

# Historic Sandown 5-7 November 2010

BY CHARLES ROGERS



Robert Harbrow is the leader of the pack in his Lola T192. Neil Hammond Photo.

The thunder returned to Sandown on 5-7 November, albeit with a smaller number of F5000s due to the alternate season arrangements with events in New Zealand, but the thunder endured with more than 360 entries across 10 fields.

Formula Ford entry numbers were up over last year, so the last minute decision was made to give them their own race, meaning the M&O Sport and Racing cars had a somewhat depleted field of 14 cars. In the M&O Sports, Bill Hemming cruised across the line in his Elfin 400 Repco to win the first race from Rod Anderson in the Stirling. However Bill's victory came at a cost, with the engine expiring at this point. Needless to say he substituted

the car overnight and continued the weekend in the Climax powered Elfin 360.

Rod Anderson and Hugh Gartley (Cheetah Mk4) brought home the minor placings in the first event. The small component of Formula Junior cars in that race was dominated by Peter Strauss (Brabham BT6) over the Lotus 18s of Kim Shearn and Roger Ealand. The dominance can be partially attributed to an extra gear in the Brabham over the earlier Lotus.

Sam Dymond has now come to terms with her Lola Mk1 and ruled the weekend's Group J, K & L events. The nearest competition was some ten seconds behind in the feature race, being the

Bill Hemming's Elfin 400 leading the Penrite Brabham BT6 driven by Keith Simpson. Jim Jones Photo.



Alan Lewis in his Capri V6 leading the Torana XU-1 of Stuart Young. Tony Harriott Photo.



Just in the lead is Victor Waterhouse in his Jaguar Mk2, from the Cooper S of Ian Pringle and the Alfa Giulia GT of Ray Gulson. Neil Hammond Photo.

Zephyr Ausca of Russell Budge with Graeme Raper in the Mono-skate closely following in third. This field always brings out such a diverse range of sights, sounds and smells, particularly from the straight exhausts of cars like Pat Ryan's MG TA Special and George Hetrel's Bugatti T35C and those intoxicating fuel mixtures.

The Group Q & R Racing field saw a diverse range of cars from the mid-70s to mid-80s. Ian Buddery debut his Lola T700 Indy car. Although not a front runner, it's great to see this type of car



John Mann locks a front break in his Ford Mustang. Tony Harriott Photo.



After the engine in the Elfin T400 expired on Saturday Bill Hemming brought out the Elfin T300 for Sunday's race for Group M & O Sports and Racing Cars. Peter Ellenbogen Photo.

on track and we will look forward to seeing Ian progress through the field at future meetings. The races were dominated by close racing at the front between Andrew Robson (Lola T332 F5000) and Darcy Russell (Lola T330 F5000). The first of the Atlantic cars home was the March 73B of Andrew Makin.

The Sunday morning race for Group Sa & Sb production sports cars showed that horsepower can bring you unstuck, but will eventually rule. Peter Jackson (Austin-Healey 3000) got off to an excellent start from the wheel-spinning starts of the Sheldys and







Peter Jackson's Austin-Healey 3000 followed by the TVR Tuscan of Laurie Burton. Neil Hammond Photo.



Roger Ealand's Koala FJ followed by the Wayne Ford Special of Barry Murphy. Neil Hammond Photo.



Trio of Mustangs. Fraser Ross followed by John Mann and Darryl Hansen. Neil Hammond Photo.



The Valiant Chargers of Rob Burns and Michael Hibbert. Neil Hammond Photo.

TVR Tuscan; although it wasn't long before the horsepower kicked in and George Nittis (Shelby GT350) stormed away to a convincing win. Ian Ross (Shelby GT350) kept Laurie Burton (TVR Tuscan) honest, but couldn't make it a Shelby 1-2. Brett McManus stormed home to sixth place in the first of the 4-cylinder MGBs.

In the later production sports car event (Group Sc) Geoff Morgan slipped to an uncanny third place behind the big-engine cars of Ross Jackson (De Tomaso Pantera) and Paul Blackie (Corvette Stingray). Blackie came across the line in the narrowest of victories to Jackson (0.0001 seconds) to Morgan followed across the line by the screaming Lotus Seven S4 of Mike Byrne.

Always a crowd pleaser at historic racing events is the touring car races. Sandown saw three such events with Group Nb, Nc and combined grid for the C & A field.

To spice things up a bit the Group C & A field put on a 15 lap event as the Sunday feature race. The long-distance (for Historics anyway) race included a compulsory pit stop where the driver's crew had to place a sticker on the front and back window before the car could return to the race. Collins father and son started the race on the front row. Gary driving the HRT-Mobilenet VL Commodore and son Chris driving the VC Commodore. Adrian Allisey (VL Commodore) got the best of the pit-stop to jump a position and break the Collins team. Gary went on to a convinc-

ing 30 odd second win, the battle for 2-3 being the race highlight. The main organiser behind this event, Bill Cutler drove to a solid 5th in his ex. Pirro BMW M3.

The Group Nb & Nc fields were dominated by Ford Mustangs with Bill Trengrove and Tino Leo fighting out close battles in the NB field, while Frazer Ross and John Mann had similar close battles in the Nc field.

With the association of the MG Car Club comes the annual all MG race. In recent times the MG field has become "MG and invited British sport cars", thus opening the door to Triumph and Lotus and quite diverse fields. The series champion was crowned at the meeting, but the V8 power of Robin Bailey's car stormed home to convincing wins from Alan Richardson (MGB V8 Roadster) and Greg Hewson (Champion, MG Midget).

The Regularity numbers were solid as usual, accounting for 1/4 of the meetings entries, thanks much to Ross McKinnon who competed in the Division 1 event in his immaculate Triumph TR3a. A British component of the field had some tremendous regulating across the weekend with McKinnon, Tom ffrench (Morgan +4), Bill Vaughan (Bug-eye Sprite) and Charles Rogers (MGB GT) although neither of us was at the pointy end on the result sheet.

In the writer's final event things started really well, going out in front of McKinnon and Vaughan, but behind ffrench. At the



Peter Strauss in his Brabham BT6 FJ with Tony Burrage looking for a way through in his Rennmax 23B. Jim Jones Photo.



Darcy Russel in his Lola T330 stays out in front of the Elfin MR8 of Bill Hemming. Neil Hammond Photo.



You would have to wonder just how high Dean Bryant can lift the front wheel of his Humpy Holden. Neil Hammond Photo.



Robert Kilpatrick's Welsor Clubman with the Elfin 623 of Stan Ward and Kim Shearn's Lotus FJ following. Neil Hammond Photo.



Paul Blackie's Corvette Stingray belches flames. Jim Jones Photo.



The Toyota Special of David Umlauf followed by David Kelly's Austin-Healey 100. Neil Hammond Photo.

start of the first flying lap ffrench had a small moment on the exit of turn one, which allowed Rogers to slip through and subsequently pull away. The lap times improved from 1.51 (2009) to 1.46 (2010), with the final event feeling even quicker, but unfortunately being a victim to a spun open-wheeler at turn one with two laps to go no time was recorded for the writer in the final event.

The meeting was capped off with the Division 2 event, which was won by the ever consistent John Hardy (Alpine Renault A110).

2011 promises to be a huge "Return of the Thunder" with a mammoth 20th Historic Sandown planned.



Ian Carrig in the WDC Arbyen with Ian Pryor looking for a way through with his MGA Sebring Coupe followed by the Morgan +4 of Tom ffrench. Neil Hammond Photo.