

Event reports



'RING KINGS

35TH AVD OLDTIMER GRAND PRIX

August 10-12. Nürburgring, Germany. Words: Paul Parker
As with so many days this year, Mother Nature intruded and the AvD Historic Marathon on the daunting Nordschleife was fogged off together with all other Friday activities.

However, the mist dissipated on Saturday morning, allowing a full card but with little practice. This necessitated a three-lap safety car start to most of the events.

During some frantic racing there were many incidents, the saddest of which was the sorry sight of the two Iso Grifo A3/Cs hitting each other beak-to-beak at the first corner. The GT races were dominated by the GT40 of Stummeyer, Cobras and last year's Marathon-winning E-type of Graf von Oenhausen.

The Touring Car races were won by the Gross/Perry Ford Falcon Sprint, while Max Werner's Maserati 250F blitzed the pre-1961 GP machines. Werner was the fastest of the 1950s sports cars in his Maserati 300S, but suffered reliability issues, allowing Laidlaw/Hadfield to win the night race in their 250S.

Rettenmaier and Burnett were the class of the pre-1940 races, finishing first and second in a Maserati 6C/34 and Alfa 2-litre S/C. The Orwell Cup fell to Richard Piper's thunderous Can-Am McLaren M8F, although Peter Hoffmann won the first race in his M8F which he's owned for over 30 years; 1970s Chevron ace John Burton finished fifth and second in a Chevron B26.

Finally, Rosina's rapid Lola-Chevrolet T70 Mk3 GT won the World Sports Car Masters on Saturday, and Paul Knapfield's ferocious Ferrari 712P was victorious on Sunday with Leo Voyazides almost catching him in the Lola T280.

RAINED OFF!

VAUGHAN DAVIES SPRINT

July 21. Cornbury Park, Oxon, UK
 Words: Paul Hardiman
 Photography: Andy Cooper

'Synchronised swimming' was how event secretary Philip Strickland put it. Although the event had to be abandoned after one practice and one timed run, over 50 competitors enjoyed the damply idyllic surroundings of Lord Rotherwick's estate. The results seemed almost irrelevant, but FTD went to Tom Walker's big Healey on 44 seconds, fastest Benjafield's club member was Chris Williams in the Napier Bentley on 46, freshman Nigel Ormond-Smith in his newly acquired Bentley 3½ ran 56 – and the Ladies' Cup was shared between Sue Derbyshire in a 1928 Aero and Jo Moss in her 1975 Plus 8 at 51 seconds.



12 HEURES DU MOW

BLMRA ENDURANCE

July 28-29. Chichester, UK. Rupert Bravery

This year saw the 35th annual lawn-mower endurance race. Three classes competed: Gp4 – mini tractors; Gp3 – lawnbugs of lazy suburban gardeners; and Gp2 – the cylinder roller mowers that used to tow the groundsman around your school field.

Health and safety required that blades were removed and helmets worn. You could use any engine as long as it was originally fitted to a model in the class. The only concession to technology was the adoption by some teams of gravity refuellers (the ubiquitous beer keg).

Team Accident Prone failed to live up to their name and won for the third year running, while the one professional team came 32nd.



SPECIAL VINTAGE

VSCC PRESCOTT

August 4-5. Prescott, Glos, UK

Words & photography:
 Paul Hardiman

Oliver Way drifts the 1906/07 Mors/Le Sanglier (above) through the Esses, just one of several new cars out at the VSCC's best event of the year, including Michael Sharpe's 1917 King V8. The overall results were a Frazer-Nash benefit, with fastest climb of the day taken by James Baxter in his 1934 single-seater special on 41.76 secs, fastest non-supercharged sports car to Brian White in his TT Replica (43.64) and fastest Vintage to Jonathan Cobb in his 1928 Super-Sports (43.97). Fastest non-automobile-engined Edwardian was David Baker in the elegant Piccard-Pictet special at 47.02. Way ran a best of 56.39 seconds.