

Croft Nostalgia Weekend August 4/5th

Team Bond really enjoyed the Croft Nostalgia weekend in 2010, so had been looking forward to this meeting all season. The event has really grown over the last two years to become a sort of mini-Goodwood. There is a great atmosphere and it attracts huge crowds of spectators. The team joined in the fun and dressed in period clothing. We must have been the best dressed team in the paddock.



Croft is a small friendly circuit, all the marshals and officials are extremely helpful and pleasant, a contrast from our previous meeting, - at the home of British motor racing!

The circuit itself is 2.1 miles long with some very demanding corners, near flat out S bends and a slow 2nd gear hairpin. It all makes for a very exciting lap. There are many good spectating positions around the circuit giving the crowds plenty to see.

There were also military displays, vintage and classic cars, vintage aircraft flying in, an aerobatic display at low level by a Spitfire and rows of vintage stalls selling period clothing.

Qualifying

Our qualifying was at 9.45 on Saturday. We were all hoping for good weather and we weren't disappointed, we had a dry session with both cars going extremely well. Gil hadn't raced here for 20 years so had plenty to learn. I had only raced here once in 2010 but was a little more confident than Gil. Justin Fleming was my competition this week end and he had been testing on Friday. However I qualified 1.75 seconds ahead. Gil was the only 1000cc car in the race and qualified well, 5th fastest front engined car.

Race one

Race one started well, as usual Justin made an excellent start pushing me very hard into the first corner. He kept the pressure on for the first 2 laps, but I then began to pull away. I had a great race with Alex Morton. I could hold onto the tail of the Ausper, but couldn't attempt a pass. On lap 8 James Murray touched the chicane barrier and spun. The race was red flagged and we all returned to the pit lane. After a brief wait as the Lola was retrieved we were told that we would have a restart and a final 4 laps. This meant the lead I had over Justin was lost and

the battle was back on. Justin was well and truly fired up, as the flag dropped he past me on the start line; I caught him up under braking and managed to drive around the outside of him in the first corner.

Gil drove well in the first part of the race racing closely with John Arnold and Bill Grimshaw. A slow get away at the re-start put him into the traffic at the first corner. A 'brave' move down the inside and a hesitation on the throttle combined into a spin. Unfortunately the engine stalled and would not restart, the first DNF of the year.

Race two

The weather was looking a little threatening as we left the assembly area. We drove around on our green flag lap to find rain was falling at the far side on the circuit. The race started and Justin was in my mirrors once again but was unable to get past. I started to chase Alex Morton but on the first lap he lost control as we hit the wet track at the Jim Clark Esses. He spun at one of the fastest corners, hit the barriers and retired. I lost sight of Justin and had a relaxed race albeit with the difficult conditions of a damp circuit. Gil was unnerved at seeing cars going off in front of him and had a moment himself on the first lap, but finished well battling with Bob Birrell (Lola Mk2).

Overall Winners

Jon Milicevic (Cooper T59) won race 1 from Jonathon Hughes (Brabham BT6), and Pete Morton in the Lightning Envoyette).

Jon also triumphed in race 2 from Jonathon – who needed an overnight engine change. Jack Woodhouse (Lotus 20/22) was third. Pete Morton was a very close 4th

Next Race

Thruxton Sunday 19th August