



Fifties Sports Car Racing Club Historic Inter – Marque

At the Castle Combe Autumn Classic Meeting

Saturday 6th October 2012



Castle Combe is a very well supported circuit by loyal and probably local spectators, and there's a reason why. Quarry and Camp Corner feature high spectator banks that provide really good viewing and both offer the full approach, the corner and more than the exit into the distance. From a driver's perspective in FISCAR, crowds are a bonus because the CARS ARE THE KINGS. That said, put the two together and a great cocktail emerges.



Wonderful October weather topped by a quality grid of 25 fabulous cars

This event was the inaugural Castle Combe Historic Festival fitting in at the end of a packed season for 1950s cars. This event has found an extended slot in the race calendar, but is, and will be subject to the vagaries of the weather gods. We were blessed this time with sunshine and clear skies, but not for those who arrived Friday evening in the pouring rain.



Good to see the drum braked XK 120 of new member Richard Butterfield

FISCAR was race 5 in an 8 race programme and practice took place on a dry surface. Many had already been out in the Aston Martin, Jaguar, or Healey session, on a horribly wet track, despite the clear skies, but FISCAR was probably the first session with some grip – but it's all relative!



Pit Lane driver change was pure '50s style, and much enjoyed by the numerous spectators - many in period garb

The entry of 25 cars was slightly below what we had all hoped, because this event definitely has promise and for the last event of the first FISCAR season it would have been good to go out on a high. In many ways we did, with a quality entry and many entering two races.



Although an excitingly driven second place, the Lotus of Nigel Bancroft proved no match for the power of the C - type

Some new and most welcome entrants to FISCAR included Nigel Webb in the fabulous and original C type with its Le Mans heritage; the beautiful and original XK120 of Butterfield / Dorlin (the car is featured in this month's Jaguar World Monthly magazine); and David Large in the Healey 100s. Looking back we have had a core of around a dozen regulars entered in most of the 6 races this year, and an average of around 25 cars per grid, so in context this one was in range, another good FISCAR showing.



James Wiseman's Alfa shadows the Nick Wilkins OTS with less than half a second separation at the finish

Practice session 5 was a significant improvement from earlier conditions, with a dry track and some decent grip. The top 5 saw no big surprise but their order was interesting, the Lotus Elites of Brian Arculus and Nigel Bancroft didn't have it all their own way in 3rd and 4th positions respectively. Nigel Webb's C type showed its pedigree at the front on 1min



The Love/Logue XK 150 was the fastest XK on the day

20.4s, lined up alongside Mike Thorne / Johnny Todd albeit with a 4s gap. Shepherd / Hancock in the AC Ace heavyweight (this one has paint) set a solid 1.27.7 a mere whisker from the Jaguar XK150 of Graham Love / Chris Logue, the latter setting that time driving the car for the first time this year, well done indeed!



Rare Aston-engined Atalanta of Chris Guest faces the Jaguar Challenge

Nigel Batchelor led a trio of Astons and the lovely Fraser Nash of Galliers-Pratt / Blakeney -Edwards, these four cars within 1.2s, this mid-field was looking interesting for the race. Kevin Zwolinski / Geoff Ottley sharing Kevin's XK140 suffered a condenser problem and only managed a few laps putting them down the back of the grid amidst the fabulous and customary FISCAR mix of Jaguars, David Large's Healey 100s and five Astons. The spectators at Castle Combe hadn't seen this type of quality before and they were in for a treat.

Between qualifying and the race we lost 5 cars due to problems incurred in the other marque races and various technical problems. This accounted for Brian Arculus (Elite), 4 Astons: Nigel Batchelor, Glynn Allen, Doug Barker, and Mark Campbell, the latter sustaining body damage to the historic DB2. We wish you well for the repairs Mark.

As per practice, Zwolinski / Ottley lasted 3 laps, this time a halfshaft broke. A real shame because Kevin started in 19th and retired in 7th after only 3 laps..... Poor Geoff didn't get a run and in addition had broken a stub axle on the front of his XK120 in the Jaguar race practice. Jon Abbecassis joined the social gathering at Tower having retired with a puncture



The Chase-Gardner's XK140 just ahead of the fast closing Tim Stamper in the Bell's 2/4

(Continued on page 2)

(Continued from page 1)

after 8 laps and the Butterfield / Dorlin XK120 lasted 9 laps but held on to a top 10 position, well done chaps! The car has been in hiding in the US for goodness knows how many years, so let's hope it gets more running from now on with enthusiastic new ownership.



Tyre problems prevented the normally reliable Abecassis Healey from making the finish

Nigel Webb's C type led the field away hotly pursued by Nigel Bancroft's Elite, nothing to split these two for some 9 laps or so until the C type pit stop. Otherwise normal rules applied in the top 10 with Love / Logue holding up XK honours, and David Reed setting some impressive times in the drum braked DB2 thanks to Anne having bedded the brakes in during an earlier race, true teamwork!



The Thorne/Todd Healey came a creditable 3rd

The pit stops started around lap 8 and we had 9 dual driver teams which would always mix things up somewhat. Only Shepherd / Hancock (AC Ace) and David Large (Healey 100s) left it until lap 16/17 to change. One or two dropped quite some time in the pit stops, especially Love / Logue who lost a possible top 5 place as a result. It was great to see so many shared drives, but probably a bit confusing for spectators to keep abreast of what was what, not to mention the commentators.



David Large's first outing with FISCAR shows great promise for next season

This left 8 laps for the race to settle back into some semblance of order to 24 laps completed by the leaders. The C type finished well ahead of Nigel Bancroft's Elite, and down to 8th place the field was evenly spread. Guest / Adams in the rare RGS Atalanta As-

ton finished 9th, a mere 0.2s ahead of Gross / Woodgate, then Nick Wilkins completed a good run to finish by a similarly close margin ahead of James Wiseman's sole Alfa Romeo for this race. 17 confirmed finishers after a long days' racing, most having completed two races.



Nick Ruddlell just couldn't catch the more powerful DB2 driven by David Reed

One comical observation as spectator, having retired from the race early on was the black Aston DB2 who had an electrical fault that meant the horn was stuck on through certain corners, that certainly provided some additional entertainment for spectators and marshals to top up the lovely mix of 1950's cars on show.

FISCAR put on some welcome hospitality throughout the day where drivers and teams could relax, courtesy our main sponsors Carole Nash Insurance, and Castle Combe put on an excellent programme with the choice of two races for most drivers, and I can confirm we are already invited back next year (Sunday October 6th). Let's hope the weather is kind again and we look forward to that one.



Early practice threw up plenty of spray

Results:

<http://www.tsl-timing.com/ccrc/2012/124068fis.pdf>

Team Results:

1st Team

Feltham Fliers 5 Pts

2nd Team

Eurofighters -1
AC, Alfa, F-N, Atalanta

3rd Team

Jaunty Jags 1 pt. (only 2 cars finish)

4th Team

Healey Hounds 1pt (only 2 cars finish)

5th Team

Aston Masters -2 (only 2 cars finish)

6th Team

Jagged edge -4 pts (only 2 cars finish)

7th Team

DB Devils 4 pts (only 1 cars finish)

8th Team

Lotus Legends 1 pt (only 1 cars finish)

FISCAR 2012 Season Summary

A quick look at the season shows us that:

We had 56 different members enter races 19 different marques appeared with us 2 members did all 6 races - Andy Shepherd - AC & Kevin Zwolinski - Jag 6 did 5 races Jim Campbell, Mark Campbell, The Reeds, Abecassis, Arculus, Stamper/Bell and 4 did 4 races Hilbery, Otley, Love, Kenedy's

It seems that 23 members didn't turn out this year due to car issues etc. Some we know still don't have working cars.

We had 5 Chairman's class cars enter this season and 7 entries in total

Of the 135 entries over the season

Astons - 36

Healeys - 24

Jags - 22

Elites - 14

ACs - 11

Alfas - 6

Other Marques - 22

Great show everyone—and everything to look forward to next season!

We hope your winter attention to your car pays off in 2013 . . .

We already know we have invitations to:

MG Live! Silverstone GP Circuit

Bentley Drivers Club Silv. National

Castle Combe Autumn Classic

And we will be confirming dates for these and our other races before the end of November.