that this car will have to do a whole lap before it gets on to the same lap as the slowest car. So if you see a car overtake the slowest in the first lap he has still a lot of work to do!

On the other hand, in scratch races, all start together and the first past the post is the winner. However, what usually happens is that drivers down the field are having their own races with fellow members with cars of like speed. Spice has been added to the last race of the weekend by dividing it into capacity classes giving rather more a chance of winning a 'Pot'.

Nevertheless, all scratch races have a winner on handicap, which is based on another complicated formula known only to the handicappers.

Another small point, where you see an 'S' after the engine capacity it shows that the engine is supercharged.

Event 1. Motorcycles

Event 3. HGPCA pre 1966 rear engine race.

This race is divided up into 4 classes, which aim to group rear engine cars constructed to the various grand prix formulae. Class 9 looks after Formula 1(F1) & 2 (F2) cars built before 1959 now using 2 litre engines. Class 10 caters for the 1½ litre cars built between 1961 and 1965 to the F1 regulations. Class 11 is for rear engine V8, 1½ litre racing cars also made between 1961 and 1965 and Class 12 gathers together the various cars F1, powered by engines of 2½ litres that took part in the latter days of this formula which ended in 1960 and the cars of greater capacity that took part in non F1 races of importance such as the Intercontinental Formula and Tasman Series from Australasia. Looking through Class nine you will notice that it is dominated by Cooper cars. This quite simply, is because no other manufacturer made rear-engine F1 cars in this period. Rear-engine cars from BRM (P48) appeared towards the end '59 but most were dismantled to re-create P25 front-engine cars, which shared many components. Ferrari and Lotus did not get their rear-engine cars out until 1960. You will also notice that there are two types of Cooper featured in this class the T43s of Tania Pilkington (1) and Andrew Smith (32) both of whom have been having a lot of success with these cars, Andrew winning at this meeting last year. The T43 was the type of car that Stirling Moss drove for Rob Walker in 1958 when he won the Argentine GP, its 2-litre Coventry Climax engine giving away ½ a litre to the Maserati and Ferrari cars. 28 of these cars were made with its very simple design using transverse leaf springs in the suspension at both ends, which was both effective and robust, ideal for the privateer. Built in similar numbers, the T45 was very similar but had coil springs in the front suspension and, once again, Alf Francis prepared one for Rob Walker, still with a 2 litre engine, which Maurice Trintignant took to victory at

Monaco in the same year. In 1961, the formula changed to require the cars to have engines between 1.3 and 1.5 litres. Now we begin to see British designs dominating Formula 1 with Lotus taking over from Cooper as the preferred car. The first rear engined Lotus was the 18 with its boxy shape, which was used in formulas from Junior to F1. Brian Horwood (21) and Mark Griffiths (77) have cars of this type, while Eric Staes (5) has an 18 upgraded to a 21. The 21 developed from the 20, a Formula Junior type, and was much lower and slimmer than the 18 with the driver nearly horizontal. An interim car built to hold the fort until the new Coventry Climax V8 1½ litre engine became available, it was, nevertheless, quite successful with Innes Ireland winning at the United States GP at Watkins Glen in 1961. It will be interesting to see how the two 'Bobs, Woodward (6) and Tabor (52) and Chris Smith (12) do in this race. The 24 of Ric Welland (7) was a production type built for customers to take the new V8 engines from Coventry Climax or BRM but still using a space frame chassis. The Cooper T53 of Chris Bullimore (53) is known as the 'low-line', still following the '4 stout tube' chassis of earlier years, but was, altogether, a more sleek machine with up to date coil sprung suspension all round. BRM P57-Climax of Irvine Laidlaw (38) was another interim type, awaiting the completion of the BRM V8, not very successful, but it kept BRM in the field. The two LDS Alfa cars are examples of a type made for a local formula, this time the South African Gold Star series. These cars were developments of existing designs by L.D. Serrurier. Doug produced some 13 cars and I believe these two, Mac Hulbert (14) and Simon Diffey (16), were developments of the 'low-line' Cooper powered by Alfa Romeo Giulietta engines. Class 11 for V8 engined cars has only one entry, Phillip Walker's ATS Tipo 100 (17) driven by Andrew Wolfe. Not very competitive in its day, nevertheless, its specification, on paper, was fairly up to date but it would appear that it might have been under financed.

Class 12 has the 2½ litre Formula cars and other cars that don't quite fit the earlier classes. All are using the Climax FPF engine except the BRM

P261 (Mk2 P61) of Richard Attwood (15) Richard drove for BRM in 1968, making the fastest lap and coming second at Monaco, a race in which only 5 cars finished. So it is exciting to have a driver from the 'historic' period mixing it with some of the best club drivers of today. The P261 has a stressed skin, semi monocoque, chassis powered by the BRM 2 litre V8 and was aimed at the Tasman series. While I have already mentioned the Cooper T53 of which there are 2 more in this class (8 & 20), the T51, entered by Andrew Garner (28) is the last of the earlier 'tall' cars which became the type most used by the privateer, some 28 being made during 1959 to 1960, many using the 2½ Climax engine though those that ran in the Tasman Series used the 2.7 litre engine. Rod Jolley (19) has a T45, which has been upgraded to a 51. The remaining cars in this class are all Brabhams of one type or another. The BT in the type number stands for Brabham Tauranac. Ron Tauranac was the designer of the Brabham cars until 1972. The BT4s of John Harper (11) and Frank Sytner (26) were BT3s developed for the Tasman races but using the 4 cylinder FPF Climax instead of the V8 1½. Spencer Flack's BT7 is one of the two of works cars from 1964 which used the V8 1½ litre Climax engine. In 1965, one was sold to Rob Walker for Jo Bonnier to drive while the other was retained by the works. However this one appears to be powered by the 2.7 FPF unit. The BT11s (9 & 22) though designed to take the V8 Climax engine; some were fitted with the 2.7 FPF for the Tasman races. Finally there is Roger Newton's BT14 (33) which was produced as a Formula Libre in 1965 and was similar to the BT15 and 16.

Event 5. 12 lap scratch race for the Seaman Historic Trophy

In 1950, two trophies won by Dick Seaman were presented to the Club by George Monkhouse, one of the foremost photographers of racing cars during the 1930s, particularly those made by Mercedes-Benz and a great friend of Seaman. This particular trophy, presented to Seaman for his third place in the 1938 Donington GP, mentioned above, is referred to as the 'Seaman

Historic' and it focuses on the racing cars built between 1930 and 1941, so you will be able to experience the sound of supercharged racing cars making a noise quite unlike the high pitched wail of today's machines. Cars made by English Racing Automobiles are here in greatest numbers. Each chassis number is mentioned along with a suffix letter. 'A' and 'B' cars are similar with a 'beam' front axle though the latter had a slightly stiffer chassis. 'C' types have 'Porsche' type independent front suspension, similar to that to be seen on the Auto Unions. The sole 'D' type is a further development of the 'C' type using a much-stiffened chassis and is the last of this particular line. The engine was a development of the 6 cylinder Riley unit using a similar cylinder head of very advanced design with its two inclined valves set in an hemispherical combustion chamber and opened by push rods operated by two camshafts set high in the cylinder block. It came in 1100cc, 1500cc and 2 litre forms. The last ERA during this period was the 'E' type, two of which were made. Duncan Ricketts has been getting to grips with GPI (50) for some years, getting better and better.

Seaman drove two ERAs, R1A which he drove here in 1935 while he waited for R1B. Only R1A is here to day (58) driven by Dean Butler. Nevertheless, there are enough to give you a good idea of why these cars can be so exciting. Probably the most developed was R4D (36) being driven by Mac Hulbert who won a similar race at our recent Silverstone meeting. This was the car that Raymond Mays campaigned for many years and which became the car to beat in hillclimbs, giving Mays the RAC Hillclimb Championship in 1947 and '48. Unfortunately, the two ERAs that followed the German cars home in 1937, R8C coming 7th driven by Earl Howe and R7B in the following year are not here today, but the owner of R8C, Bruce Spollon is here with an ERA engined car, the ERA Delage (67). The ERA driven by Barrie Williams was raced at Donington in 1937 against the Auto Unions by Charles Martin. This car was created during and after the Second World War using a 1925 Delage chassis that had been redesigned in 1937 by the Delage Company for Prince Bira using its current

independent front suspension with an 'E' Type ERA engine. Another ERA engined car is Keith Knight's ERA-Riley (68) the chassis of which is based on the works Rileys that used an independent front suspension, patented by André Girling and similar to that used on the Daimler cars of the period. The main opposition to the ERAs came from Maserati of which we have four examples, the 4CMs of Robin Lodge (66) and Barrie Baxter (99). While the latter has a chassis set up not unlike the 'B' type ERA, Robin's has the later, boxed, chassis with a very effective independent front suspension, however, both are powered by neat 4 cylinder, twin overhead camshaft, supercharged, 150bhp engines. The 6CMs of Irvine Laidlaw (72) and Roger Lucas (133) though having a chassis similar to the later 4CM, were powered by a 6-cylinder engine of similar capacity. The Alta was Geoffrey Taylor's answer to the ERA. Built at Tolworth in Surrey, these cars were of quite advanced design with independent suspension all round. Paul Jaye's (45) has twin wheels at the rear. This was an innovation found before 1941, which helped to deliver the power to the road when tyres were quite slim. Martin Redmond's car (81) is 'atyred' more conventionally! MG also produced cars that could be developed into very effective racing cars by taking the straightforward K3, similar to that to be driven by Martin Walford (84) and revamping it to produce the Parnell K3 being driven by Richard Last (105). The lovely Monza Alfa Romeo of Peter Newmark (158) was the other Italian car to fire the spirit in those days with its smooth 8-cylinder engine. An unusual car to race in this event is the 2 litre Aston Martin Speed Model, this one, being driven by David Laing, is a very famous one, 'Red Dragon' which was driven by Seaman in the 1936 RAC TT. Of the two Riley cars, one, Stephen Davies' Dobbs (78) is a pre 1941 special created by Hector Dobbs, while that of Robert Cobden was created more recently. Chris Williams will be out 'frightening the horses' with the Napier Bentley, all 24 litres of it! While I have left James Baxter's Alvis Frazer Nash (51) to the last, this car is a special that has been developed over many years, starting with the Norris brothers in 1948, or thereabouts, and ending with the late Guy Smith

who produced the formidable racer you see today, James, be assured, will be among the ERAs with this car!

Event 6. Gentleman Drivers Sports and GT race

Back in 1990, I had a call from Mike Sparken who with Carol Spagg had just completed the rebuild of the only 158/159 Alfetta not in Alfa Romeo captivity, asking if he could give it its first public demonstration at our June meeting. Of course, I leapt at the suggestion and made the necessary arrangements and announcements. Thus I had the pleasure of meeting Carol Spagg.

In 1994, Carol Spagg became Managing Editor of a new bulletin, *Historic Auto Racing News*, published under the banner of *Victory Lane*, an American magazine. Later, Carol took on sole responsibility for its publication in May 1995 and the name changed to *Historic Motor Racing News*. Since then, Carol and her team of International Editors, have kept us informed of what is going on in 'our world' as no other publication has managed to do. She has taken part in a number of our own races for 1950s Sports-Racing cars, driving her Lotus Eleven (35) with Willie Green who is arguably the most formidable Historic car driver. At the end of 1997, Peter Hannen, 'master mind' of the Brno event in the Czech Republic and Patrizia Capuzzo, organiser of the Trofeo Alberto Ascari events in Italy, came up with the idea of a mini series of short endurance races of up to 3 hours. There were three Classes, A1 up to the end of 1954, A2 cars to the end of 1958 and A3 to the end of 1960. The car had to have two drivers and be driven for at least 55% of the total distance by the owner, plus, the same car had to be used at both races. Carol was enthused by the idea and committed *Historic Motor Racing News* to its support. The winners of the first series in 1998 were Renzo Raimondi and Mauro Bompani in a Lotus Elite. In 1999, our members, Richard Wills and Spike Milligan were the winners in a 1953 HWM Jaguar. The Series took a rest in 2000 but today's event is the first event for the Series in 2001, the next at Most in the Czech Republic in June and Imola in October,

subscribe to the HMRN to know exactly when (Tel: 020 7938 4983).

There are 5 classes in today's race, which is planned to last just over 2 hours with pit stops for driver changes, and any refuelling. Class A1 is for sports-racing cars of 1956 and earlier and includes examples of the sort of car that dominated this period, The Lister-Bristol (1) is the car that set Brian Lister and Don Moore on the road to the successes of the late 1950 with the Jaguar engined Listers. John Tojeiro produced a number of chassis using a simple tubular ladder frame chassis powered by engines of different makes. This one (2) has an Aston Martin DB3S type engine. A similar chassis formed the basis of the AC Ace car of the 1950s. HWM-Motors of Walton on Thames produced the HWM in small numbers and, in this case, they were Jaguar XK120 powered. The Steele/Bronson car (3) has a body shape that follows the 'streamlining' principles of the period while the Curtis/Wood car (4) was a one-off that was created by Phil Scragg for speed hillclimbing where he felt he needed to see the wheels. The Austin Healey 100/6 (5) was a favourite with rally drivers and which had a 3 litre, seven main bearing engine that did not 'soup-up' very well. Class A2 covers the smaller capacity nimble sports-racing cars of the second half of the 1950s. Today only two makes are featured, Lotus and Lola. There are three Lotus types, two front-engined cars, the Eleven (6, 7, 8 and 35) and the Fifteen (9 and 13) and one rear engined type, the 23 (12). I have never discovered why the Lotus factory numbered all the cars up to the Mark X with Roman numerals, The Eleven and Fifteen were always fully written and the 16 and onwards was always in Arabic numerals. The early Eleven, used a simple Ford Prefect front axle, cut in half to provide an independent system at the front, but in response to the success of the Lola Mk1, Colin Chapman had to upgrade it with a wish bone system similar to that on the Lotus 12. The Fifteen was a very much-improved Eleven and used the 'queer' gearbox in unit with the final drive at the rear and suspension similar to the single-seat Mk16 with wishbones at the front and Chapman strut at the rear. The 'queer' box,

instead of the usual 'H' gate for the gear lever, used a 'positive stop' selection system, similar to that found on motorcycles. However, it was not always 'positive' and very often 'stopped' so a number used the BMC 'A' series gearbox. The 23 was rear-engined and was based on the Formula Junior 22 chassis. All are Climax powered. As mentioned, it was the Lola Mk1 (10 and 11) that shook Lotus. It was also Climax powered, driving through an 'A' series gearbox with Lola internals to a BMC differential unit in a Lola casing. It was its very fine chassis and beautiful handling qualities that gave it the edge right from the beginning and it was the Richard Wills car that was the first.

Moving on to Class 'B' which includes the larger engined GT cars of 1963 to 1966 we have an interesting variety. The Alfa TZ1 of Jason Wright (European Editor for HMRN) and Phillip Walker (14) is a very pretty little car known as the 'Tubolare' because it had bodywork by Zagato over a tubular space frame. The Austin Healey 3000 has always been regarded as the 'Big Healey', which used the 5 main bearing engine, which could be made to 'go', unlike the 100/6. The MGB (16), though not a very fast car in its standard form, can be 'breathed upon' with good results. Irvine Laidlaw is accompanied by another famous driver, John Fitzpatrick in a Porsche 904 (17) which has its flat 4 cylinder engine ahead of the axle while, Lees/Nicoll, MG powered, TVR Grantura (18) was made in Blackpool and epitomises the small production car that was common in the 1960s. The DB4, Aston Martin (19) comes from the other end of the small volume grand-tourer market and will be, no doubt, the noisiest car.

Class C represents the earlier GT cars up to 1961 with the Morgan Plus 4 (20) driven by Douglas Blain, the proprietor of *The Automobile*, has a chassis and suspension, the design of which hardly changed in 60 years but was very effective with its Standard Vanguard engine. The Lotus Elite (21 and 22), on the other hand, was a very advanced design using a glass-fibre chassis-less shell into which a suspension system similar to that used on the Lotus 16 GP car was fitted. The engine was a Climax unit. We have two more Alfa Romeo cars; this time both are SZ (23 and 24) types,

which used a Guilletta Sprint chassis platform with a Zagato body. The last in this group is the Porsche 356 (25), which is powered by a tuned version of the flat 4 Volkswagen unit placed behind the back wheels.


The last Class has the large engined cars. Two are AC Cobras (26 and 28), which were the final development of the AC Ace chassis already mentioned but using a large capacity American Ford V8. The natural opposition to these was the 'E' Type Jaguar of which there are three (27, 31 and 36). The 'E' Type was designed using the experience gained from the Le Mans winning 'D' type. The exciting 904 Porsche (30) is a mid-engined car with its four overhead camshafts, engine placed ahead of the rear wheels unlike the familiar 911, which has its engine behind the wheels. The Reliant Sabre Six (32) comes from another small volume manufacturer and uses the Ford Zepher 6 cylinder engine. Two Lister Jaguars (33 and 34) complete the entry and could be the most exciting cars on the track. Frank Costin designed the body of the Garner/Pearson (34) car which is probably the fastest car.

Other races

Among the entry in the shorter handicap and scratch races there are some cars worth a mention. In Race 2, the Miller (170) is a 4-wheel drive car and the 'Rabelro' (201) was created by Nigel Orlebar and brought back to life last year by Paul Bullett. The Riley Dixon (210) is a car created by Freddie Dixon in the 1930s. Dixon joined the Ferguson Company in the 1950s to help with their 4 wheel drive designs. In Race 4 the Aston Martin Speed Model (235) was developed by St John Horsfall who, later, drove the ERA R5B (107).

The above race brings the proceedings to a close for today. However, tomorrow will have an equally exciting programme.

Event 3 – A 12 Lap Race of The Historic Grand Prix Cars Association For Pre-1966 Rear-Engined Grand Prix Cars

Sponsored by Franklin Audi 

Car No	Owner(Driver)	Car	Year	cc
Class 9				
1	Tania Pilkington	Cooper T43	1958	1960
2	Sebastian Welch	Cooper T45	1958	1960
3	John Beasley	Cooper T45	1958	2000
4	Mike Haywood	Cooper T45	1958	2000
18	Anthony Ditheridge	Cooper T45	1958	1960
24	Piers Blakeney-Edwards	Cooper T45	1957	1960
32	Andrew Smith	Cooper T43	1957	1960
R47	Brian Jolliffe	Cooper T45	1958	2000
Class 10				
5	Eric Staes	Lotus 18/21	1961	1500
6	Bob Woodward	Lotus 21	1961	1500
7	Ric Weiland	Lotus 24	1962	1500
12	Chris Smith	Lotus 21	1961	1500
14	Mac Hulbert	LDS Alfa	1961/62	1470
16	Simon Diffey	LDS Alfa	1964	1468
21	Brian Horwood	Lotus 18	1960	1489
38	Irvine Laidlaw	BRM P57	1962	1500
52	Bob Tabor	Lotus 21	1961	1500
53	Chris Bullimore	Cooper T53	1961	1500
77	Mark Griffiths	Lotus 18	1961	1476
Class 11				
17	Philip Walker (Andrew Wolfe)	ATS Tipo 100	1963	1497
Class 12				
8	Ted Williams	Cooper T53	1961	2498
9	David Pennell	Brabham BT 11	1965	2496
11	John Harper	Brabham BT4	1962	2500
15	Richard Attwood	BRM P261	1965	2000
19	Rod Jolley	Cooper T45/51	1958	2495
20	Ted Rollason	Cooper T53	1961	2700
22	Philip Walker (Robert Hall)	Brabham BT 11A	1964	2495
23	Spencer Flack	Brabham BT7	1965	2700
26	Frank Sytner	Brabham BT4	1962	2500
28	Andrew Garner	Cooper T51	1959	2500
33	Roger Newman	Brabham BT 14	1965	1498
R34	Barry Cannell	Cooper T53	1961	2500

R indicates Reserves which will be brought up in the following order: 47, 34

1st.....2nd.....3rd.....
 1st Class 9..... 1st Class 10.....
 1st Class 11..... 1st Class 12.....
 Winner's Speed.....m.p.h. Fastest Lap by No.....at.....m.p.h.

THE VINTAGE SPORTS-CAR CLUB

What is a VSCC Car?

Quite simply, one that exhibits qualities of design, workmanship or performance and sometimes pure idiosyncrasy, that set it apart from the everyday.

In 1934 the definition was cars built before 1931 (from Austin Sevens to Grand Prix Bugattis), perhaps an arbitrary cut-off point, but one chosen to eliminate the compromises of mass production. However, in its long life the Club has consistently shown a willingness to move with the times and over the years fine cars from later periods have been welcomed. Pre-war 'thoroughbred' are a major element in Club events and the most significant post-war historic racing and sports cars are also regular participants. There are special sections for Light Cars and Edwardians, Alfa Romeos, Delage and Frazer Nash.

Who is a VSCC person?

If you are reading this, you probably are. Ownership of a car suitable to take part in VSCC events is not a requirement. The desire to see fine cars being used is.

If you are fortunate to own a qualifying car but are not a member, you are denying yourself the best opportunities to use it. Even if you just enjoy watching others doing the right sort of things with the right sort of cars, being a member is the best way to find out about such events, and ensure they keep happening.

What is a VSCC event?

Anything from a 'noggin and natter' at a pub to the world's best historic racing. Along the way the programme includes reliability trials, road rallies (with provision for all levels of navigational skill), driving tests, sprints, speed hill climbs and a host of social occasions.

Examples of all of these events can be found in virtually all areas of the country. The Club's ethos has always been one of friendly competition and nowadays all events are held under the auspices of The Motor Sports Association. Particular emphasis is placed on encouraging younger drivers, with special awards for under-23s.

What does a Member receive?

A key benefit of membership is the quarterly *Bulletin*. Since the Club's foundation this, its main journal, has enjoyed a much envied reputation. The members who constitute its contributors include leading figures in motor sport, automotive engineering, restoration and

motoring history. They include both professional journalists and highly gifted amateurs. The reports, features, photographs, paintings and cartoons that they provide are usually exclusive to *The Bulletin* and make it a unique source of information on the old car world.

A monthly newsletter is also published, bringing up-to-the-minute news of Club activities and providing an invaluable forum for sales, wants and tips.

The Club has its own archive and library, which over the years have become a unique collection that is readily available to members for research and enlightenment.

Members are eligible for reduced price tickets for most of the Club's public events, can also purchase regalia bearing the Club insignia and take advantage of a range of other exclusive offers.

What is a Member contributing to?

The VSCC has been promoting events for lovers of old cars since long before their cars became fashionable. While it is fully aware of the benefits of sponsorship – and actively seeks it, its independence has ensured that the best interests of its members and their cars are put first.

In the course of this it has been influential in opening venues such as Prescott Speed Hill Climb and Silverstone circuit plus others that remain closely linked to the Club.

Its members have been responsible for saving many important cars and have ensured they continue to be used as their creator's intended. Quite often these responsibilities are passed from one generation of a family to a second or third.

The VSCC has its own headquarters which houses its archive, library and permanent salaried staff who manage the Club's services and events.

Numerous unpaid volunteers also help with staging events and more are always needed.

Would you like to be a Marshal?

If you do not own an eligible car or are not quite ready to be in the thick of the action, the best way to get close to it is as a marshal. The Marshals' Guild provides training and opportunities for this vital role – none of the Club's activities could take place without marshals. Call the Club office for information.

LIST OF MEMBERSHIPS

Joining Fee

We will send you a Members List, recent publications and other Club information.

Vintage Membership

For owners of pre-1931 cars.

Driving Membership

For owners of thoroughbred cars of later date up to 1940 (listed below). Also in this class are owners of certain historic racing cars accepted by the Committee. Specials will be considered on their own merit. Driving members can compete in Club events.

Associate Membership

For those who do not presently own a Vintage car. Associates may drive other Members' eligible cars in Club Competitions.

Overseas Membership

For those living overseas who own or are interested in Vintage Cars and enjoy receiving Club literature.

Young Members

Between the ages of 17 & 22.

Junior Members

For those under 17. There is no joining fee for juniors.

Family Membership

For wives/husbands/partners of existing members. (Family Members may compete in all Club events and qualify for concession tickets for events where applicable but do not receive Newsletters or Bulletins.) There is no joining fee for family membership.

For competition purposes

The following cars, if in good condition, are accepted at the Committee's discretion as Post Vintage Thoroughbreds. In all cases cars must have been manufactured prior to 1941. Except where otherwise stated, all models are accepted.

A.C.	Delahaye	Packard (12 cylinder & 8 cylinder only. Excluding "120" series and derivatives)
Alfa Romeo	Derby	Rapier
Alta	Dusenberg	Raiton (8 cylinder)
Alvis	Fiat (Bailla sports only)	Riley
Amilcar	Frazer Nash	Rolls-Royce
Aston Martin	Frazer Nash/BMW	Salmon
Atalanta	Hispano Suiza	Singer (9hp Le Mans, 1 1/2 Litre 6 cylinder speed model & TT cars)
Autovia	Hotchkiss (excluding Amilcar)	Squire
Austin (Nippy, Speedy, Grasshopper, Ulster & "65")	H.R.G.	SS 100 & SS 90
Bentley	Invicta	Stutz
BMW	Isotta Fraschini	Sunbeam (Pre-Rootes)
British Salomon	Lagonda	Talbot (Roesch)
B.S.A. (T9 Cars only)	Lincoln (Excluding Zephyr & Mercury)	Talbot-Lago
Bugatti	Lancia	Triumph (8 cylinder Dolomite & Southern Cross)
Brough Superior	Lea Francis	Vale Specta
Cadillac (V8 up to & including Series 10, V12 & OHV V16)	Maserati	Vauxin
Citroen (FWD Only)	Mercedes Benz	Wolsley Hornet (Sports & 'Hornet Special')
Cord	M.G. (All OHC cars)	
Daimler (8 cylinder, 12 cylinder & sleeve valve)	Minerva	
Darracq	Morgan (4/4 and V Twin engined cars of the 1930's)	
Delage	Marendaz Special	
	O.M.	

APPLICATION FOR MEMBERSHIP

ACKNOWLEDGED.....

NAME (in full)
(Please write in BLOCK LETTERS)

MEMBERSHIP NUMBER.....DATE OF BIRTH.....

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I wish to become a member of the Vintage Sports-Car Club. If elected, I undertake to abide by the Rules of the Club.

Joining Fee (Applicants marked*)	£10.00	£.....
Membership Fee UK	*£42.00	£.....
Membership Fee Junior (16 & Under)	£6.00	£.....
Membership Fee Young Members (17-22)	*£21.00	£.....
Membership Fee Overseas	*£50.00	£.....
Supplement Family (husband/wife/partner of above)	£12.00
TOTAL (UK cheque/sterling draft/postal order enclosed)		£.....

Credit Card Details:

Exp. / Switch Issue No.

(Members joining after 1st October will not be asked to pay a subscription in the following year)

All subscriptions are due for renewal on January 1st

The undersigned members have agreed to support my application.

Signature of Member Proposing Membership No.

Signature of Member Proposing Membership No.

I own the following car(s):

Date of Car	Make and Model	Type of Body	Capacity (cc)	Registration No.

Marshals are a very important part of all our events. Would you be willing to marshal or assist at Club Events?

I agree to accept a liability of not exceeding £1.00 should the company be wound up through insolvency.

Signature Date

Event 4 - A 5 Lap Handicap Race

No	Owner(Driver)	Car	Year	cc
88	L G Walker (John Lowe)	Riley Elf 2 Seater	1934	3300
93	M Redmond (Gordon Riseley)	SS 100 Special	1935/38	3485
95	Tony Seber	Wolseley Hornet Special	1935	1630 S
97	R D King (Goff Tidball)	Delage Special	1938	2664 S
106	Jeff Stow	Bugatti T35B GP	1928	2262 S
108	Gary Caroline	Morgan Super Aero	1928	1260
125	Peter Candy	Riley Falcon Spl "The Rat"	1936	1496
134	Brian White	Frazer Nash/BMW TT Replica	1934/38	1971
136	Geoffrey O'Connell	MG PA Special	1934	948 S
F 137	Francis Rottenburg	Riley Blue Streak Special	1935/38	2443
R 138	Richard Ford	Bentley 3-8	1925	7982
140	Tye Pountney	Riley 12/4 Special	1935/38	1496 S
143	Roy Spiers	Alvis 4.3 Special	1936/37	4387
149	Brian Maile	Alvis 4.3 Sports	1937	4387
150	George Jepson	Riley 12/4 Sprite Special	1934	1496
151	Rodney Seber	Wolseley Hornet	1935	1680
R 174	Michael Coles	MG Magnette	1935	1271 S
F 176	Lucas Slijpen	Invicta S Type Tourer	1932	4500
182	Julian Brownridge	Wolseley Hornet Special 2 Str	1934/35	1604
202	Graham Allen	Aston Martin Sports	1933	1495
215	John Dutton	MG NA	1934	1287
228	Guy Loveridge	Riley 9 2 Str Special	1930	1087
229	Geoffrey Harris	Vauxhall 30/98 Velox	1924	4224
F 230	Jamie Quartermaine	Vauxhall 30/98	1924	4224
233	Richard Frankel	Bentley 3 /4.5 Le Mans	1926	4500
234	Robin Hasler	Riley 12/4 Special	1937	1496
235	E I Williamson (Jonathan Williamson)	Aston Martin 2 Litre Speed Model	1937	1950
236	John Gill	Lea Francis Hyper TT	1930	1496 S
F 250	D J Duffy (Mark Gray)	Riley Sprite	1936	1496
F 256	Duncan Wiltshire	Bentley 3 Litre	1925	2996
263	Mrs J M Moore (Stuart Moore)	MG PA	1934	848
264	Terry McGrath	Amilcar CGSs	1928	1100

F indicates eligible for the Ford Trophy

R indicates Reserves which will be brought up in the following order: 138,174

1st2nd.....3rd.....4th.....
 Winner's Speedm.p.h. Fastest Lap by No.....at.....m.p.h.

Event 5 A 12 Lap Scratch Race

For Pre-War Racing Cars for the Seaman Trophy

A Race in the **DUNLOP** Series

No	Owner(Driver)	Car	Year	cc	
34	R Skipworth (Barrie Williams)	ERA R3A	1935	1980	S
36	Mac Hulbert	ERA R4D	1938	2000	S
45	Paul Jaye	Alta Single Seater	1938/39	2000	S
50	Duncan Ricketts	ERA GPI E-Type	1938	1988	S
51	S L Baxter (James Baxter)	Frazer Nash Single Seater	1934	3500	
57	D H Wenman (Tony Stephens)	ERA R12B	1936	1488	S
58	Dean Butler	ERA R1A	1934	1498	S
63	M H Morris (David Morris)	ERA R11B	1936	1992	S
64	P A Mann (John Ure)	ERA R9B	1936	1488	S
66	Robin Lodge	Maserati 4CM	1936	1495	S
67	Bruce Spollon	ERA/Delage Grand Prix	1937	1988	S
68	Keith Knight	ERA/Riley	1936	2000	S
72	Irvine Laidlaw	Maserati 6CM	1936	1493	S
78	Stephen Davie	Riley Dobbs	1935	1998	
81	Martin Redmond	Alta Single Seater	1938	2000	S
84	E D Butler (Martin Walford)	MG K3	1934	1402	S
86	D H Day (Julian Bronson)	ERA R14B	1938/37	2044	S
99	Barrie Baxter	Maserati 4CM	1932	1500	S
105	Richard Last	MG K3	1933	1408	S
107	Ludovic Lindsay	ERA R5B	1936	1987	S
120	Robert Cobden	Riley Special	1935	1496	
133	Roger Lucas	Maserati 6CM	1936	1500	S
147	Chris Williams	Napier-Bentley	1929	24000	
158	Peter Neumark	Alfa Romeo 8C Monza	1932	2600	S
203	David Laing	Aston Martin 2 Litre Speed Model	1936	1950	

1st.....2nd.....3rd.....4th.....

Winner's Speed.....m.p.h. Fastest Lap by No.....at.....m.p.h.

Event 6 - A 2 Hour 15 Minute Race of The Historic Motor Racing News Gentlemen Drivers for Pre 1966 GT Cars and Pre 1963 Sports Cars

Supported by Gregor Fiskin

No	Drivers	Car
Class A1		
1	Barry Wood / Tony Wood	1954 Lister Bristol 1971cc
2	Paul Grant / Christian Mullaert	1956 Tojeiro Aston Martin
3	Michael Steele / Julian Bronson	1954 HWM
4	Stephen Curtis / James Wood	1956 HWM
5	Chris Clarkson / Ted Williams	Austin Healey 100/6
Class A2		
6	David Cooke / Jack Bellinger	1957 Lotus XI 1500cc
7	Robert Mills / Ian Montgomery	1956 Lotus XI 1500cc
9	Spencer Flack / Howard Kramer	1959 Lotus XV
10	Robert Hall / Richard Wills	1958 Lola Mk1 Prototype(drum brakes)1220
11	Tony Moy / James Diffey	Lola Mk1 1960 1220cc
12	Fred Boothby / Barry Foster	Lotus 23 1098cc
13	Hugh Taylor / Stephen Griswold	Lotus XV
R33	Nick Linney / James Shead	1959 Lister Jaguar
R34	Andrew Garner / Gary Pearson	1959 Lister Jaguar Costin
Class B		
14	Jason Wright / Philip Walker	1965 Alfa TZ1
15	Trevor Seckel / Gregor Fiskin	1964 Austin Healey 3000
16	Colin Percy / TBA	1964 MGB
17	Irvine Laidlaw / John Fitzpatrick	1964 Porsche 904 4C
18	Nicholas Lees / Norman Nicoll	1963 TVR Grantura
19	Hubert Fabri / Adrian Stoop	Aston Martin GT4
Class C		
20	Douglas Blain / Patrick Blakeney Edwards	1959 Morgan +4 1991cc
21	Malcolm Ricketts / Barry Sewell	1961 Lotus Elite
22	Andre La Borde / George Rozwadowski	1960 Lotus Elite
23	Oliver Crosthwaite / Brian Horwood	Alfa Romeo SZ
24	Nick Savage / Paul Gregory	1961 Alfa SZ
25	Jeff Moyes / Adam Richardson	1957/58 356 Porsche, 1600cc
Class D		
26	David Pennell / Richard Attwood	1964 Cobra
27	Gregor Fiskin / Ian Donaldson	1965 E-Type Jaguar
28	Bill Wykeham / Judy Wykeham/Alistair Cowin	1964 Cobra
29	Nick Wigley / Flavien Marcais	1965 Iso Grifo A3C
30	Burkhard von Schenk / Robertino Wild	Porsche 904 6C 1964 1996cc
31	Jean-François Bentz / Francis Trichet	1962 E-Type 3800
R32	Luke Chapman / Louise Dixon	Reliant Sabre 6 1963 2500cc (1st Reserve Class D)

1st.....2nd.....3rd.....4th.....

Winner's Speed.....m.p.h. Fastest Lap by No.....at.....m.p.h.

ENTRY NOTES FOR SUNDAY

Following on from yesterday, we continue with what could be called a journey through historic racing since 1922. We hope that you will enjoy the journey.

Event 7. Motorcycles

Event 8. 10 lap scratch race for the Seaman Vintage and the Williams Monaco Trophies

This race has two trophies being contested. The Seaman Vintage Trophy is the second of the Seaman trophies presented by George Monkhouse and was won by Seaman for his win in the 1936 JCC 200 Mile Race driving his 1925 Grand Prix Delage. Only cars of a type built before 1931 qualify. On the other hand, the Williams Monaco Trophy which was won by William Grover, who used the pseudonym 'Williams', in 1929 at the first Grand Prix in Monaco; is for two seat Grand Prix racing cars running on wheels no smaller than 18 inches which were built before 1935. Within the 'Williams' there are 3 other trophies; The 'Bruton' to the first 1½ litre supercharged car or car of any capacity unsupercharged. The 'Kenneth Bear'; the first Vintage car to finish and the 'John Bowen'; to the first pre-1923 2-seat Grand Prix car.

To make things a little easier to sort, the following cars qualify for the 'Williams'; 37, 54, 56, 100, 106, 112, 113, 129, 135, 154, 155, 169, 180, 247, 258 and 266. You will see that the majority are Bugattis, which is very gratifying.

Another exciting element of this race is the number of very large capacity engined racing cars, so lets deal with these first. Alex Boswell's Bequet-Delage (100) is powered by a V8 Hispano Suiza aero engine, which was first raced in 1926 and is the only special built before 1945. Not so many litres, but still powered by an aero engine is Geraint Owen's DH-Riley (103) which has the type of engine used in the DH Tiger Moth so it is air-cooled. One of the writer's favourites is Robin Baker's Hispano Delage (110), which also has an Hispano engine, but a V12 this time. We

have already seen Chris Williams Napier Bentley (147) which is powered by a Napier Lion engine with 12 cylinders which are disposed in three banks of four like a 'broad arrow' (W) which is why it has two exhaust systems on one side and one on the other. David Baker's Theophile Schneider (157) has an Hall Scott aero-engine from the years before 1918. Having mentioned the Napier-Bentley one's imagination leaps to the little three-wheeler Morgans that usually harry this large car like piranha fish. Stuart Harper (79) and Gary Caroline (108) will be seen darting between the larger cars while Robert Towell (178) gives them support. Mac Hulbert in his very fast Alvis special (61) will be looking for victory in the Seaman, while the Frazer Nashes with their chain transmissions will be making their presence felt. Of these, Dick Smith will be looking for success in both Trophies in the 'Nurburg' (113) a car that took part in the 1932 German GP. Dick's son Simon has been 'honing' the performance of his Frazer Nash Boulogne Vitesse (128) since completing it last year such that he was rewarded with winning the Pomeroy Trophy earlier this year. Completing the family take-over is Adam Smith, also in a Frazer Nash Super Sports (177). This family are the 'power' behind our Lakeland Trial in November. There is also a Super Sports entered by Steven Roberts (194). All the 'Nashes mentioned so far have 4ED engines made by Henry Meadows. For many reasons, mainly availability, a number of these cars have engines of a type not fitted by the factory, The Super Sports (119) of Paul Bullett is one such car having an AC 6-cylinder engine which has been getting better in recent years. To complete the Frazer Nash entry is Jonathan Cobb, also in a Super Sports (148), but his car has Ford Model 'A' power. It would not be a complete entry without Riley of which there are three, 'Brooklands' models with 9hp engines, that of Richard Bradford (85) Clive Temple and Alan Clear.

The other cars that will be looking for success in both Trophies will be the vintage Bugattis of Michael Steele in his yellow 35T and the 35Bs of Jeff Stow (106) and John Horton (129) which are

supercharged versions of the 35T. Hubert Fabri has a very original, supercharged 2 litre 35C (122) right down to the paint finish. Richard Wills has yet another version of the 35, with a 2 litre, unsupercharged engine (155) while Proby Cautley is running a 35A. All the above have 8-cylinder engines. The type 37 being driven by Mary Grant (258) has a 4-cylinder engine and wire-spoked wheels instead of the revolutionary cast alloy wheels seen on the cars above. Chris Hudson (247) and David Marsh (266) are in the earlier, daintier, Brescia type with 4 cylinder engines.

Paul Grant is driving the very pretty little Amilcar 6C (142) which has a twin overhead camshaft six cylinder engine of only 1100cc but is very much a miniature GP car while Nick Rossi has brought his 1750 6C Alfa Romeo (227), more a 'sporty' car than a 'racer'. To complete the vintage scene we have Peter Morley in his deceptively quick 3/4½ Bentley (92) and a car not seen for some time, Julian Majzub's Pacey-Hassan Bentley single seater (118) being driven by Richard Scaldwell. Wally Hassan and Wally Saunders created this car in the 1930s for E.W. Pacey. Later, Wally Hassan was the engineer responsible for the development of the Coventry Climax engines mentioned elsewhere. To wind up the entry in this race I have left the post 1930 contenders for the Williams till last. Experience tells me that the tussle for the trophy and outright winner of the race will be between Sir John Venables-Llewelyn in Lord Raglan's Bugatti Type 51 (37) and Charles Dean in a similar model (54) with Martin Walford in Dean Butler's Type 51 (135) in attendance. Roger Buxton will be more cautious in his 51 (169) because he has to drive home in it. The Type 51 is very similar to the Type 35, but has two overhead camshafts instead of one and said to have been inspired by the Miller engines of the period. Last, but not least, is Hubert Fabri's green Monza Alfa Romeo in the hands of Adrian Stoop. This, too, has a straight 8 cylinder, twin overhead camshaft, supercharged engine which, in my experience, is a joy to drive.

Event 10. 10 lap scratch race for the 1950's Sports racing cars.

This race has always been popular with both the spectator and driver. Almost every type seen in the 1950s can be seen today. Where to start? At the top perhaps? The Cooper Monaco, so named after the marque's win at the Monaco GP in 1958 (See Race 6), has its engine behind the following drivers, Anthony Ditheridge (3), Bruce Spollon (42) and John Harper (75), powered by our old friend, the Climax twin cam FPF engine, which was a development of the famous fire pump engine, the FWA, a single camshaft unit. This 1098cc Coventry Climax engine was of necessity, very light, but able to deliver good power for hours on end. Ideal for light racing cars, it was soon adopted by a number of manufactures, the first being Kieft. The Monaco was developed from the 'Bob Tail' (so named because of its 'Kamm' tail shape) which used the FWA engine and there are two examples, that of Marshal Bailey (55) and Oliver Crosthwaite (69). The Lotus Eleven (47, 48, 49 and 71) has already been covered in Race 6, as has the Fifteen (102). Other cars using this engine are the Lola Mk1 and the Tojeiro Climax of our French member, Marc Hevia (60). More on these two types in notes on Race 6. The Willment of James Broomfield (166) was produced by John Willment of the famous construction engineering family. The engine to use before the appearance of the Climax was the MG XPAG which is used in the RGS MG of Peter Wardle (109), the Gammon of Dave Saunders (163) made by Peter Gammon and the Lester (165) driven by George Edney. The Lesters were built by Harry Lester from near Reading; whose cars were run by Jim Mayers, Pat Griffith and Gerry Ruddock who came together to form the Monkey Stable, which had considerable success in the early 1950s. Another engine used by a number of manufactures was the 6 cylinder, 2 litre Bristol such as the Tojeiro in the hands of Nicholas Wigley (141) and the Lister of Tony Wood (167). Listers were made in Cambridge by Brian Lister who gained most of his fame with the later Jaguar powered cars. In the hands of Archie Scott Brown and others, the type dominated the British scene in the late fifties.

Most have bodies known as 'Knobbles' because of the 4 distinct 'humps' for the wheels. The 'hump' for the engine added to the general 'lumpy-ness'. The engine hump allowed the scuttle line to be as low as possible so that the rather tall screen that was an FIA requirement, didn't add much to the over-all height. Nick Linney (43), Andrew Garner (52), Barry Wood (59) and Bob Gilbert (83) have just such cars. The two cars being driven by John Pearson (39) and Julian Bronson (41) have bodies designed by Frank Costin, though Julian's car is powered by a Chevrolet V8 engine which has a distinct rumble from its exhaust. All the others are Jaguar powered and Williams & Pritchard originally made all these bodies. On the other hand, the car entered by David Ham for son, Simon, has a body made by Morris Gomm but is still Jaguar powered. I have already mentioned the HWM-Jaguars (74 & 77) in race 6 notes. The Cooper Jaguar of Peter Neumark (76) is one of the few front-engined cars from this company. The remaining Jaguar powered cars are, of course, the Jaguars. Nick Rossi has a 'C' Type (116) which led the way with the idea of the specialist sports racing car and a car of this type brought Jaguar's first Le Mans win in 1951. The 'D' Type with its streamlined body designed by Malcolm Sayer, was firmly aimed at achieving success at Le Mans which was a fast, smooth, track. Lukas Huni (35) and Ben Eastick (82) have examples of this car, which achieved 3 wins after 24 hours of racing. The main British opposition to the Jaguar was the Aston Martin DB3S and as one with a strong bias to this marque, I am pleased to see those entered by Martin McGlone (65) and Hubert Fabri (73). Though these cars were at a disadvantage in terms of engine capacity, they were one of the best handling cars of the period. While Ferrari was the main Italian opposition to the Jaguar, Maserati also did their bit. Contemporary with the 'C' Type and the early 'D's' was the A6GCS of Burkhard von Schenk driven by Robertino Wild, while Burkhard, himself is driving his later 300S (127) whose straight 6, 3 litre engine makes a lovely noise. Nick Mason's Maserati T61, 'Birdcage' (38) which has the most complicated, multi tubed chassis you could possibly imagine, one from

which no bird could escape! We are left with just two cars. The American Devin of Ron Gammons (126) with its Irish designed chassis, Chevrolet engine and Devin body can be a formidable 'racer'. John Guyatt has one of the rarer cars, being a one-off, the HAR (161); designed and made by Horace A. Richards it has a V8 Daimler engine.

Event 11. 12 lap scratch race for the Ron Flockhart Memorial Trophy.

The Ron Flockhart Memorial Trophy is the Lady Wigram Trophy won by Ron in New Zealand driving a P25 BRM. His widow, Gillian Fosler, has loaned the trophy to the Club. Ron was a passionate flyer but sadly was killed flying a Mustang in 1962. The P25 driven by Spencer Flack (20), the only original one remaining, was very probably driven by Ron and certainly by Jo Bonnier when he won the Dutch Grand Prix in 1959. Spencer in his second outing with the car won at Silverstone in April. The BRM conforms to the Formula One rules in force between 1954 and 1960 as does the Lotus 16 of Phillip Walker (1) a car driven by Graham Hill. Known as the mini Vanwall because of its Frank Costin designed shape, similar to that he designed for Vanwall. Also built to the same formula are the 250F Maserati cars driven by Chris Drake (8), Nick Mason (10), Alan Miles (22), Jean Francois Bentz (23), Burkhard von Schenk (24), Peter Neumark (25), and Colin Cowdrey (31) which must be the greatest number seen together for some time. The 250F is usually rated as a driver's car because it does what ever is asked of it. Fangio managed a number of wins that were not really his on paper because it was so responsive. On the other hand, the Tec Mec driven by Barrie Baxter (32), though using the same engine, never produced a win. Two other cars to the same formula are entered as alternatives by Robin Lodge, the Lancia D50 (28) and his Dino Ferrari (29). The Lancia D50 was Lancia's only attempt at Formula 1 racing. The original 1954 car was designed by Vittorio Jano and incorporated many features that we might regard as current. The 260bhp, 2½V8 engine was used as part of the chassis and carried the front suspension. It was angled to allow the

propshaft to pass beside the driver allowing a very low seat. Both the engine oil and the fuel were carried in the sponsons on either side rather than in the tail, as was the practice of the day. This meant that as the fuel was consumed, being placed around the centre of the car, the handling changed very little. Alberto Ascari took pole on its first outing at the Spanish GP. Sadly, the investment in the project was too much for Lancia and in 1955 Fiat took over the company, passing the racing element to Ferrari who further developed it. While this is not an original car, Robin Lodge is to be commended for giving us the opportunity to experience yet another element of the development of the GP car. The Ferrari Dino Dino 246, on the other hand, is an original car whose design is very 'traditional' and used a V6 engine producing some 290bhp. But, by 1959, the light Coopers were giving these cars a hard time on the twisty circuits so its only successes were had on the faster ones. How do you choose between these two! If it were me, I'd have one in the pit lane, being kept warm by 'my man', and swap halfway and to hell with the result. A British car from this period was the Connaught which hailed from Send in Surrey and was the inspiration of Rodney Clarke with Mike Oliver making the engines 'go' and Kenneth McAlpine providing the backing. The 'C' Type of Michael Steele was their last effort and had a very sophisticated chassis powered by a 2½ litre Alta engine. The Company folded before they could race it.

Moving backwards in time, Richard Pilkington's Talbot Lago (5) was raced in the Formula 1 in force from 1947 to 1953, 1½ litres supercharged or 4½ litres un-supercharged. The Talbot ran to the latter and you will notice that this car is a two seater, which is because, while they did have single seaters, this was also used in sports car events. Also at this time a number of countries had their own 'grass-root' formula. France had one based on the Simca which Gordini exploited with such cars as the T15 entered by John Foster (33). Another car to come from one of these local formulae is the South African Pierce MG of Simon Hope (6). It is MG XPAG powered and has Lancia suspension of the type found on the Aprilia. Formula 1 became very expensive and

promoters of events turned to the Formula 2 of the period, which had a maximum capacity of 2 litres, un-supercharged. This proved to be a 'god send' to the British because there was a flourishing number of 2 litre cars. HWM lead the way with their Alta powered cars and it is pleasing to see a car (4) entered by Mike Harting who now runs HW Motors the original manufacturer. The original owners, John Heath and George Abecassis ran a team, which toured the Continent, living off starting money. To get a real feel of what these teams endured for their sport you should read *Alf Francis Racing Mechanic*. A second HWM is entered by Julian Sutton, Chairman of the HGPCA, for son Duncan, but this car went to New Zealand, became supercharged, and ran in their own formula races. The third belongs to Kirk Rylands (15) but is now Jaguar powered, again to keep it competitive when it moved out of formula racing into hillclimbing. One of the rival teams to HWM was Connaught. Their 'A' Type 2 litre car used a very much developed Lea-Francis engine, so much so that it was, virtually, another engine. Bob Burrell's car (11) and that of David Wenman driven by Barrie Williams (14) are examples. A continental car seen in this period was the Veritas Meteor driven by Michael Rudnig (7). The car was designed by Ernst Loof and Lorenz Dietrich, both ex BMW engineers so it was not surprising that they used components they were familiar with including the 2 litre 6-cylinder engine first seen in the 328 sports car. The Cooper Bristol, owned by Bob Chase, propelled Mike Hawthorn into the history books and was a very straightforward design using the Bristol engine, itself a development of the BMW engine seen in the Veritas. We have those driven by Neil Davies (16), Gregor Fiske (17), Kenneth White (18), Michael Parr (19) and Bob Gilbert (44). Of these, all except the Neil Davies car are Mk IIs, which had a more sophisticated chassis frame. The Lotus 12 of Peter Gooch (12) was originally a Formula 2, 1½ litre car but is now 2 litre powered. The Monza Lister of Ric Weiland is based on the chassis seen under the Knobbly Listers described earlier in the 1950s Sports racing car race. It was made especially for the Monzanapolis Series of races that brought the

America Indianapolis Roadsters to Europe and used the banked track at Monza in northern Italy.

I have already mentioned the various rear-engined Cooper cars in the notes for Race 3 (2, 21, 26 & 46) but two deserve special mention. Some of you might be wondering why the colour scheme of Barry Cannell's Cooper T43 is vaguely familiar. Well, those of you who have seen the Scarabs entered by Don Orosco at a number of our meetings will now be putting the two together. Lance Reventlow, the power behind the Scarab, first drove this Cooper. The other T43, that of Neil Twyman (46), was driven by Ron Flockhart, which is where we came in!

Event 13. 8 lap scratch race for the Brooklands and Goddard Trophies.

Of the two trophies noted above, the Brooklands is presented by the Brooklands Society and goes to the first car which did or could have raced at Brooklands, the banked track in Surrey. Such cars as Paul Smeeth's Richard Bolster Special, (101) an MG engined car with a GN chassis with chain transmission and Barrie Baxter's 4CM Maserati (99), a past winner, qualify.

The Goddard was presented by Tom Wheatcroft in memory of Jumbo Goddard, a larger than life character who liked larger than life cars such as his 8 Litre Bentley that had twin turboschargers! A past winner, Julian Bronson with his supercharged Riley (96) will be well to the front again. Indeed, any large capacity car has a good chance and you can be sure that this race will be fast and furious.

Other races

As with the programme yesterday, the above races will be interspersed with short scratch and handicap races, which are the backbone of our Club's racing. Looking through the entry, I notice a number of interesting cars and people. In race 14 you will notice a number of cars that have also taken part in some of the higher profile races. Paul Jaye (45) and Robin Lodge (66), Iain Stewart (70) and Stuart Harper (79) in the aero Morgans and Martin Redmond (81), who having got their main races over can go out among their

colleagues and enjoy themselves as will be all the others. Another person that deserves mention is Tom Delaney (253) in Race 9 who with his Lea Francis has been racing since the early 1930s. Another feature of our racing is the lending of cars to one member or other. James Diffey in Julian Bronson's Riley (196), Goff Tidball in Donald Day's ERA (186) which was also driven by Julian Bronson in Race 5 (86) and Gordon Riseley in Martin Redmond's SS 100 Jaguar (93)

NF Murray

Event 7 - Round 1 Race 2 of the Lansdowne Classic Series over 8 Laps

Supported by Bonhams & Brooks

No	Rider	Machine	Year	cc
1	Lee Moore	Manx Norton	1961	500
2	David May	Manx Norton	1962	500
3	Jerry Summerfield	Manx Norton	1962	500
4	Gerry Jenkins	Manx Norton	1958	500
5	Martin Orgee	Manx Norton	1958	500
6	Malcolm Clark	Matchless G50	1962	500
7	Duncan Fitchett	Manx Norton	1962	500
8	Mick Hemmings	McIntyre Matchless	1962	500
9	Tim Jackson	AJS 7R	1958	350
11	Richard Thirkell	Manx Norton	1959	500
12	Mark Blackden	Manx Norton	1962	500
20	Paul Morgan	Manx Norton	1963	500
22	Roger Ashby	AJS 7R	1956	350
29	John Mitchell	Manx Norton	1961	500
30	Mick Hunter	Manx Norton	1957	350
41	Tony Myers	Matchless G50	1961	500
42	Graham Rhodes	MkVIII KTT Velocette	1949	350
44	Charlie Watson	Aermacchi	1963	350
48	Jamie Donaldson	Aermacchi	1962	250
64	Robert Ward	Manx Norton	1960	500
67	Gordon Russell	Manx Norton	1962	500
70	Neil Allman	Manx Norton	1958	350
71	Barry Stickland	Manx Norton	1960	350
79	David James	Manx Norton	1960	350
170	Richard Adams	Manx Norton	1962	500
197	Tim Johnson	Manx Norton	1958	350

1st.....2nd.....3rd.....4th.....

Winner's Speed.....m.p.h. Fastest Lap by No.....at.....m.p.h.

Event 8 - A 10 Lap Scratch Race for The Seaman Trophy for Vintage Racing Cars and The Williams Trophy for Pre 1935 2 - Seater Racing Cars

Sponsored by **FARNDONENGINEERING**

No	Owner(Driver)	Car	Year	cc	
* 37	Lord Raglan (Sir John Venables-Llewelyn)	Bugatti Type 51	1932	2262	S
* 54	Charles Dean	Bugatti Type 51	1932	2300	S
* 56	Michael Steele	Bugatti Type 35T	1926	2262	
61	Mac Hulbert	Alvis Silver Eagle Racer	1930	2580	S
79	Stuart Harper	Morgan Super Aero	1926	1260	
R 85	Richard Bradford	Riley Brooklands	1929	1087	
92	Peter Morley	Bentley 3/ 4.5	1925	4398	
* 100	Alex Boswell	Bequet-Delage G.P.	1923/17	11959	
103	Geraint Owen	DH-Riley "Mr Drake" Special	1928/30	6124	
* 106	Jeff Stow	Bugatti T35B GP	1928	2262	S
108	Gary Caroline	Morgan Super Aero	1928	1260	
110	Robin Baker	Hispano-Delage /Hispano Suiza	1926/30	27000	
* 112	Hubert Fabri	Bugatti 35C	1928	2000	S
113	Dick Smith	Frazer Nash Nurburg	1932	1496	S
* 118	Richard Scaldwell	Bentley Pacey-Hassan	1929	4398	
R 119	Paul Bullett	Frazer Nash Super Sports	1930	1991	
128	Simon Smith	Frazer Nash Boulogne Vitesse	1926/29	1496	S
* 129	John Horton	Bugatti Type 35B	1930	2262	S
* 135	E D Butler (Martin Walford)	Bugatti T51	1931	2300	S
* 142	Paul Grant	Amilcar C6	1927	1100	S
147	Chris Williams	Napier-Bentley	1929	24000	
F 148	Jonathan Cobb	Frazer Nash Supersports	1927	3300	
* 154	H Fabri (Adrian Stoop)	Alfa Romeo Monza	1933	2600	S
* 155	Richard Wills	Bugatti Type 35	1924	1991	
157	David Baker	Theofle Schneider	1913/17	9934	
* 169	Roger Buxton	Bugatti Type 51	1931	2270	S
177	Adam Smith	Frazer Nash Super Sports	1929	1496	
178	Robert Towell	Morgan Super Aero	1929	1229	
R 179	C Temple (Clive Temple)	Riley Brooklands Sports	1929	1087	
*R 180	Proby Cautley	Bugatti Type 35A	1925	2300	
R 194	Steven Roberts	Frazer Nash Super Sports	1927/30	1496	
* 227	Nick Rossi	Alfa Romeo 6C 1750 GS	1930	1750	S
R 238	Allen Clear	Riley Brooklands	1930	1087	
247	Chris Hudson	Bugatti Type 13	1923	1496	
* 258	P Grant (Mary Grant)	Bugatti T37 GP	1929	1500	
F 266	David Marsh	Bugatti Brescia	1925	1496	

* indicates eligible for the Williams Trophy

F indicates eligible for the Ford Trophy

R indicates Reserves which will be brought up in the following order: 180,238,85,119,194,179

1st.....2nd.....3rd.....1st Handicap.....

Winner's Speedm.p.h.....Fastest Lap by Noat.....m.p.h.

Event 9 - A 5 Lap Handicap Race

No	Owner(Driver)	Car	Year	cc	
F 90	C J Hudson (James Hudson)	Aston Martin Ulster	1936	1495	
R 181	Peter Fenichel	Lagonda Rapier	1936	1098	S
183	Alan Mills	Austin 7 Ulster	1930/31	747	
184	John Adams	MG J4	1933	746	S
F 187	Colin Bugler	Lagonda LG45	1937	4453	
193	(6 Laps) Martin Redmond	SS 100 Special	1935/38	3485	
195	(6 Laps) John Seber	Wolsley Hornet Special	1935	1630	S
205	A Rowe (Ian Rowe)	Riley Felix Special	1933/35	1498	S
208	Hugh Willmore	Riley Special	1933	1750	
F 213	David Saxl	Riley 12/4 Special	1934/36	1496	
214	B Dollamore (Robert Heelis)	Talbot Darracq T150c	1939	4000	
R 216	Simon Llewellyn	Bentley 3/4.5 Litre	1924/28	4398	
R 217	David Brock-Jest	Lagonda Le Mans Replica	1938	4479	
220	Robert Elliot-Pyle	Lea Francis 200 Mile	1928	1496	S
225	Ralph Robins	Delahaye 135 Open	1936/39	3500	
R 231	N B Mason (Chloe Mason)	Aston Martin Ulster	1935	1495	
236	John Gill	Lea Francis Hyper TT	1930	1496	S
237	Charles Maclean	Riley 9	1931	1100	
F 241	Francis Spencer	Alvis 12/50 Special	1930/26	1645	
F 242	Robin Toone	Alfa Romeo 1750 GS	1930	1750	S
243	Robert Ashford	Wolsley Hornet Special	1932/35	1640	
F 244	Jeff Edwards	Alvis Special	1935	2362	
R 245	David Asplin	Austin 7 Ulster	1931/30	747	
F 246	Colin Poynter	Lea Francis Ulster	1928	1496	
248	Doug Bukin	Austin 7 Ulster Special	1934/31	748	
253	Tom Delaney	Lea Francis Hyper	1928	1496	S
F 254	Sebastian Welch	Bentley 3 Litre	1925	2996	
255	N B Mason (Holly Mason)	Aston Martin Ulster	1934	1496	
257	Richard Ashmead	Riley Brooklands	1929	1087	
F 259	Peter Livesey	Alvis FWD	1928	1482	S
260	Syd Prentice	Austin 7 Special	1929	747	
F 261	Cyril Hancock	Fiat New Balilla	1938	1089	
265	Chris Podger	Alvis Silver Eagle	1930	2511	
268	Stephen Warrick	Austin 7 Ulster	1930	750	
F 271	Tony Day	BMW 327 DHC	1938	1971	
F 273	Andrew Wilson	Austin 7	1928/29	747	
F 274	William Sellers	Austin 7	1927	747	

F indicates eligible for the Ford Trophy

R indicates Reserves which will be brought up in the following order: 245,217,181,216,231

1st.....2nd.....3rd.....4th.....

Winner's Speed.....m.p.h. Fastest Lap by No.....at.....m.p.h.

EVENT 10 1445 HRS

Event 10 – A 10 Lap Scratch Race for 1950s Sports Racing Cars

Sponsored by South Hereford Audi 

A Race in the  **DUNLOP** Series

No	Owner(Driver)	Car	Year	cc
3	Anthony Ditheridge	Cooper Monaco	1959	1960
35	Lukas Huni	Jaguar D Type	1954	3442
R 38	Nick Mason	Maserati T61	1959	2890
40	B Von Schenk (Robertino Wild)	Maserati A6GCS	1955	1986
41	Julian Bronson	Lister Costin	1959	5300
42	Bruce Spollon	Cooper Monaco	1960	1960
43	Nick Linney	Lister Jaguar Knobbly	1959	3781
47	John Gray	Lotus Eleven	1957	1460
R 48	Malcolm Ricketts	Lotus Eleven	1956	1480
49	J Sutton (Duncan Sutton)	Lotus Eleven	1955	1089
52	Andrew Garner	Lister Jaguar	1959	3800
53	Ian Robinson	Lola Mk1	1960	1220
55	Marshall Bailey	Cooper T39 Bobtail	1956	1460
59	Barry Wood	Lister Jaguar	1959	3780
60	Marc Hevia	Tojeiro Climax	1958	1096
65	Martin McGlone	Aston Martin DB3S	1957	2922
R 69	Oliver Crosthwaite	Cooper Bobtail	1956	1460
71	Bob Tabor	Lotus Eleven	1957	1098
73	Hubert Fabri	Aston Martin DB3S	1955	2922
74	Spike Milligan	HWM Sports Racing	1953	3400
75	John Harper	Cooper Monaco	1960	1990
76	Peter Neumark	Cooper Jaguar	1955	3442
77	Michael Steele	HWM Jaguar	1954	3400
82	Ben Eastick	Jaguar D Type	1955	3442
83	Bob Gilbert	Lister Jaguar	1958	3780
102	P N Walker (David Irwin)	Lotus XV	1958	1995
116	Nicolas Rossi	Jaguar C Type	1952	3400
126	Ron Gammons	Devin SS	1958	4900
127	Burkhard Von Schenk	Maserati 300 S	1957	2991
132	D J M Ham (Simon Ham)	Lister Jaguar Sports/Racing	1958	3781
141	Nicholas Wigley	Tojeiro Bristol	1953	1971
F 161	John Guyatt	HAR	1957/59	2548
165	George Edney	Lester Sports	1952	1500
166	James Broomfield	Willment Sports	1957	2000
167	B I Wood (Tony Wood)	Lister Bristol	1954	1971

F indicates eligible for the Ford Trophy

R indicates Reserves which will be brought up in the following order: 48,69,38


1st2nd3rd 1st Handicap

Winner's Speed.....m.p.h. Fastest Lap by No.....at.....m.p.h.

EVENT 11 1545 HRS

Event 11 The H & H Classic Auctions 12 Lap Historic Grand Prix Cars Association Race For The Ron Flockhart Memorial Trophy For Post War, Pre 61 Racing Cars

Credit Suisse supports the HGPCA

A Race in the  **DUNLOP** Series



No	Owner(Driver)	Car	Year	c
Class 2				
4	Michael Harting	HWM	1951	2140
5	Richard Pilkington	Talbot Lago GP T26C	1950	4482
6	Simon Hope	Pierce MG F2	1951	1500
7	Michael Rudnig	Veritas Meteor	1950	1988
33	John Foster	Gordini T15 Monoplace	1948	1430
Class 5				
11	Bob Burrell	Connaught A Type	1953	1960
14	D H Wenman (Barrie Williams)	Connaught A Type	1952	2000
16	Neil Davies	Cooper Bristol Mk1	1952	1971
17	Gregor Fischen	Cooper Bristol MkII	1953	1971
18	Kenneth White	Cooper Bristol	1953	1971
19	Michael Parr	Cooper Bristol T23/25	1953	1971
44	Bob Gilbert	Cooper Bristol Mk2	1953	1971
Class 6				
8	Chris Drake	Maserati 250F	1958	2493
10	Nick Mason	Maserati 250F	1957	2493
20	Spencer Flack	BRM P25	1958	2500
24	Burkhard Von Schenk	Maserati 250F	1956	2493
25	Peter Neumark	Maserati 250F	1957	2493
Class 7				
1	Philip Walker	Lotus 16	1959	2495
2	Geoffrey Williams	Cooper-Climax T43	1957	1475
12	Peter Gooch	Lotus 12	1957	1960
26	Barry Cannell	Cooper T43 F2	1957	1500
32	Barrie Baxter	Tec Mec	1959	2493
R 46	Neil Twyman	Cooper T43	1957	1498
Class 8				
9	Ric Weiland	Monza Lister	1958	3800
15	Kirk Rylands	HWM Jaguar GP	1952/54	3442
22	G Hann (Allan Miles)	Maserati 250F	1958	2660
23	Jean-Francois Bentz	Maserati 250F	1954	2500
27	J Sutton (Duncan Sutton)	HWM Grand Prix	1952/53	1970 S
Alt 28	Robin Lodge	Lancia D50	1954	2484
Alt 29	Robin Lodge	Ferrari 246 Dino	1959	2471
30	Michael Steele	Connaught C Type	1956/57	2500
31	Colin Cowdery	Maserati 250F	1957	2500

Alt indicates an alternative entry

R indicates Reserve

1st2nd3rd 1st Handicap

Winner's Speed.....m.p.h. Fastest Lap by No.....at.....m.p.h.

Event 14 - A 7 Lap Scratch Race

No	Owner/(Driver)	Car	Year	cc
Class A: Over 1600cc				
F 153	Duncan Pittaway	GN Vitesse	1921/24	8300
196	J P Bronson (James Diffey)	Riley Blue Streak	1937	2600 S
225	Sir Ralph Robins	Delahaye 135 Open	1936/39	3500
45	Paul Jaye	Alta Single Seater	1938/39	2000 S
81	Martin Redmond	Alta Single Seater	1938	2000 S
95	Tony Seber	Wolseley Hornet Special	1935	1630 S
186	D H Day (Goff Tidball)	ERA R14B	1938/37	2044 S
195	John Seber	Wolseley Hornet Special	1935	1630 S
204	Simon Allen	Aston Martin 2 Seater	1935	2000

Class B: 1301 - 1599cc				
66	Robin Lodge	Maserati 4CM	1936	1495 S
105	Richard Last	MG K3	1933	1408 S
117	Ben Fidler	Lagonda Rapier	1934/35	1456 S
120	Robert Cobden	Riley Special	1935	1496
121	Simon Davidmann	Riley TT Sprite Special	1937/37	1496 S
124	Len Thompson	Lagonda Rapier	1934	1466 S
140	Tye Pountney	Riley 12/4 Special	1935/38	1496 S
175	Geoffrey Smith	Frazer Nash Supersports	1929	1496
190	C J Hudson (Michael Hudson)	Aston Martin Ulster 2str	1936	1495

Class C: 1001 - 1300cc				
70	Iain Stewart	Morgan Super Aero	1929	1260
79	Stuart Harper	Morgan Super Aero	1926	1260
130	Geoff Moore	MG L-Type Special	1933/34	1165 S
131	Bob Graves	Amilcar C6	1927	1093 S
145	Duncan Wood	Morgan Super Aero	1930	1260
179	C Temple (Clive Temple)	Riley Brooklands Sports	1929	1087
189	David Fletcher-Jones	Lagonda Rapier	1934/35	1098

Class D: Up to 1000cc				
183	Alan Mills	Austin 7 Ulster	1930/31	747
221	John Skeavington	Austin 7 Ulster Replica	1931	803
240	Geraint Lewis	MG J2	1933	950 S
251	Alexander Peacop	MG M-Type	1929/30	850
F 273	Andrew Wilson	Austin 7	1928/29	747

F indicates eligible for the Ford Trophy

Ist Ist Handicap.....

Ist Class A..... Ist Class B.....

Ist Class C..... Ist Class D.....

Winner's Speed.....m.p.h. Fastest Lap by No.....at.....m.p.h.



SPEED TABLE

Circuit length 1.957 miles

TIME	MPH	TIME	MPH	TIME	MPH	TIME	MPH	TIME	MPH	TIME	MPH	TIME	MPH
0 55.0	128.11	1 2.0	113.64	1 9.0	102.12	1 16.0	92.71	1 23.0	84.89	1 30.0	78.29	1 37.0	72.64
0 55.1	127.88	1 2.1	113.46	1 9.1	101.97	1 16.1	92.59	1 23.1	84.79	1 30.1	78.20	1 37.1	72.56
0 55.2	127.65	1 2.2	113.28	1 9.2	101.82	1 16.2	92.47	1 23.2	84.69	1 30.2	78.11	1 37.2	72.49
0 55.3	127.41	1 2.3	113.10	1 9.3	101.67	1 16.3	92.34	1 23.3	84.58	1 30.3	78.03	1 37.3	72.41
0 55.4	127.18	1 2.4	112.92	1 9.4	101.53	1 16.4	92.22	1 23.4	84.48	1 30.4	77.94	1 37.4	72.34
0 55.5	126.96	1 2.5	112.74	1 9.5	101.38	1 16.5	92.10	1 23.5	84.38	1 30.5	77.85	1 37.5	72.26
0 55.6	126.73	1 2.6	112.56	1 9.6	101.23	1 16.6	91.98	1 23.6	84.28	1 30.6	77.77	1 37.6	72.19
0 55.7	126.50	1 2.7	112.38	1 9.7	101.09	1 16.7	91.86	1 23.7	84.18	1 30.7	77.68	1 37.7	72.12
0 55.8	126.27	1 2.8	112.20	1 9.8	100.94	1 16.8	91.74	1 23.8	84.08	1 30.8	77.60	1 37.8	72.04
0 55.9	126.05	1 2.9	112.02	1 9.9	100.80	1 16.9	91.62	1 23.9	83.98	1 30.9	77.51	1 37.9	71.97
0 56.0	125.82	1 3.0	111.84	1 10.0	100.66	1 17.0	91.51	1 24.0	83.88	1 31.0	77.43	1 38.0	71.90
0 56.1	125.60	1 3.1	111.66	1 10.1	100.51	1 17.1	91.39	1 24.1	83.78	1 31.1	77.34	1 38.1	71.82
0 56.2	125.37	1 3.2	111.49	1 10.2	100.37	1 17.2	91.27	1 24.2	83.68	1 31.2	77.25	1 38.2	71.75
0 56.3	125.15	1 3.3	111.31	1 10.3	100.23	1 17.3	91.15	1 24.3	83.58	1 31.3	77.17	1 38.3	71.68
0 56.4	124.93	1 3.4	111.14	1 10.4	100.08	1 17.4	91.03	1 24.4	83.48	1 31.4	77.09	1 38.4	71.60
0 56.5	124.71	1 3.5	110.96	1 10.5	99.94	1 17.5	90.91	1 24.5	83.38	1 31.5	77.00	1 38.5	71.53
0 56.6	124.49	1 3.6	110.79	1 10.6	99.80	1 17.6	90.80	1 24.6	83.28	1 31.6	76.92	1 38.6	71.46
0 56.7	124.27	1 3.7	110.61	1 10.7	99.66	1 17.7	90.68	1 24.7	83.19	1 31.7	76.84	1 38.7	71.39
0 56.8	124.05	1 3.8	110.44	1 10.8	99.52	1 17.8	90.56	1 24.8	83.09	1 31.8	76.75	1 38.8	71.31
0 56.9	123.83	1 3.9	110.27	1 10.9	99.38	1 17.9	90.45	1 24.9	82.99	1 31.9	76.67	1 38.9	71.24
0 57.0	123.61	1 4.0	110.09	1 11.0	99.24	1 18.0	90.33	1 25.0	82.89	1 32.0	76.59	1 39.0	71.17
0 57.1	123.40	1 4.1	109.92	1 11.1	99.10	1 18.1	90.22	1 25.1	82.80	1 32.1	76.50	1 39.1	71.10
0 57.2	123.18	1 4.2	109.75	1 11.2	98.96	1 18.2	90.10	1 25.2	82.70	1 32.2	76.42	1 39.2	71.03
0 57.3	122.97	1 4.3	109.58	1 11.3	98.82	1 18.3	89.99	1 25.3	82.60	1 32.3	76.34	1 39.3	70.95
0 57.4	122.75	1 4.4	109.41	1 11.4	98.68	1 18.4	89.87	1 25.4	82.50	1 32.4	76.25	1 39.4	70.88
0 57.5	122.54	1 4.5	109.24	1 11.5	98.54	1 18.5	89.76	1 25.5	82.41	1 32.5	76.17	1 39.5	70.81
0 57.6	122.33	1 4.6	109.07	1 11.6	98.41	1 18.6	89.64	1 25.6	82.31	1 32.6	76.09	1 39.6	70.74
0 57.7	122.11	1 4.7	108.90	1 11.7	98.27	1 18.7	89.53	1 25.7	82.22	1 32.7	76.01	1 39.7	70.67
0 57.8	121.90	1 4.8	108.73	1 11.8	98.13	1 18.8	89.41	1 25.8	82.12	1 32.8	75.92	1 39.8	70.60
0 57.9	121.69	1 4.9	108.57	1 11.9	98.00	1 18.9	89.30	1 25.9	82.02	1 32.9	75.84	1 39.9	70.53
0 58.0	121.48	1 5.0	108.40	1 12.0	97.86	1 19.0	89.19	1 26.0	81.93	1 33.0	75.76	1 40.0	70.46
0 58.1	121.27	1 5.1	108.23	1 12.1	97.72	1 19.1	89.08	1 26.1	81.83	1 33.1	75.68	1 40.1	70.39
0 58.2	121.07	1 5.2	108.07	1 12.2	97.59	1 19.2	88.96	1 26.2	81.74	1 33.2	75.60	1 40.2	70.32
0 58.3	120.86	1 5.3	107.90	1 12.3	97.45	1 19.3	88.85	1 26.3	81.64	1 33.3	75.52	1 40.3	70.25
0 58.4	120.65	1 5.4	107.74	1 12.4	97.32	1 19.4	88.74	1 26.4	81.55	1 33.4	75.44	1 40.4	70.18
0 58.5	120.44	1 5.5	107.57	1 12.5	97.19	1 19.5	88.63	1 26.5	81.45	1 33.5	75.36	1 40.5	70.11
0 58.6	120.24	1 5.6	107.41	1 12.6	97.05	1 19.6	88.52	1 26.6	81.36	1 33.6	75.28	1 40.6	70.04
0 58.7	120.03	1 5.7	107.24	1 12.7	96.92	1 19.7	88.41	1 26.7	81.27	1 33.7	75.20	1 40.7	69.97
0 58.8	119.83	1 5.8	107.08	1 12.8	96.78	1 19.8	88.29	1 26.8	81.17	1 33.8	75.12	1 40.8	69.90
0 58.9	119.63	1 5.9	106.92	1 12.9	96.65	1 19.9	88.18	1 26.9	81.08	1 33.9	75.04	1 40.9	69.83
0 59.0	119.42	1 6.0	106.76	1 13.0	96.52	1 20.0	88.07	1 27.0	80.99	1 34.0	74.96	1 41.0	69.76
0 59.1	119.22	1 6.1	106.60	1 13.1	96.39	1 20.1	87.96	1 27.1	80.89	1 34.1	74.88	1 41.1	69.69
0 59.2	119.02	1 6.2	106.43	1 13.2	96.26	1 20.2	87.85	1 27.2	80.80	1 34.2	74.80	1 41.2	69.62
0 59.3	118.82	1 6.3	106.27	1 13.3	96.12	1 20.3	87.74	1 27.3	80.71	1 34.3	74.72	1 41.3	69.55
0 59.4	118.62	1 6.4	106.11	1 13.4	95.99	1 20.4	87.64	1 27.4	80.62	1 34.4	74.64	1 41.4	69.48
0 59.5	118.42	1 6.5	105.95	1 13.5	95.86	1 20.5	87.53	1 27.5	80.52	1 34.5	74.56	1 41.5	69.41
0 59.6	118.22	1 6.6	105.80	1 13.6	95.73	1 20.6	87.42	1 27.6	80.43	1 34.6	74.48	1 41.6	69.35
0 59.7	118.02	1 6.7	105.64	1 13.7	95.60	1 20.7	87.31	1 27.7	80.34	1 34.7	74.40	1 41.7	69.28
0 59.8	117.83	1 6.8	105.48	1 13.8	95.47	1 20.8	87.20	1 27.8	80.25	1 34.8	74.32	1 41.8	69.21
0 59.9	117.63	1 6.9	105.32	1 13.9	95.34	1 20.9	87.09	1 27.9	80.16	1 34.9	74.24	1 41.9	69.14
1 0.0	117.43	1 7.0	105.16	1 14.0	95.22	1 21.0	86.99	1 28.0	80.07	1 35.0	74.17	1 42.0	69.07
1 0.1	117.24	1 7.1	105.01	1 14.1	95.09	1 21.1	86.88	1 28.1	79.98	1 35.1	74.09	1 42.1	69.01
1 0.2	117.04	1 7.2	104.85	1 14.2	94.96	1 21.2	86.77	1 28.2	79.88	1 35.2	74.01	1 42.2	68.94
1 0.3	116.85	1 7.3	104.69	1 14.3	94.83	1 21.3	86.67	1 28.3	79.79	1 35.3	73.93	1 42.3	68.87
1 0.4	116.66	1 7.4	104.54	1 14.4	94.70	1 21.4	86.56	1 28.4	79.70	1 35.4	73.86	1 42.4	68.81
1 0.5	116.46	1 7.5	104.38	1 14.5	94.58	1 21.5	86.45	1 28.5	79.61	1 35.5	73.78	1 42.5	68.74
1 0.6	116.27	1 7.6	104.23	1 14.6	94.45	1 21.6	86.35	1 28.6	79.52	1 35.6	73.70	1 42.6	68.67
1 0.7	116.08	1 7.7	104.08	1 14.7	94.32	1 21.7	86.24	1 28.7	79.43	1 35.7	73.62	1 42.7	68.61

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It is dangerous to create or erect a stand for private use at any point around the circuit. It is dangerous to climb, stand or sit on the advertising structures around the circuit. It is prohibited to sit on the roofs of any permanent or temporary buildings including all toilet blocks, hospitality suites, bars, etc. Any person disregarding this warning will be asked to leave the premises and in any event will be deemed to have absolved the promoters and organisers of the meeting and the owners or occupiers of the land from all liability in respect of any damage to property or injury to persons resulting therefrom.

ANIMALS

It is a condition of admission to the circuit and paddock/trackside car parks that no animals are allowed. Any person found to be in breach of this condition will be deemed a trespasser and will be required to leave.

POSTPONEMENT OF THE MEETING

The promoters reserve the right, without notice, to postpone or cancel all or any part of the meeting to make any alteration in the race programme.

ABANDONMENT OF THE MEETING

In the case of the abandonment of racing before the completion of the third race, complimentary tickets will be issued to all patrons for one admission at a future meeting, details of which will be announced. In the event of abandonment AFTER THE THIRD RACE, the meeting will be deemed completed and no compensation will be offered. There will be NO cash refunds.

PROGRAMME COPYRIGHT

All literary matter in this programme, including the lists of competitors, their cars, and their racing numbers is copyright, and any person found making illegal use thereof will be prosecuted. Although every endeavour is made to avoid inaccuracies in the listings and descriptions of the competing cars, their owners and drivers, the Club accepts no responsibility for any that occur. The Club reserves the right to postpone, abandon, or cancel the Meeting or any part thereto.

PROHIBITED AREA NOTICES

Always keep behind the spectator rails and fences and the public are not permitted in the areas where Prohibited Area notices are displayed. The fences are there for protection and any person(s) found trespassing or wilfully damaging property, will be prosecuted by Donington Park Leisure Ltd.

PUBLIC CAMPING

No public camping whatsoever is permitted inside the circuit enclosures. Camping is only allowed in the designated areas outside the 10ft. boundary wall.

GRANDSTAND

Paddock Grandstand is available for use by all paddock pass holders.

FLAG SIGNALS

Blue/Steady: Another competitor is close.

Blue/Waved: Another competitor is trying to pass.

White: Service vehicle or very slow car on circuit.

Yellow/Steady: Danger ahead, no overtaking, slow down.

Yellow/Waved: Great danger ahead, no overtaking, slow down, be prepared to stop.

Yellow with Red Stripes: Slippery surface ahead.

Green: Proceed, hazard indicated has cleared.

Red: Stop racing, proceeding slowly to pits or startline as instructed by marshals.

Black/Orange Disc displayed with White number: Warning of mechanical failure which might not be obvious to driver, call in to pits immediately.

Black/White rectangular with White number: Warning to driver that his behaviour (i.e. corner cutting) is suspect and he may be black flagged.

Black displayed with White number: Driver must call in immediately and report to the Clerk of the Course.

Black/White Chequered: End of race.

Black and Yellow Quartered Flag: This may be used to neutralise races, to allow recoveries, etc., without the necessity of stopping the race.

VSCC CALENDAR FOR 2001

10th June	Shuttleworth & Nuffield Trophies Race Meeting	Cadwell Park, Lincs
22nd July	Bob Gerard Mem. Race Meeting	Mallory Park, Leics
4th/5th August	Prescott Hill Climb	Nr. Gotherington, Glos
11th August	Hawthorn Trophies Race Meeting	Silverstone, N'hants
17th / 18th August	Shelsley Walsh Hill Climb	Nr. Worcester
1st/2nd September	Loton Park Hill Climb	Nr. Shrewsbury, Salop
29th September	Autumn Sprint	T.B.A.

Please note: Occasionally, after the above information has been published, and usually for reasons beyond our control, amendments have to be made to some dates and/or venues. It is therefore advisable to check for the most up to date information

For further details, contact: Bob Wimmer, Competition Secretary, Vintage Sports-Car Club Ltd, The Old Post Office, West Street, Chipping Norton, Oxon, OX7 5EL.
Telephone: 01608 644777, Fax: 01608 644888

The Organisers reserve the right to amend or cancel the programme without notice or refund



PLEASE NOTE

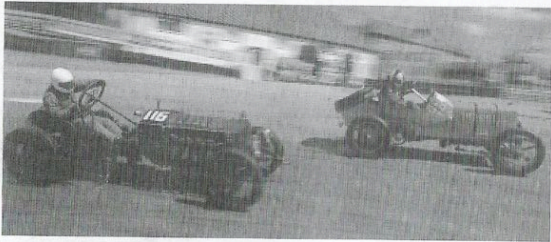
**IN THE INTERESTS OF SAFETY, ANIMALS ARE NOT PERMITTED
INTO THE VENUE UNDER ANY CIRCUMSTANCES**

CUCUMBER SANDWICHES AND CASTROL R



Ben Redgrave

There is no finer pleasure than a drive in the country followed by a glass of wine and something to eat in the open air. Such reverie can only be heightened when shared with like-minded others and enlivened by the sights, sounds and smells of fine cars being enjoyed by true enthusiasts.



Ben Redgrave

The Vintage Sports-Car Club has been hosting such occasions since 1934 and they will once again be staging their unique mixture of thrills and nostalgia in idyllic settings this summer. This is your invitation – no RSVP necessary.

- Sunday 10 June **Shuttleworth and Nuffield Trophies Race Meeting, Cadwell Park** – on the A153 between Horncastle and Louth
- Sunday 22 July **Bob Gerard Memorial Race Meeting, Mallory Park** – just off the A447 near Hinckley, Leicestershire

in association with **MotorSport**

For more information please call the VSCC on 01608 644777 between 9.00am and 5.00pm, Tuesdays to Fridays.



THE CLUB THAT SPARKED A PASSION