



Fifties Sports Car Racing Club Invitation Race

At the Bentley Drivers Club Meeting

Saturday 11th August 2012



The Bentley Drivers Club event is one that is always well subscribed and a meeting that brings a certain charm, perhaps helped along by as much pre-war car candy as anyone can take in a single day. That's the paddock, then seeing those beasts racing is quite something to behold.



Sublime Lancia driven by the Kennedys

A strong grid of 30 FISCAR entries despite the holiday season and Olympics featured some lovely examples of '50s sports cars at their best, including some we hadn't seen to date this year, including the Fraser Nash Targa Florio driven by Anthony Galliers-Pratt and Pat Blakeney-Edwards, which looks fast even when parked.



Anthony Galliers-Pratt in Fabulous Frazer Nash

David Cottingham's Ferrari 500TRC drew much attention, a real looker, alongside David Bennett's mouth-watering DB3S; Chris Guest's rare Cooper T51 driven by John-Paul Mason ; and newcomer Matthew Holme's Alfa 1900 CSS - simply gorgeous. Add to this the mix of marques across the rest of the grid, this was a truly impressive line-up.



Head-turning Ferrari of David Cottingham

FISCAR enjoyed a leisurely start time for qualifying which is a rare treat. Just two entries as no-shows set up a busy practice session on the short National circuit, where over-

taking, or being overtaken, is a regular feature for all on pretty much every lap, so concentration is critical in order not to lose time on one's "special" lap.

Not surprisingly Brian Arculus put his Lotus Elite in its regular pole position with a comfortable gap to a close gaggle of 7 cars including Aston, Porsche, Healey and AC all within one second, this pack led by Andrew Sharp in his DB2.



The next second included 5 cars further adding to the marque mix of Ferrari, Jaguar, Lotus and Fraser Nash. Variety is certainly the spice of life in FISCAR. It's most encouraging that race by race we are still seeing new entrants and more interesting original cars to join in.



John-Paul had already raced up from France to be on track!

Many were doing 2 races so had something to occupy themselves in the afternoon, because the down side of a late start is a late race time. The benefit is that we had time to enjoy the displays and exotica from BDC. The Healey team also made use of the lunch break to get a memorable photo line-up in the pit lane



FISCAR also organised some drivers to be filmed and interviewed, these will be on the

web site soon and thanks to those who took part.

The race set off at about 5pm, thankfully without incident and everyone looked forward to 30mins of fun with a mandatory pit stop after 3 laps for all, driver change or not. 20+ laps require close concentration and attention to detail lap after lap at that time of the afternoon when some of us maybe fancied a nap!



Rare Atalanta of Chris Guest and Jim Campbell's DB2/4

Despite overall race performance, some start better than others and Andrew Sharp made a rapid getaway from Brian Arculus in the Lotus. After 3 laps only 3 seconds separated the top four, and plenty of similar tussles were evident all the way down the running order. Mid-race brought some retirements - Mark Campbell's historic DB2, Michael Darcey in the ex-works Healey and John Paul Mason in the Cooper T51.



Very original ex-works Healey of Michael Darcey

Pit stops and driver changes mostly happened after 9 laps or so, there was much activity for the timekeepers, and also for the pit lane speed control marshals who caught out an over-enthusiastic car 66 (yours truly) for a drive through. I'm not sure how many cars out there have accurate working speedometers, but I'll get mine fixed now.



Nick Ruddell flanked by Ferrari & Atalanta

(Continued on page 2)

(Continued from page 1)

Once the stops were done, the race settled once again and drivers started to figure out where they were, regaining some of the battles from the earlier laps before the stops.



The pattern at the front changed once Brian Arculus "got his eye in" and he steadily pulled away, finishing some 12seconds ahead of Andrew Sharp's DB2 and the efficiently driven Porsche of John Ruston, piloted by Gareth Burnett.



12 seconds sounds a lot but one spin and that's gone, so the pressure remained. David Bennett finished a strong fourth in the DB3S amongst the regular front runners, just 4 seconds behind the third placed Porsche - showing much improvement since his last FISCAR outing.



Various gaps gave the following 4 or 5 cars some breathing space, with Andy Shepherd on 5th, but with the Healeys of Jonathan Abecassis and Thorne / Dixey (latter driver did second stint) a mere 0.7 seconds separated over the line. The Harris / Knight Healey had a late race spin letting one or two through including Kevin Zwolinski recovering from his



drive through (thanks guys). Mid-field saw Nigel Batchelor use the new-found power of his Aston to great advantage, with newcomer Ian Dalglish in his Lotus Elite, not far off the Ferrari's pace.



Tim Stamper shaved a second off his previous best on the National Circuit, and Paul de Havilland was running well in his XK 150 until his engine decided to throw its water forcing him to retire close to the finish.



FISCAR was privileged to be invited by the BDC to their prestigious event on a beautiful sunny day, quite a change in weather from most of the races to date, and indeed different to the usual Silverstone weather.

Once again some great racing in these lovely cars ensuring drivers and spectators alike took a smile home from FISCAR's fourth race of the season.

Results:

1st - Feltham Fliers 7 pts

J.Campbell, Stamper, Batchelor

2nd - Lotus Legends 2 pts

Arculus, Hilbery, Dalglish

3rd - Healey Hares -4 pts

Abecassis, Harris, Wells

4th Jag/F-N,/Porsche -4 pts

Zwolinski, Burnett,

Galliers-Pratt/Blakeney-Edwards

2 cars finish

5th Aston Masters 5 pts

6th = Scuderia Bunga-bunga &

Healey Hounds 2 pts each

8th AC Aces 1 pt

Individual results on www.bdcl.org



Elegant Healey driven by Arthurs/Wells



Charles Bishop's first race with FISCAR in his AC



Jim Campbell finished despite serious brake fade

Team Standings after 3 rounds:

Feltham Fliers	24
Healey Hares	16
Scuderia Bunga Bunga	14
Lotus Legends	12
Jagged Edge	11
British Bulldogs	9
AC Aces	4
Healey Hounds	4
Aston Masters	2
Deutsche Devils	1

Next Race!

