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Australian Touring Masters Sydney Motorsport Park

WEC Silverstone 4 Hours

Oulton Park Gold Cup

British GT Finale, Donington Park

Salon Privé

This Issue:

VSCC Formula Vintage Mallory Park

Salon Privé

Sywell Classic

Classic Car Drive-in Bicester Heritage

Historic Rally Festival Media Launch

BOC Prescott

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Editorial.

Welcome to our 10th Birthday edition. We hope you have enjoyed the last 10 years of our coverage of motoring and motorsport events. Finally this year we have an edition full of current events. Unfortunately most events are currently being run behind closed doors and many other events have been postponed until next year. We shall continue to bring you coverage of as many events as we can. Lets hope things return to normal next year.

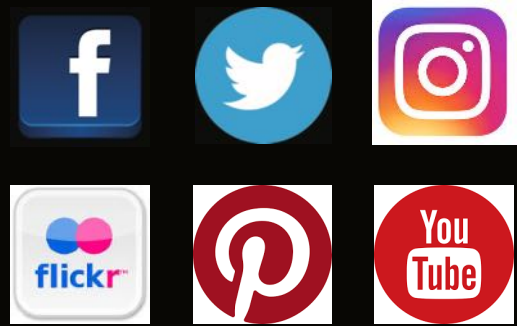
Missed an issue? Time to Spare?

All our back issues are available to read online or download for free from our web site at www.classicandcompetitioncar.com

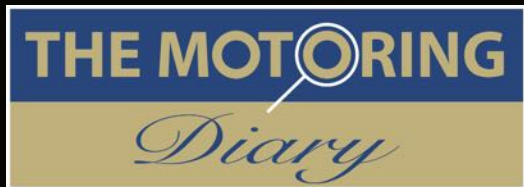


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To check out our web site with additional photos please visit www.classicandcompetitioncar.com

Photo of the month
By Syd Wall.



Bob Beales takes 'Herbert' the Volkswagen 1500S through the water-splash at Weston Park at the Historic Rally Festival media day



© Simon Wright

Historic Rally Festival Postponed.

Further to our article on page 37 from the preview day for the Historic Rally Festival, the event has now been postponed until the 5th and 6th June 2021. In light of recent changes to Government advice, the organisers felt that their priority is the safety of the competitors, spectators and all others involved with the event and to ensure they are kept safe. Having already been postponed from June until October, the event had already been scaled back and was becoming less of what had originally been intended, the decision was taken to postpone until June 2021 when the event should hopefully be able to run as originally planned but with even more exciting content.

All who have purchased tickets will have them automatically refunded. Any queries about your tickets, please contact Weston Park.



© Simon Wright

Lancaster Insurance Classic Motor Show Postponed.

Due to take place between the 13th and 15th November 2020 and despite hard efforts by the organisers to bring a show to the NEC this year, they have now decided that with the local lock-down in Birmingham and Solihull, the wise decision was to postpone this years event.



© Simon Wright

HERO Rally of the Tests 2020 Postponed.

Due to lockdown in Northumbria and other northern areas on the COVID-19 watch list, the organisers have decided to postpone this years Rally of the Tests.



Rallycross title winner official eRX2 test driver.

Oliver Eriksson, reigning two time RX2 series title winner has joined the eRX2 testing programme as preparations intensify ahead of all-electric series inaugural season. Eriksson has been appointed as the official test-driver and ambassador for the new FIA eRX2 Championship ahead of the series campaign on the FIA World Rallycross championship 2021. The 21 year old Swedish driver won the RX2 International series in both 2018 and 2019, RallyX on Ice in 2018 and GRC Lites in 2015 and is one of the most highly rated young drivers on the current rallycross scene.

Testing so far has been restricted to Spain's Circuit Calafat, but it hopes to expand to other international rallycross tracks very soon.

New Honda Jazz inspired by F1 Hybrid expertise.

When the all new Honda Jazz launches, it will drive advanced Honda hybrid innovation from the race track to the road. Honda is drawing knowledge from its Formula 1 Hybrid Power Unit programme to improve energy efficiency of the brands e:HEV hybrid system. Last year, Honda's racing partners Red Bull Racing and Toro Rosso scored 3 race victories and six podium finishes. This expertise has been used in the e:HEV hybrid system being used in the all new Honda Jazz. It recycles energy and uses it to charge the battery and support engine output for strong performance, seamless switching between drive modes for maximum efficiency.

The e:HEV system is newly developed for the Jazz. It consists of two compact powerful electric motors connected to a 1.5 litre DOHC i-VTEC petrol engine, a lithium-ion battery and an innovative fixed-gear transmission via an intelligent power control unit, to provide a smooth and direct response for the driver. The system can seamlessly select from 3 interchangeable drive modes -

- EV Drive, where the lithium-ion battery powers the electric propulsion motor directly,
- Hybrid drive, where the engine supplies power to the electric generator motor which drives the electric propulsion motor.
- Engine Drive, where the petrol engine is connected directly to the wheels via a lock-up clutch and directly drives the wheels.



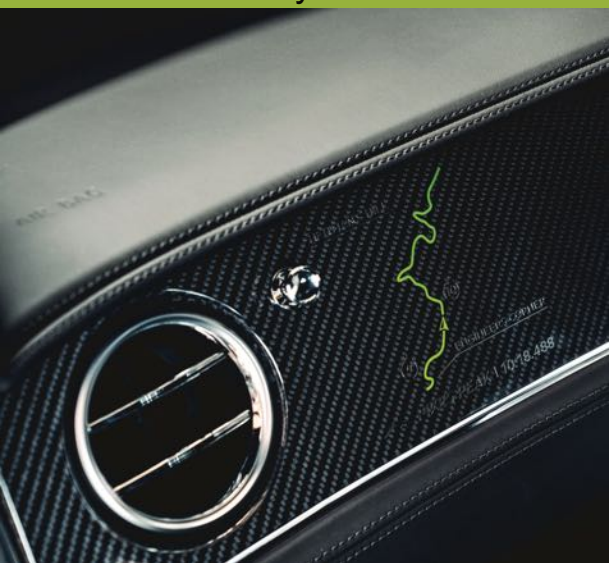


Bentley Pikes Peak Continental GT by Mulliner.

The first of a limited run of 15 cars of the Pikes Peak Continental GT by Mulliner has been built by Bentley in Crewe. This is to celebrate Bentley's W12 powered Continental GT breaking the Production Car course record by over eight seconds in June 2019. The Limited Edition features exclusive Radium by Mulliner paintwork, carbon fibre bodykit, Acid green brake disc callipers and Pirelli P Zero colour edition tyres. Also 35% of the allocated vehicles will



feature the optional mountain decal, the same as the actual record holding car. Inside it has an Alcantara interior with Radium contrast stitching, carbon fibre fascias and waist-rails including a Pikes Peak overlay on the passenger fascia with the record time of 10 minutes 18.488 seconds and exclusive B&O speaker covers in black anodised and Radium finish.



Maserati MC20 Prototype dedicated to Sir Stirling Moss.

Further to our feature on the new Maserati MC20 on page XXX, a prototype using a design taken from the Maserati Eldorado pays tribute to Sir Stirling Moss, who died on the 12th April at the age of 90. The Eldorado was the iconic single seater driven on its debut at Monza in 1958 by Stirling Moss at the "Trofeo die due Mondì". The tribute was announced on the same date as Moss took victory in the 1956 Monaco Grand Prix at the wheel of a Maserati 250F, where he led from start to finish of the 100 lap race. Through this MC20 prototype with Stirling Moss's "signature", Maserati wishes to commemorate one of the greatest names in the annals of World motorsport.



Maximum performance from MINI Countryman.

The new MINI Countryman John Cooper Works has received the latest design and technology updates, with improved standard equipment. The 4 cylinder turbocharged engine develops 306 hp and 450Nm of torque which is attached to an 8 speed Steptronic Sport transmission and ALL4 wheel drive as standard. This is the most powerful engine ever used in a production MINI and takes the car from 0-62 mph in just 5.1 seconds. The car features a new design radiator grille, 95mm enlarged tailpipes, LED headlights and fog-lights, two new body colours and a 5 inch digital dash. Deliveries will commence in November with prices starting at £36,000.



Renault hit 300,000 Electric vehicle sales in Europe.

Since 2010 Renault have sold more than 300,000 electric vehicles across Europe. The Z.E. Range now consists of five different models across both passenger and commercial vehicles including the new ZOE and the new ZOE van. Originally launched in 2012 and with over 100,000 ZOE models sold in France alone, the third generation ZOE arrived in early 2020 and features increased power and range, plus enhanced exterior and interior design and new technologies. The new 100kW R135 electric motor and new 52kWh battery provide enhanced acceleration along with a 245 mile all electric range on a full charge. The new 50kW DC charging option will re-charge the battery to 80% in 70 minutes.





Škoda Slavia

The Škoda Slavia is a one-off concept car created by 31 students from the Škoda vocational school. This is the seventh student concept car and is an exciting spider version of the Škoda Scala inspired by the Škoda 1100 OHC Sports prototype. The Slavia name commemorates the anniversary of the company founding in 1895, as it was the name of the first bicycle produced.

From the draft design to building this one-off car, the students completed every step themselves, with support from their instructors as well as Škoda experts in the Design, Production and Technical Development departments. The car features the Scala 1.5 TSI petrol engine which produces 148 bhp through the 7 speed DCT transmission.





Aston Martin CALLUM Vanquish 25 by R-Reforged.

Just nine months after the project was announced, the production version has been revealed and customer car production starts in September. The initial batch of cars are destined for Europe and Latin America.



R-Reforged is a Swiss based company that was founded in 2018 to create desirable, personalised and collectable limited-edition vehicles at its fully owned UK subsidiary facility in Warwick.

The Aston Martin CALLUM Vanquish 25 by R-Reforged features over 350 engineering, material and design changes to

transform the car into a more practical GT. With over 20,000 miles of rigorous testing on both the road and wet and dry tracks at Michelin's Ladoux proving ground, the setup has been changed to amplify the driving experience of a classic GT car. Changes to the rebound and compression of the Bilstein dampers along with careful bush selection, stiffer anti-roll bar, 10mm lower ride height and a 60 mm wider track provides composure and more agility and control. Slender wheel rims, Michelin Pilot Sport tyres and a lower seating position give a sharper feel and more feedback for

the driver.

Owners will be able to specify multitudes of options during their session with Ian Callum, either remotely or at the Warwick facility where the cars will be assembled. These include an infinite number of body and eight trim colours, three transmission variants, manual, automatic or semi-automatic, as well as 3 different bespoke 20 inch wheel designs. The leather interior is supplied by Bridge of Weir Leather Company and Bremont's removable pocket watch remains prominent in the interior, which also has an option of walnut veneer instead of carbon. Finally Mulberry have developed the luggage to fit snugly in the rear of the cabin.

Under the bonnet there is a bespoke carbon intake system plus tuned equal length stainless steel primary collectors that help create the sonorous V12 howl from the 580 bhp engine.





FIRST NZ F5000 TITLE FOR COLLINS AS ORGANISERS MAKE FINAL CALL ON 2019/20 SERIES

Michael Collins (#94 Leda LT27) is the winner of the 2019/20 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series title.

Dynamic 24-year-old Christchurch driver Michael Collins (Leda LT27) has been awarded the 2019/20 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series title last week after series organiser, the New Zealand Formula 5000 Association, decided to call the result of the COVID-19-interrupted series after the fourth round and officially cancel the originally postponed series' final.

A former karter and 2016/17 South Island (of NZ) Formula Ford champion, Michael Collins has been impressing everyone involved in the series with the maturity and race-craft. Driving a Leda LT27 at just 21-years-of-age, he won his first class race at the second round of 2017/18 season's SAS Autoparts MSC series at Feilding's Circuit Chris Amon Manfield a month later, before adding his first clean sweep of all three class races at his home round (the annual Skope Classic meeting at Christchurch's Mike Pero Motorsport Park) in February 2018.

He enjoyed similar success over the 2018/19 SAS Autoparts MSC NZ F5000 series' season but like the year before, prior commitments meant he had to miss the final – and key points scoring - round.

Ironically the COVID-19 Lockdown saw everyone in the category miss the final round of the current - 2019/20 – SAS Autoparts MSC series at the Hampton Downs circuit in March – meaning the title went to the driver with the most points - Collins - after the penultimate round at the George Begg Classic Speedfest meeting at Invercargill's Teretonga Park circuit back in February.

Despite missing out on another perfect pole & three-race-wins-from-three-starts record thanks to a half (drive) shaft which let go on the final lap of the SAS Autoparts MSC feature race at the big, new George Begg Classic Speedfest meeting, the then 23 old had actually held the 2019/20 series lead since the first round at the annual MG Classic meeting at Feilding's Circuit Chris Amon Manfeild in November last year.

There he qualified on pole and won all three races, in the absence of defending series title holder Ken Smith who had

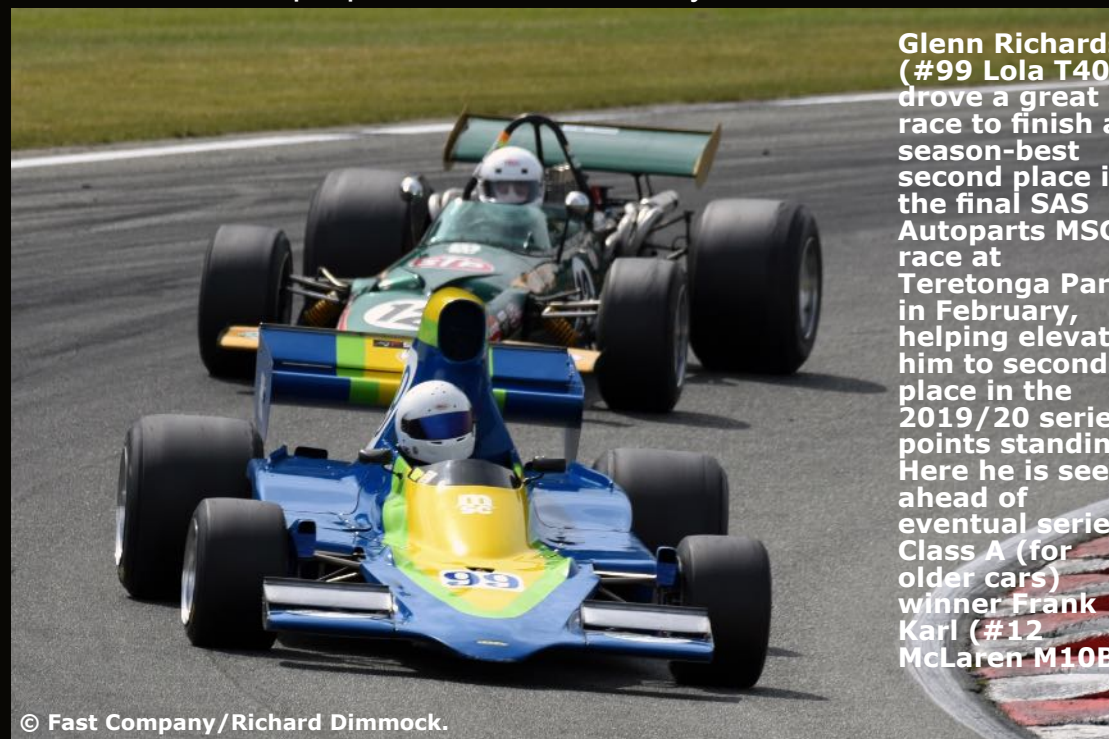
sold his Lola T332 and would take no further part in the 2019/20 title chase.

The young tradie – who works as an electrician when he is not racing the ex-Evan Noyes and Chris Lambden Leda LT27 004 - did have to play second fiddle to visiting UK historic racing hot shot Michael Lyons at the second round at the annual Taupo Historic GP meeting at Bruce McLaren Motorsport Park in January.

However he returned the favour on the Lola T400-mounted Lyons at his annual 'home' round, the three-day Skope Classic in Christchurch in February, where he qualified on pole and won two of the three races.

A fortnight later he was just a lap away from a second round clean sweep for the season at Teretonga Park, when the half-shaft broke as he was beginning his final lap.

Despite that disappointment Collins says he can look back on his third season with some satisfaction, particularly when it comes to getting the most out of a car which – for all intents and purposes - is almost 50 years old.



Glenn Richards (#99 Lola T400) drove a great race to finish a season-best second place in the final SAS Autoparts MSC race at Teretonga Park in February, helping elevate him to second place in the 2019/20 series points standings. Here he is seen ahead of eventual series' Class A (for older cars) winner Frank Karl (#12 McLaren M10B).

© Fast Company/Richard Dimmock.

Second overall after his most competitive showing yet was Lola T400 driver Glenn Richards ahead – albeit by just 6-points – of fellow Aucklander Grant Martin (Talon MR1/A) who in turn had just a 5-point margin in the end over the big improver of the 2019/20 season, former New Zealand Formula Ford champion Kevin Ingram from Feilding driving a the first of the category’s Lola T332s.

Also enjoying his most consistent season to date was Auckland-based category stalwart Shayne Windelburn in his ex-Richard Scott & Bob Evans Lola T400, who ended up fifth overall.

In sixth place, after what can only be described as a ‘titanic, season-long battle for supremacy in Class A’ (for older series cars) with fellow McLaren driver Tony Roberts (McLaren M10A) , was another Auckland-based category stalwart, Frank Karl driving his ex-Alan McKechnie/Guy Edwards McLaren M10B.

The two McLaren's were rarely separated by more than a

second or two on the track though in the end it was Karl’s superior consistency (he was the only driver to start and finish all 12 races) which saw him pip Napier man Roberts for the Class A title.

2019/20 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series

Final points after 4 (of 5) completed rounds

1. Michael Collins (Christchurch/Leda LT27) 430 pts
2. Glenn Richards (Auckland/Lola T400) 310 pts
3. Grant Martin (Auckland/Talon MR1/A) 304 pts
4. Kevin Ingram (Feilding/Lola T332) 299 pts
5. Shayne Windelburn (Auckland/Lola T400) 284 pts
6. Frank Karl (Auckland/McLaren M10B) 265 pts (Class A winner)
7. David Banks (Auckland/Talon MR1) 245 pts
8. Tony Roberts (Napier/McLaren M10A) 225 pts (Class A runner-up)
9. Steve Ross (Dunedin/McRae GM1) 218 pts
10. Michael Lyons (UK/Lola T400) 214 pts
11. Aaron Burson (Auckland/McRae GM1) 184 pts
12. Codie Banks (Auckland/Lola T332) 181 pts
13. Tim Rush (Feilding/McLaren M18 & Begg FM4) 176 pts
14. Brett Willis (Rotorua/Lola T332) 147 pts
15. Paul Zazryn (Melb. Aust/Lola T332) 141 pts
16. Warren Briggs (UK-NZ/Lola T332) 106 pts
17. Frank Lyons (UK/Lola T330) 98 pts
18. Judy Lyons (UK/Begg FM5) 97 pts
19. LeRoy Stevenson (Queenstown/Leda LT27) 82 pts
20. Mark Dwyer (UK/Lola T400) 0 pts

© Fast Company/Richard Dimmock.



Visiting Australian ace Paul Zazryn (Lola T332) leads the similar car of Kiwi Kevin Ingram.

Prepared by FAST COMPANY of behalf of the New Zealand Formula 5000 Association www.F5000.co.nz For more information about the series contact Ross MacKay - email him on ross@fastcompany.co.nz

VSCC Formula Vintage,

Mallory Park. 23rd August 2020.

By Simon & Janet Wright with additional photos

by Syd Wall plus David Goose and Stuart Yates of Motorsport Imagery



Tony Seber Wolseley Hornet Special leads the first race of the day



© Simon Wright

The action started after the lunch break with an Allcomers Scratch race. Tony Seber was on pole position in his Wolseley Hornet Special but it was won by Mike James in his 1935 Riley 12/4 TT Sprite Rep (#2). He completed the twelve lap race in a time of 12 minutes 26.94 seconds, just 1.41 seconds ahead of Tony Seber in the 1932/35 Wolseley Hornet Special (#93). Seber took the initial lead for the first three laps before James moved to the front,

© Janet Wright



There was plenty of close racing with Hugh Birley Austin 7 Ulster ahead of John Moss Austin 7 Sports and Andrew Croysdill Riley 12/4

The VSCC's only Formula Vintage race meeting of 2020 took place at Mallory Park on Sunday 23rd August 2020. If the club could only organise one race meeting for the year, then Mallory Park was the perfect choice to hold it. The 'Friendly Circuit' is ideal because it offers unparalleled viewing opportunities for spectators who are able to see the majority of the circuit from any point on the spectator banking. Due to current Covid-19 regulations, spectator numbers were limited and no access was allowed to the paddock, which was restricted to racing team members and officials only. This did not distract though from a great days racing.

which he stayed to the chequered flag. In 3rd place was Harry Painter in the 1934 MG PA (#43), a further 11 seconds back. The only other car to go the full race distance was Richard



Mike James was victorious in the days first allcomers race in his Riley TT Sprite

© Motorsport-Imagery

Iliffe in another Riley TT Sprite Replica (#33). The second race was the John Holland Trophy for Vintage & Pre '61 Racing Cars. Pole position went to Ben Fidler (#16) in the 1936 ERA AJM 1 and he took the lead from the start, chased for the first three laps by Frederick Harper (#12) in the 1957 Kurtis Indy-Roadster. In his



Ben Fidler showing how much spray was around in his ERA AJM 1

1930 Frazer Nash Super Sports, Patrick Blakeney-Edwards (#26) moved into 2nd place on lap four and then took the lead on lap six. He went on to win by over six seconds from Sandford Andrews (#38) in the 1926 Morgan Aero 2Str, who had been down in 10th place at the end of the first lap

The field stream into Gerrard's at the start of the second race.



© Janet Wright

and had battled his way through the field, to take 2nd place on the very last lap of the race. This left pole man Fidler in 3rd in the ERA and Harper 4th in the Kurtis. It was really nice to see Mark Walker (#62) back with his 1905 Darracq 200HP, as last time he was at Mallory Park, the engine



Unlikely opponents - the Frazer Nash Super Sport of Patrick Blakeney-Edwards and Frederick Harper's Kurtis Indy Roadster

exploded in spectacular fashion, taking half the block out. He was driving the car as spirited as ever and finished 16th, not bad for the oldest car at the meeting. His son Hughie (#158) was in the same race, driving the 1913 Theophile Schneider and finished 12th.

The VSCC is a very family orientated club and Patrick Blakeney-Edwards brother and sister-in-law were out next, in the third race of the day. This was the Mallory Mug for Standard and Modified Pre-War Sports Cars

© Simon Wright



First lap action in race three with Winston Teague's Frazer Nash Falcon

© Syd Wall



1937 Bellamy-Ford (LMB) V8 Spl held 2nd place for most of the race, but was passed on the last lap by Jonathan Sharp (#53) in the 1937 Riley 12/4 TT Sprite, who finished only 1.67 seconds behind Simon. Brett finished 3rd.

© Janet Wright

Adam Moody in the 1928 Alfa Romeo Sport about to be lapped by Martin Nash Frazer Nash Supersports in the Mallory Mug race



race. Jo Blakeney-Edwards (#96) claimed pole position with husband Simon Blakeney-Edwards (#97) lined up next to her on the front row, both driving Frazer Nash Super Sports'. Simon took the lead from the start, while Jo dropped down to 5th at the end of the first lap. She progressed back to 3rd on the next lap but retired on lap six. Mark Brett (#48) in the

Race Four was an interesting race, the MG vs Austin 7 Challenge Race. Fifteen of Austins finest lined up against nine of Cowley's magnificent sports cars for a twelve minute blast around the Mallory Park circuit. The initial advantage went to MG, with Mike Painter (#149) in the

© Motorsport-Imagery



Charlie Plain-Jones cutting the hairpin very tight to the wall in the Austin 7 Cowley Special during the MG vs Austin 7 race.

114 Andrew Morland MG PA (15th) and 107 Nigel Dowding Riley Brooklands (17th) are lapped by Mark Brett Bellamy-Ford (LMB) V8 Spl (3rd) with 106 Scott Hughes Riley Brooklands (18th) behind in the Mallory Mug race.



© Simon Wright

Julian Wilton gets his ERA R7B (7th) sideways in front of Alex Simpson in the Alvis Goodwin Special (8th) John Holland Trophy race.



Driving conditions after lunch were made more difficult by a short but heavy shower

© Motorsport-Imagery

Paul Weston Frazer Nash TT Replica was only seen in practice. He qualified 11th for the Frazer Nash/GN race but did not start.



© Janet Wright



© Syd Wall

The streamlined MG Q Type of Make Daniell came second in the MG v Austin 7 race



© Syd Wall

1935 MG Kayne claiming pole position from the 1934 Austin 7 Special of Alistair Frayling-Cook (#21). At the start of the race it was Mark Daniell (#7) in his 1934 MG Q Type that took the lead, but as he was quickly passed on the second lap by Charles Goddard (#76), driving a 1934 MG PA-PB, who continued to pull away and took victory by over eighteen seconds from Daniell, making it an MG 1-2. The best Austin was 3rd placed Mark Elder (#52) in his 1931

Linda Price spun her Austin 7 on the wet track coming out of Devils Elbow in the MG v Austin 7 race



© Simon Wright

First lap of the MG vs Austin 7 race with Painter MG Kayne leading Elder Austin Sports Special and eventual winner Goddard MG PA-PB



© Janet Wright

Austin Sports Special. Mike Painter (#149) received a ten second penalty for jumping the start and finished 4th in his 1935 MG Kayne and MG's then took the next three places as well. Frayling-Cook dropped back to finish in 19th position, one lap behind the winner.

The start of the Formula Junior race with Mark Woodhouse Elva 100 and winner (91) Jonathon Hughes Terrier Mk4/2 side by side at the front



© Syd Wall

The most modern cars were out next, with the invited HSCC/FJHRA Historic Front-Engined Formula Junior Championship race. This was a twenty minute race, which saw Mark Woodhouse (#2) in the Elva 100 start from pole position. He immediately dropped down to 3rd place, with Jonathon Hughes (#91) in the Terrier Mk4/2 Mk5 taking the lead from the first lap and engaged in a battle with Alex Morton (#8) in



Formula Junior class winner Graham Barron Gemini Mk2(4th) laps Roger Woodbridge Volpini FJ (11th) round the hairpin.

© Motorsport-Imagery

the Condor S2. At the finish they were only 0.24 of a second apart with Hughes taking victory, Morton 2nd and Woodhouse in 4rd but forty four seconds behind. Graham Barron (#4) in the Gemini Mk2 took a class win in 4th position, while Adam Bruzas took the Invitation class win in 9th place in his Lotus 18. The final class winner was 10th placed Tony Pearson in the Bandini FJ, three laps down on the winner.



Rudolf Ernst in the Mitter M60DKW came in from Germany and finished 5th in the Formula Junior race.

© Simon Wright



Duncan Rabagliati Alexi HF1 finished 7th overall in the Formula Junior race

© Janet Wright

Back to vintage and race six was the Allcomers Handicap race. Pole position went to Christian Pedersen (#200) in the Austin 7 Special ahead of Tony Seber (#93) in the Wolseley Hornet Special. Neither of them did that well in the race, with



Colin Wolstenholme Riley Mph was 12th in the Allcomers Handicap race 6

© Simon Wright

Pedersen dropping to 16th at the finish. Seber took 10th overall in the Wolseley Hornet Special, after setting Fastest Lap in the race with a time of 1 minute 5.01 seconds on the penultimate lap, at an average speed of 74.76 mph. The final

Simon Blakeney-Edwards won the Mallory Mug race 3 in his Frazer Nash Super Sports



© Simon Wright



© Janet Wright

The Frazer Nash Super Sports of David Johnson and Hamish Monro head through the esses to finish 12th and 13th in the Frazer Nash/GN Cars race.

Andy King in the immaculate MG PB Cream Cracker finished 11th in the MG vs Austin 7 race.



© Motorsport-Imagery



© Simon Wright

James Edwards won the 2nd Allcomer Handicap race in the Morgan Super Aero 2str.

Nick Leston's 1929 Lovell Elkhart Sprint Racer leads a Bugatti T35B and the Theophile Schneider in the John Holland Trophy race 2



© Syd Wall

5th placed Tim Rides Riley The Jones Riley chased by Steve White 7th in the Riley Falcon Special in the Allcomers Scratch race 1.



© Janet Wright

© Motorsport-Imagery



Max Sowerbey in the Talbot Lago T120 finished 11th in the Mallory Mug race 3



Pedersen in the Austin 7 Special was the early leader in the Allcomer Handicap race

© Simon Wright

results showed Archie Waterfield (#54) in a 1934 Austin 7 as the winner by a massive 38.97 seconds from Ollie Leston (#146) in his 1929 Lovell Elkhart Sprint Racer. The Morris Minor of Rebecca Smith (#198) took 3rd another five seconds further back. Race 7 on the programme was the race for Frazer Nash/GN

© Syd Wall



William Twelvetrees at speed in the 1910 Wolseley 16/20 5th in the Allcomer Handicap race.



Patrick Blakeney-Edwards took his 2nd win of the day in his Frazer Nash Super Sports in the Frazer Nash/GN race

Cars and it attracted a good sized field. Patrick Blakeney-Edwards (#26) was out again in his Frazer Nash Super Sports and claimed pole position. However, the race didn't quite go the way he planned. Dougal Cawley (#25) led at the end of the first lap from his second row start in the GN/ Ford Piglet, while Patrick had dropped down to 5th. Edward Williams (#29) was another good starter, from the fourth row of the grid who was in 2nd place. Cawley stayed in front for the first couple of laps before going off on the

© Syd Wall



Late braking and rain took Dougal Cawley onto the grass in the GN Ford Piglet.



Andy Newbound Frazer Nash Ulster 100 finished 14th in the Frazer Nash/NG race.

wet grass on the approach to the hairpin and Williams took the lead, while Patrick Blakeney-Edwards was working his way through the field. By lap eight, Patrick was in front, and as they worked their way through traffic, he extended his lead to over fourteen seconds by the flag, with Williams making it a Frazer Nash Super Sports 1-2 result. Cawley finished a distant 3rd in his top placed GN.



Bill Rosten GN 11.9 Annie finished 20th in the Frazer Nash/GN race

The penultimate race of the day was the second Allcomers Handicap race, which saw Richard Iliffe (#33) set the fastest time in qualifying in his 1939 Riley TT Sprite Replica. The race was dominated by James Edwards (#132) in a 1930 Morgan Super Aero 2Str who led from lap five of the race. However, this was the closest race of the day with his

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Start to the 2nd Allcomers Handicap race with Richard Iliffe in the Riley TT Sprite Replica taking the initial lead

victory margin just 0.1 of a second from John Reeve (#111) in a 1928 Riley Brooklands and Dennis Bingham (#70) was only another 0.12 of a second further back in his Riley Falcon Special to claim 3rd. Mention must also go to 4th placed William Colledge (#118) in the Wolseley Hornet Special who was the last of the leading quartet, who finished 4th, only 1.25 seconds behind the winner.



Colledge in the Wolseley Hornet was a fighting 4th in the 2nd Allcomers Handicap race.

The final podium of the day - Ian Baxter's Alta, Julian Grimwade's Frazer Nash & Tom Thornton's BMW 329/28K



The final race of the day was the Allcomers Scratch race which saw Ian Baxter (#20) claim pole position in his 1937 Alta 61 I.S. Single seater. He dominated the race, leading from start to finish and also setting fastest lap on the way.

Charlie Martin was 8th in the last race in the 1930/28 Morgan Rip Special.



He was kept honest by Julian Grimwade (#15) in the 1934 Frazer Nash Single seater who was only just over a second behind at the flag, while Tom Thornton (#32) in the 1936 BMW 329/28 K was less than a second further back in 3rd place.

Julian Grimwade was 2nd in the last race of the day in his Frazer Nash single seater



Jeffrey Edwards 1934/35 Alvis Sports Special finished 13th in the last race of the day.

Maserati MC20





The Maserati MC20 super sports car marks the beginning of a new era for Maserati and is a worthy successor to the MC12. The car is manufactured at Modena and is 100% Italian, combining performance and luxury in the unique Maserati style. The MC20 stands for Maserati Corse and 20 for the year it was launched. The extremely aerodynamic body is powered by a new Maserati manufactured Nettuno 630 bhp twin-turbo V6 3 litre engine and can accelerate from 0-62 mph in under 2.9 seconds and has a top speed of over 200 mph. This is the first new Maserati engine built in more than 20 years and features MTC - Maserati Twin Combustion, twin spark with a passive pre-chamber. This is connected to a DCT 8 speed gearbox driving the rear wheels through a rear limited slip self-locking mechanical

differential. It has double wishbone front and rear suspension, with ventilated disc brakes front and rear. The car weighs under 1,500 kg and has a weight to power ratio of 2.33 kg/hp thanks to the use of carbon fibre. The design was completed in around 24 months thanks to the Virtual Vehicle Dynamics Development system, which includes the use of one of the World's most advanced



dynamic simulators, developed in-house by the Maserati Innovation Lab, and is based on a complex mathematical model called Virtual Car. The car was then finely tuned in the traditional way with exhaustive track and road testing. The car features butterfly doors which aid functionality allowing optimal access to and from the car. The discreet



rear spoiler improves downforce and helps give the car a CX figure of 0.38.

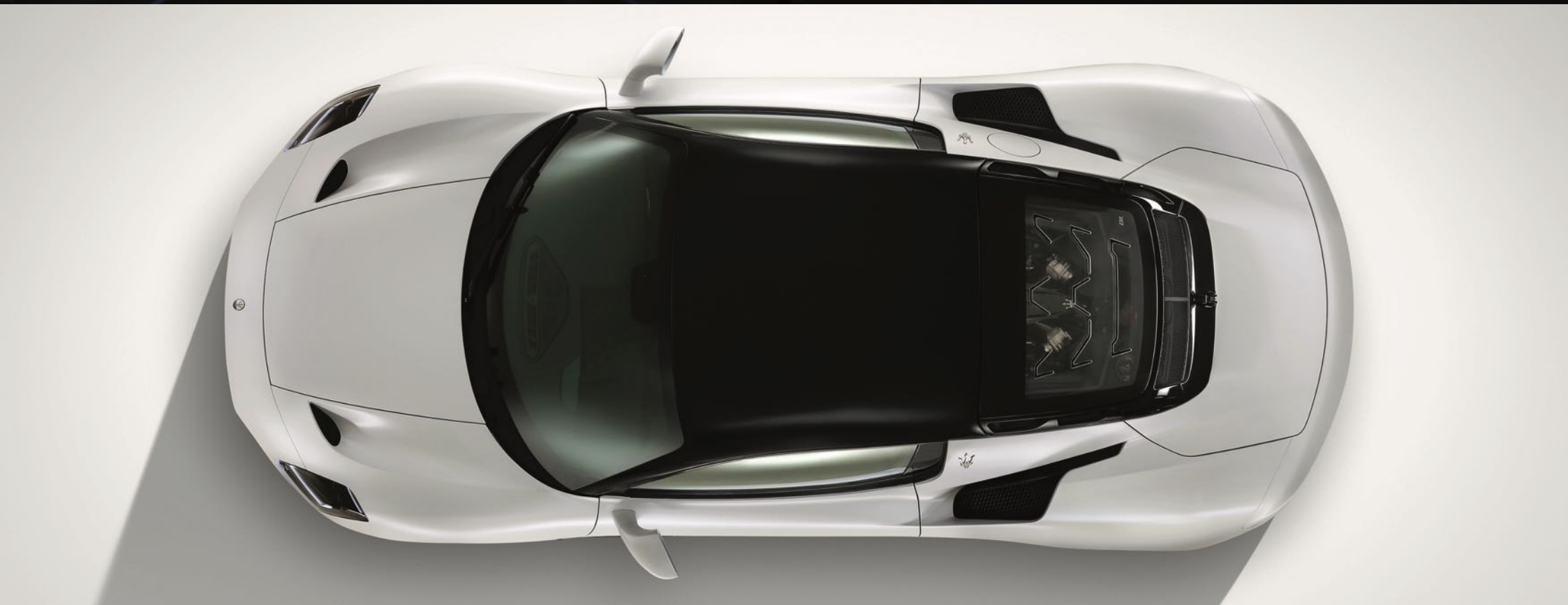
The cockpit interior is designed around the driver, to enhance the sporting driving experience. There are two 10 inch screens, one for the cockpit and the other for the Maserati Multimedia System. The carbon fibre centre console features a wireless smartphone charger. There is also a Mode selector, with a choice of GT, Sport, Corsa and Wet or it can be turned off completely. Two speed selection buttons, the power window controls, the Multimedia system and a handy storage space are also featured. All other controls are situated on the steering wheel, with the ignition button on the left and launch control on the right.

The car will be connected at all times to the Maserati Connect program. This includes a full range of services including navigation, Alexa and Wifi hotspot and can be managed through the Maserati Connect smartphone or smartwatch App. For the launch, Maserati have developed six new colours for the vehicle: Bianco Audace, Giallo Genio, Rosso Vincente, Blu



Infinito, Nero Enigma and Grigio Mistero. It is planned for cars to be available before the end of the current year, with orders now being taken.







Wheels on the Weekend
Spetchley Gardens
16th August 2020
By Simon & Janet Wright.



© Simon Wright

The Wheels on Wednesday team have fitted in extra meetings this year by staging extra meetings at the weekend. Wheels on the Weekend are a breakfast meeting running from 9am until lunchtime at the usual Spetchley Gardens venue. The August meeting attracted a good turnout, with social distancing rules being complied with by all visitors. Modern sports

cars were a strong presence with most major manufacturers represented. One that stood out was a bright yellow 2006 TVR Sagaris. Built in Blackpool, this British sports car was only built between 2005 and 2006. It was originally shown to the World in 2003 at the MPH03 show and again at the 2004 Birmingham Motor Show before going into production. It was a development of the TVR T350 and was designed with going endurance racing, the multiple vents and air intakes on the bodywork were to allow the car to be driven at high speed for long periods of time with no modifications needed for cooling and ventilation. It is powered by a 4 litre TVR Speed 6 inline engine which produces 406 bhp and 349 lb-ft of torque, connected to a 5 speed manual gearbox driving the rear wheels. It has a top speed of 185 mph and can accelerate from 0-60 mph in 3.7 seconds. The car is not fitted with ABS or front airbags as TVR believed such devices promote overconfidence in the driver and could risk the drivers life if the car rolled over, which it is engineered not to do. The front independent double wishbone suspension

was designed to eliminate bump-steer and does not feature traction control or any form of electronic stability control. The fibreglass body is fitted to a tubular steel chassis and weighs 2,371 lbs.



© Janet Wright

Equally stunning in red was another British icon, a 1973 Jensen Interceptor. This Grand Tourer was built in West Bromwich, near Birmingham between 1966 and 1976, during which time nearly six and a half thousand were produced. The steel body was designed by Italian firm Carrozzeria Touring, and early body shells were built in Italy by Vignale. It is powered by the 7.2 litre Chrysler V8 big block engine which produced 255 bhp and used either a 4 speed manual or 3 speed Torqueflite automatic transmission system to drive the rear wheels. It had a top speed of 135 mph and could accelerate from 0-60 mph in 7.5 seconds. An interesting feature of the car was that the large curved back window doubled as a tailgate. The car was well specified for the period with electric windows, reclining front seats, radio with twin speakers, electric clock, wood rimmed steering wheels, reversing

lights and power steering, with air conditioning available as an optional extra.



© Simon Wright

From the same era, but looking much more sporty was a 1972 Datsun 240Z complete with roll cage for competition use. Officially the Nissan S30 and sold in Japan as the Nissan Fairlady Z, it was one of the most successful sports car lines ever built. It was designed to compete with European sports cars and when launched in America it was priced within \$200 of the British MGB GT. The car is powered by a 2.4 litre, six cylinder in-line engine with twin Hitachi single barrel side draft carburetors which produced 151 bhp and gave a top speed of 125 mph and a 0-60 mph time of 8.0 seconds. In 1973 a Datsun 240Z driven by Shekhar Mehta won the 21st East Arica Safari rally. Offering a much more comfortable sports car experience, the black 2012 Mercedes Benz AMG SLK 250 is the third generation of the Mercedes Benz SLK class, which was

initially launched in January 2011. The sports car has the 1.8 straight 4 turbo engine which produces 201 bhp connected to either a 6 speed manual or 7



© Janet Wright

speed automatic transmission. This gives it a top speed of 151 mph with a 0-62 mph acceleration time of 6.6 seconds.

For ultimate performance, then look no further than the 2014 Ultima GTR sports car, manufactured by Ultima Sports Ltd of Hinckley, Leicestershire. These cars can either be bought in component form and self assembled



© Janet Wright

or purchased as a complete vehicle. The preferred engine supplier is American Speed, a company that specialises in reengineering Chevrolet V8 engines for increased performance.

The car is available with either a 640 hp or 720 hp version of the V8 engine, mid-mounted behind the driver, mated to either a Porsche or Getrag transaxle driving the rear wheels. It has a tubular steel space frame chassis with GRP bodywork, giving it a kerb weight of 2,161 lbs. It holds several records, all independently verified, for a production car fitted with road tyres and exhaust. These include fastest 0-60 mph time of 2.6 seconds, 0-100 mph in 5.3 seconds and fastest 30 mph to 70 mph in just 1.8 seconds. It also holds the record for fastest road car over the 1/4 mile in 9.9 seconds with a terminal speed of 143 mph. With such high performance, the car requires good braking and it holds another record for fastest 0-100mph-0 mph in just 9.4 seconds.



© Simon Wright

Switching back to the Japanese, The Nissan GT-R is the modern day equivalent of the old Datsun 240Z. The Nissan GT-R range has been around since 1969 when the Nissan Skyline GT-R was introduced as a sports car based on the Nissan Skyline range. The model enjoyed much success in the Japanese touring car racing series. After a 16 year break, the GT-R name was re-introduced in 1989 to win the Japanese JTCC Group A series 4 years in a row and also had success in the Australian Touring Car Championship before it was

excluded by a regulation change in 1993. The current Nissan GT-R (R35) was introduced at the end of 2007 as a high performance sports car and Grand Tourer, a completely new model which only shared the four rear lights from the previous Skyline GT-R. Powered by a front mounted 3.8 litre twin turbocharged DOHC V6 engine, producing 562 bhp, driving the rear wheels through a 6 speed dual clutch semi-automatic transmission system. This gives the car a top speed of 196 mph and can accelerate from 0-60 mph in just 2.7 seconds using launch control.

The traditional supercars were also present, with a grey 2016 Ferrari F12 Berlinetta. This is an Italian front engine, rear wheel drive Grand Tourer which first appeared in 2012. It is powered by a normally aspirated 6.3 litre Ferrari V12 engine which produces 730 hp, connected to a 7 speed dual clutch semi-automatic gearbox. The engine management system is fitted with Ferrari's HELE start-stop system to help reduce fuel consumption, which Ferrari claims is up to 30% better over the Ferrari 599 and can achieve 18 mpg. The car features an aluminium space frame chassis and the body features aerodynamic techniques based on the Ferrari 599XX and from the Formula 1 programme. A notable feature is the Aero Bridge, which channels air from the bonnet and through



© Janet Wright

the sides, increasing downforce. It also has Active Brake Cooling ducts which open to direct cooling air at the carbon ceramic disc brakes when they are hot, but remain closed at other times to reduce aerodynamic drag. This gives it a top speed of 211 mph and it can accelerate from 0-62 mph in 3.1 seconds.

Showing the latest in Japanese styling, the new Toyota



© Janet Wright

Supra 3.0 Pro 2 door coupé is the fifth generation of a stunning modern Japanese sports car. It is a collaboration between Toyota and BMW, based on the BMW Z4. It is powered by a BMW produced, in-line straight 6 turbocharged engine which produces 335 bhp, connected to a ZF 8HP 8 speed automatic transmission system. It can take the car from 0-62 mph in just 4.3 seconds, the quarter mile in 12.3 seconds with a terminal speed of 113 mph and has an electronically limited top speed of 155 mph.

Its direct sibling was also present a 2019 BMW Z4 M40i. The difference in styling is very obvious, with the BMW convertible Z4 following more conventional BMW lines, though the car looks as big, wide, as some of the current BMW saloons. This is the third generation model of the Z4, which was introduced in 2018 at the Pebble Beach Concours

d'Elegance in America. Most of the running platform is shared with the Toyota Supra, but the BMW features a soft-top hood which takes just 10 seconds for operation. The BMW is also considerably cheaper than the Toyota, with prices for the BMW Z4 M40i at around £38,000, while the Toyota Supra is currently priced at around £52,500. The 6 cylinder turbocharged engine produces 340 hp and can



© Simon Wright

accelerate from 0-62 mph in 4.6 seconds.



© Simon Wright



Modified 1955 Ford Anglia fitted with a 5.7 litre engine



Rare 1988 Citroen Canard, a kit car based on the 602cc Citroen 2CV from Deauville was a genuine 4 seater tourer with a GRP body with either hard or soft top.





© Janet Wright

The other traditional sports car manufacturer represented at the meeting was Porsche, with a superb example of the Porsche 718 Cayman GT4. This German sports car is a rear mid-engined 2 seater sports coupé derived from the Porsche Boxster roadster. The 3.8 litre 6 cylinder horizontally opposed engine produces 414 bhp, giving a top speed of 188 mph and a 0-62 mph acceleration time of 4.4 seconds with manual transmission.



It wasn't just sports, GT and supercars at the meeting. There were lots of other interesting cars on display. There were quite a few 'Hot Hatches' present with the modern Ford Fiesta and the new Mini proving to be very popular. As usual there were various classic cars also present. These included a nice example of a Volkswagen Karman Ghia, a Ford Escort Mk 1 rally car and a nice Hillman Minx just part of the selection, plus a nice line-up of classic Mini saloons. These meetings are proving to be as popular as the Wheels on Wednesday meetings and are highly recommended if you live anywhere near Worcester. Further information can be found on their Facebook Group @wheelsonwednesday



© Simon Wright



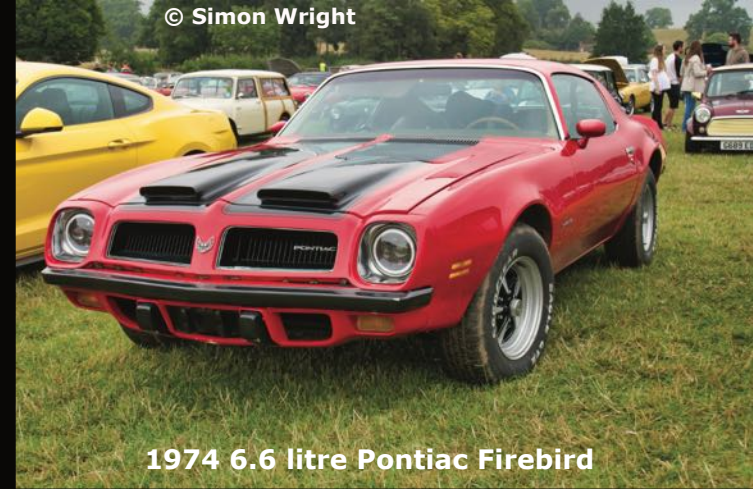
© Simon Wright



Hillman Minx © Simon Wright



Austin A40 © Janet Wright



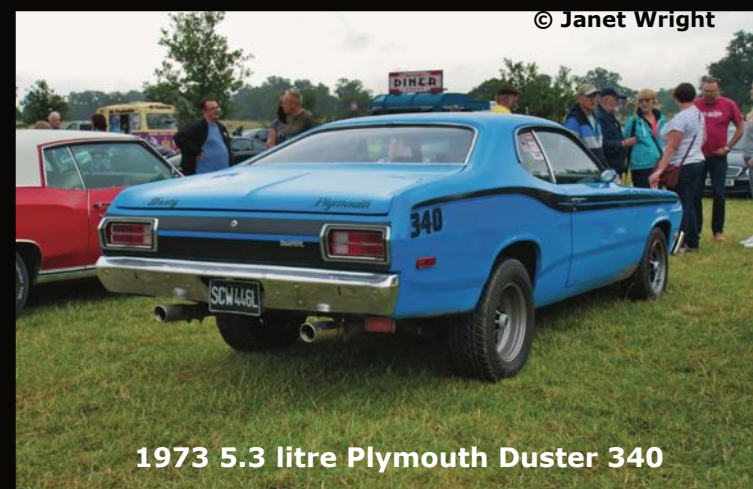
1974 6.6 litre Pontiac Firebird © Simon Wright



1974 Morris Mini 1275 GT © Janet Wright



2019 Alpine A110 © Janet Wright



1973 5.3 litre Plymouth Duster 340 © Janet Wright



© Simon Wright



Chrysler Imperial Le Baron © Simon Wright

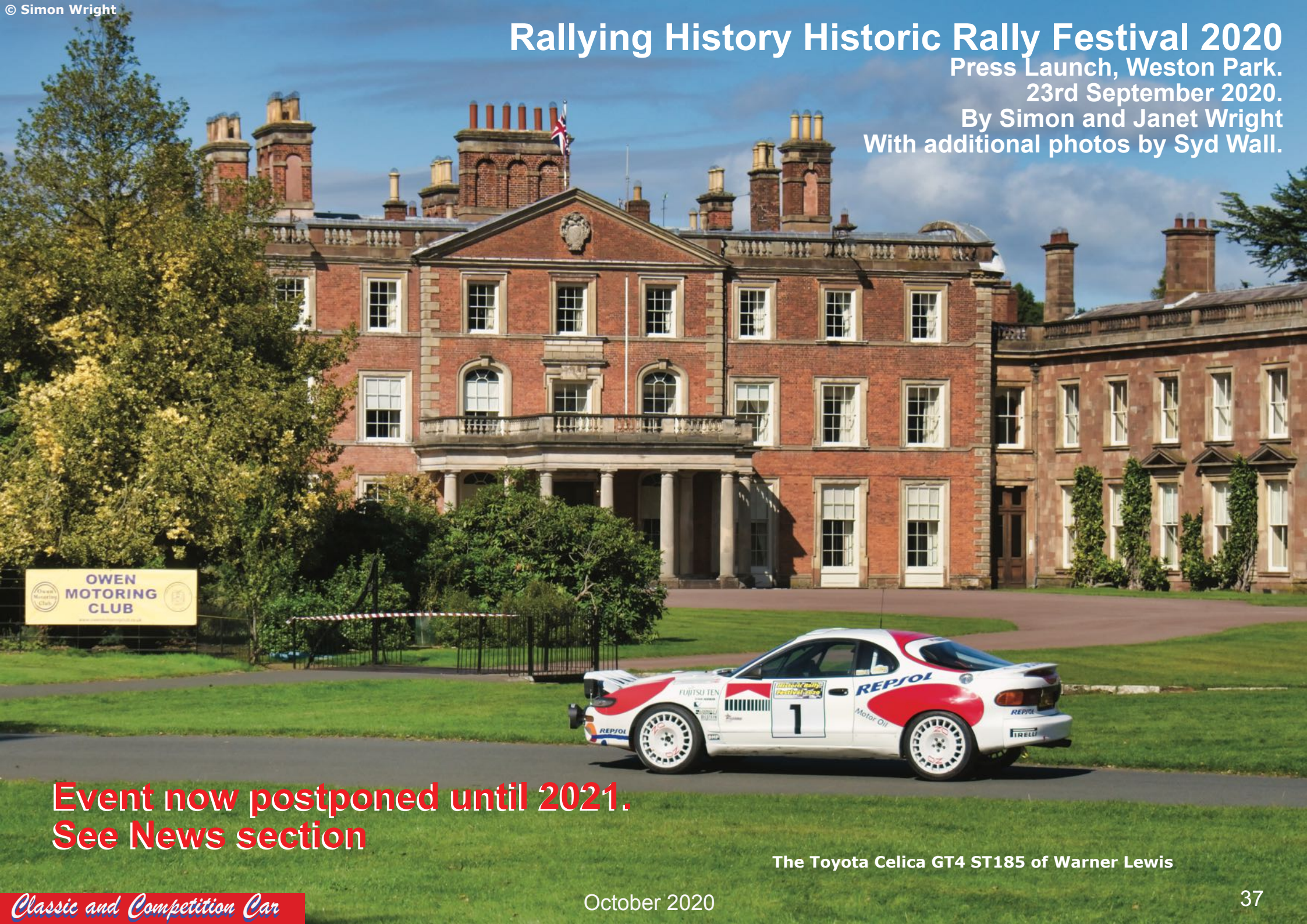
Rallying History Historic Rally Festival 2020

Press Launch, Weston Park.

23rd September 2020.

By Simon and Janet Wright

With additional photos by Syd Wall.



**Event now postponed until 2021.
See News section**

The Toyota Celica GT4 ST185 of Warner Lewis



© Syd Wall

The Historic Rally Festival 2020 was originally scheduled to run in June 2020, but had been postponed due to the current Covid-19 pandemic until the 24th and 25th October 2020. **NOW POSTPONED UNTIL 2021.** It is the UK's only multi-venue Motorsport UK permitted rally demonstration event and is the first of its type to be run in the UK. It is using fully closed stages using historic venues from previous RAC Rally events for demonstration runs. It is not a competitive timed event and will feature 80 specially selected cars to tackle the famous stages

around the 1,000 acre estate of Weston Park. The event is scheduled to take part over the weekend with scrutineering held in Telford on the Saturday and stages being run at Weston Park on the Sunday.

The event is supported by Telford and Wrekin Council and Weston Park Enterprises, while Owen Motor Club are setting up the stages and marshalling them. The plan is to allow the public to see the cars in Telford on Saturday at the QE2 Arena at 2pm, with a Ceremonial Start Ramp where each car will be flagged off before returning to

© Janet Wright



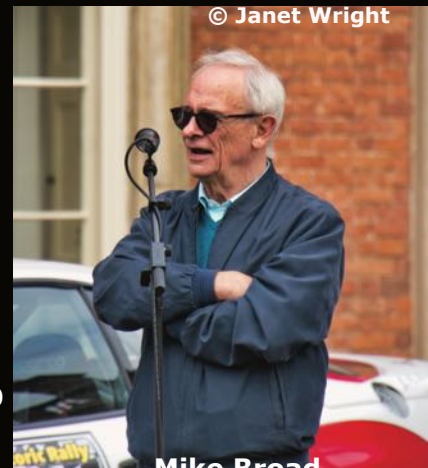
Howard Davies chats to Mike Broad
October 2020



© Simon Wright

the QE2 Arena. On Sunday the cars will take a second Official Start ramp at Weston Park before a day of action round the grounds of the estate, over 8 special stages, with three Service Stops back at the QE2 Arena in Telford. There will be two Special Stages in the morning, which will

then be run again in the opposite direction. The two stages will be changed for the afternoon session, and again will be run twice, the second run being in the opposite direction again. The event will feature many of the historic Group B Rally supercars, as well as Group 1, 2 and 4, Group A and B cars, early WRC cars and Specials. One of the confirmed stars for the event is Louise Aitken-Walker, the first British female driver to win a World title, who will be driving the event in a Peugeot 205 similar to the car she drove in the past. Louise will be partnered by Pauline Gullick who has been involved in rallying for over 50 years and used to regularly read the pace notes for Jimmy McRae. Howard Davies hosted the Press launch, while Mike Broad, co-driver to the late Russell Brookes, reminded everybody about what a fantastic stage Weston Park is, and recounted his infamous experience with the water-splash with the works Vauxhall Astras, most of which retired from the 1987 Lombard RAC



© Janet Wright

Mike Broad



© Simon Wright

Rally at the water-splash due to the location of the water pump at the bottom of the engine. Mike Broad was with Malcolm Wilson for that event, but Vauxhall had also got Sports Car Champion and Le Mans Winner Derek Bell and Mike Nicholson in another Astra that also went out at that point of the rally.

After the introduction speeches from Howard Davies, Mike Broad, Jennifer Astbury, head of Estate Operations at Weston Park and Alex Harris, Events Specialist at Telford & Wrekin Council, plus a photo shoot of the cars and drivers in front of the house, a select group of rally cars then took to the stage at Weston Park to show the assembled press the cars in action round the estate, including the famous water-splash.

The line-up of cars was impressive, ranging from a 1964 Volkswagen 1500S through to the ex Tommi Mäkinen Subaru Impreza WRC03. First car through the stage was

driven by one of the event organisers, Warner Lewis in his Toyota ST185 Celica GT Four. The ST185 was homologated from a limited edition Carlos Sainz production model. It was launched in 1992 and by its final rally in 1994 it had won 15 WRC rallies, making it the most successful model in Toyota's



© Simon Wright



© Syd Wall

rallying history. It started its winning streak on the 1992 Safari rally, taking Toyota's fifth overall win in Kenya. It also won in New Zealand, Spain and Great Britain, giving Carlos Sainz his second Drivers World Rally Championship. In 1993 the model won seven rallies, five by Juha Kankkunen to give him the Drivers World Rally Championship title. Toyota also took the manufacturers title thanks to further wins by Didier Auriol and Swede Mats Jonsson. In 1994 the team again took both Drivers and Manufacturers World Championship titles, with Frenchman Didier Auriol claiming the drivers title.



The Mitsubishi Lancer Evo III driven by Lee Kedward was another Group A rally icon. This car had formerly been driven by John Perrot in the early 2000s and then Tim Freeman up until 2008 in British rallying. The model was the first rally car to bring the World Rally Championship title to Mitsubishi in 1996, when Tommi Mäkinen won the World Rally Drivers championship. In

1996 Mäkinen scored five WRC victories, the first of four consecutive championship titles for him. The Evo III made its debut half way through 1995 and was replaced in 1997 by the Evo IV.



© Syd Wall



© Janet Wright

© Simon Wright

Rally fans all over the World love the sight and sound of the Audi Quattro S1 at full throttle on a rally stage. Andy Krinks didn't disappoint at Weston Park with his Audi Quattro S1 Replica. The Audi Quattro S1 was one of the Group B rally legends developed by Audi to win rallies. Powered by a 2.1 litre 5 cylinder turbocharged aluminium DOHC engine with four valves per cylinder and producing around 470 bhp. It could accelerate from 0-62 mph in just 3.1 seconds. It was four wheel drive and was sold in limited numbers to get homologation to Group B in 1984. The original competition cars had a body-shell composed of carbon-kevlar and wider wheel arches to



accommodate the nine inch wide wheels. As well as rally victories, the car also won the 1985 Pikes Peak International Hill Climb in America, driven by rally ace Michèle Mouton. The last rally victory for the S1 was the 1985 Rallye Sanremo in Italy, won by Walter Röhrl and Christian Geistdörfer. Not long after, following the tragic death of 3 spectators at the Rallye de Portugal, Audi decided to quit rallying.



The Peugeot 205 Turbo 16 E2 driven by David Kedward was another of the iconic Group B rally cars. The 205 T16 model was the most successful car to compete in the last 2 years of the World Rally Championship run to Group B regulations. It won both the 1985 and 1986 Constructors championship and Drivers championship, with Timo Salonen in 1985 and Juha Kankkunen in the Evolution 2 version in 1986. It won 16 WRC events between 1984 and 1986, including the 1000 Lakes rally 3 times, the Lombard





© Simon Wright

RAC Rally twice, the Swedish Rally twice, the Acropolis Rally Twice, Rally of New Zealand twice, the 1000 lakes twice, the Monte Carlo rally in 1985, Rallye Sanremo 1984, Rallye de Portugal 1985, Rally Argentina 1985 and Tour de Corse - Rallye de France 1986.

The Ford Escort may not have been a powerful Group B supercar, but it has to have been the most successful rally cars ever, with Escorts still winning in rallies now. Dave



© Simon Wright

© Janet Wright



Bryan had his Escort Twin Cam Mk1 at Weston Park. The Escort twin cam is one of Ford's most revered cars as it formed the basis of the extremely successful works rally team who achieved many international victories, including the World Cup London to Mexico Rally in 1970. The Escort Mk1 and Mk2 also proved dominant on the RAC Rally, winning from 1972 with Roger Clark and Tony Mason, straight through to 1979 with Hannu Mikkola and Arne Hertz. It won the World Rally Championship of makes in 1968 and 1969. It even won the 1972 East African Safari rally with Hannu Mikkola and Gunnar Palm at the wheel, making them the first European crew to win this long and gruelling rally. It also scored five wins on the 1000 Lakes



© Janet Wright

Rally in Finland (four of those were by Hannu Mikkola). The Escort Mk1 was replaced by the new Mk2 in 1975.



© Syd Wall

Another British car was the Talbot Sunbeam Lotus driven by Shaun Clorley. The 1981 World Rally Championship Manufacturers title was taken by Talbot Sunbeam Lotus after a consistent season of podium finishes by Guy Fréquelin/Jean Todt and Henri Toivonen/Gred Gallagher. Fréquelin even took outright victory in Rally Codasur in Argentina. Chrysler had commissioned Lotus to develop the Talbot Sunbeam into a rally car, and Lotus used a 2172cc version of the Lotus 907 16 valve, slant four engine

© Janet Wright



attached to a ZF gearbox. The engine, in rally trim, produced 250 bhp. Henri Toivonen won the 1980 Lombard RAC Rally.

© Simon Wright



The oldest rally car present was a 1964 Volkswagen 1500S driven by Bob Beales, who usually rallies a Volkswagen Beetle. In the 1964 European Rally Championship, Pauli Toivonen and A. Jarvi took 10th place on the Monte Carlo Rally, Copello and Realini were 43rd on the Rallye Dei Fiori with Toivonen and Mikander in 51st place. The Acropolis

© Janet Wright



Rally saw Henny-Britt Ehringe and A Lindqvist got up to 8th in their Volkswagen 1500S while the 1000 Lakes saw Rune Larsson and Heikki Pekkanen take 21st place and Elof Käll and Petrus Pettersson finished 28th. Finally in 1964, Ian Loudon-Cox and Ross Finlay finished 41st on the RAC Rally out of 158 starters.



© Janet Wright

Next out of the starting blocks was another British Group B supercar, that has won more rallies in recent years than it managed in the Group B era. Dan Ellmore had brought his MG Metro 6R4, a pocket rocket. It was created for Group B rallying as a mid-engined, 4 wheel drive, 6 cylinder rally car, that just had a cosmetic similarity to the road going MG Metro road car. The vehicle was developed by Williams Grand Prix Engineering who helped develop the semi-monocoque seam welded tubular chassis which then had the 3 litre V6 twin overhead cam engine, with four valves per cylinder facing backwards in the car. This placed the gearbox in the middle of the car, with separate prop-shafts



© Simon Wright



© Syd Wall

to front and rear differentials. Most of the bodywork is GRP with an aluminium roof, steel doors and remaining panels from the original metro shell. Two versions were built, twenty to the International specification for rallying, producing over 410 bhp, while the other 200 Clubman specification required for homologation produced 250 bhp and sold for £40,000. The works car made its debut at the hands of Tony Pond on the 1985 Lombard RAC Rally where it finished in 3rd place. Unfortunately Group B was banned half way through 1986, and in the first half of the season, the 6R4s entered had retired from the Monte Carlo, Swedish, Portugal and Corsica rallies, mainly due to engine teething problems. Many of the cars were sold to private teams and the MSA still allow the cars to compete in events but engine sizes have been limited to 2800cc (single plenum engines) or 2500cc (multi plenum engines). The modern Group A iconic rally car legend is the Subaru Impreza WRC, made popular by British Legends Colin



© Simon Wright

McRae and Richard Burns. At Weston Park, Steve Rockingham arrived with the ex Tommi Mäkinen Subaru Impreza WRC03 resplendent in the works blue and yellow colour scheme. The cars were run by Prodrive from Banbury. The Group A Impreza made its rally debut in 1993. It was the first rally car to have active differentials. The



© Syd Wall



team arrived at the 1000 Lakes Rally with Ari Vatanen and Marku Alén, with Vatanen taking 2nd on their debut. The first win came at the 1994 Acropolis Rally for Carlos Sainz. After regulation changes for the 1995 season, Subaru introduced a new boxer engine. They won the Constructors Championship in 1995, 96 and 97, with Drivers championships for Colin McRae in 1995, Richard Burns in 2001 and Petter Solberg in 2003. By the time of its last victory at the 2005 Rally GB, driven by Petter Solberg, the model had won 46 major rallies. The WRC03 was an evolution of the WRC01 which had a new body design based on the GD chassis Impreza WRX and had 4 doors compared to the previous WRC2000 2 door shell. The final car at Weston Park was the Les Parrott Ford Sierra RS Cosworth. The Sierra RS Cosworth was used by



Ford in 1987 after Group B got banned. The car was powerful but only 2 wheel drive, so it lost out to the 4 wheel drive Lancia on loose surface events. Ford therefore used the Sierra XR4x4 on loose surface events but that had an underpowered engine, and the Sierra Cosworth RS on tarmac events, but the XR4x4's power disadvantage was too great, so for 1988 the team concentrated on the Sierra RS Cosworth until the arrival of the Sierra RS Cosworth 4x4 in 1990. With a driver lineup which included Stig Blomqvist, Ari Vatanen and Carlos Sainz, the Sierra Cosworth RS was a frequent top 5 finisher on loose surface events. On tarmac



rallies it was much more competitive and Didier Auriol won the 1988 Corsica Rally outright, its only World Championship Rally victory. At lower levels, with limited 4 wheel drive opposition, the model proved much more successful. Jimmy McRae took the British Rally Championship in both 1987 and 1988 in a Sierra while Carlos Sainz took the Spanish Championship the same years. With an entry of 80 cars, the Historic Rally Festival 2020 promises to be an excellent event. For more information see www.historicrallyfestival.com event web site. Check out our video of the day on our You Tube channel at <https://youtu.be/sLf1EbrraWU>

Aston Martin DB5 Goldfinger Continuation car





Every man's dream is to own James Bond's Aston Martin. Well, now twenty five lucky people will be able to do just that. Aston Martin are making history with the first new DB5 in more than fifty years rolling off the production line. The inaugural Aston Martin DB5 Goldfinger continuation car 'Job 1' was completed on schedule and is the first of a strictly limited run of just twenty five cars. The first car took around 4,500 hours of meticulous construction and in association with EON Productions, the cars will feature a broad selection of working gadgets from the classic James Bond film Goldfinger. This will be the ultimate track day car.

Considered by many to be the most famous car in the World, the DB5 is renowned as being among the most desirable and sought-after classic Aston Martin models, becoming a byword for timeless style. Fewer than 900 were built between 1963 and 1965.

The new cars include an array of functioning devices created by Bond film special effects supervisor Chris

Corbould OBE. These include:

Exterior:

Rear smoke screen delivery system.

Rear simulated oil slick delivery system.



Revolving (triple) number plates, front and rear.





Simulated twin front machine guns.



Simulated tyre slasher
Removable passenger seat roof panel (Optional).
Interior:



Bullet resistant rear shield.



Simulated radar screen tracker map.



Battering rams front and rear.



Telephone in driver's door.



Gear knob actuator button.
Working Ejector seat is
NOT included.



Armrest and centre console mounted switchgear.
Under-seat hidden weapons/storage tray.



The cars will feature original DB5 styled aluminium exterior body panels on an authentic DB5 mild steel chassis. Under the bonnet is a 4 litre six cylinder naturally aspirated engine with three SU carburettors and an oil cooler, which produces 290 bhp. Attached to a 5 speed ZF manual gearbox with a rear mechanical limited slip differential.



Servo assisted hydraulic steel disc brakes provide stopping power and the suspension is coil over spring and damper units with an anti-roll bar on the front and a live rear axle with radius arms and Watts linkage on the rear. The rack and pinion steering has no power assistance.



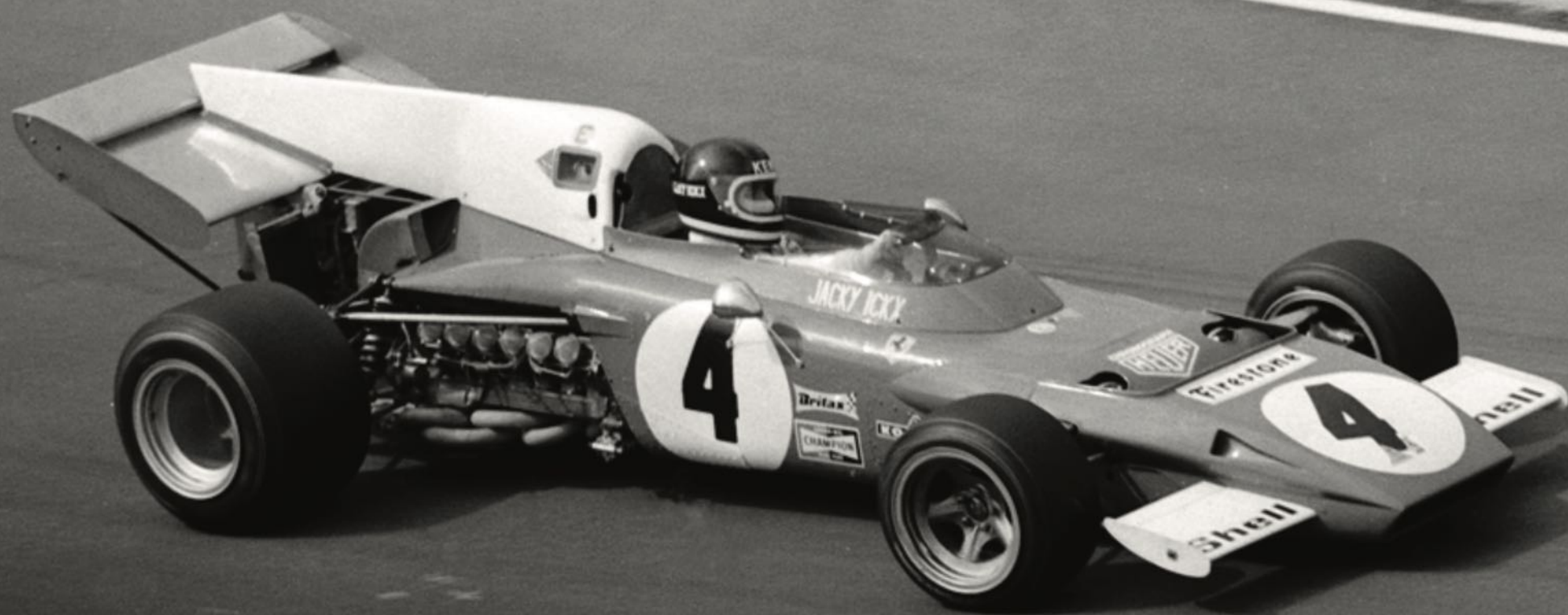
Remote control
for gadget
activation.



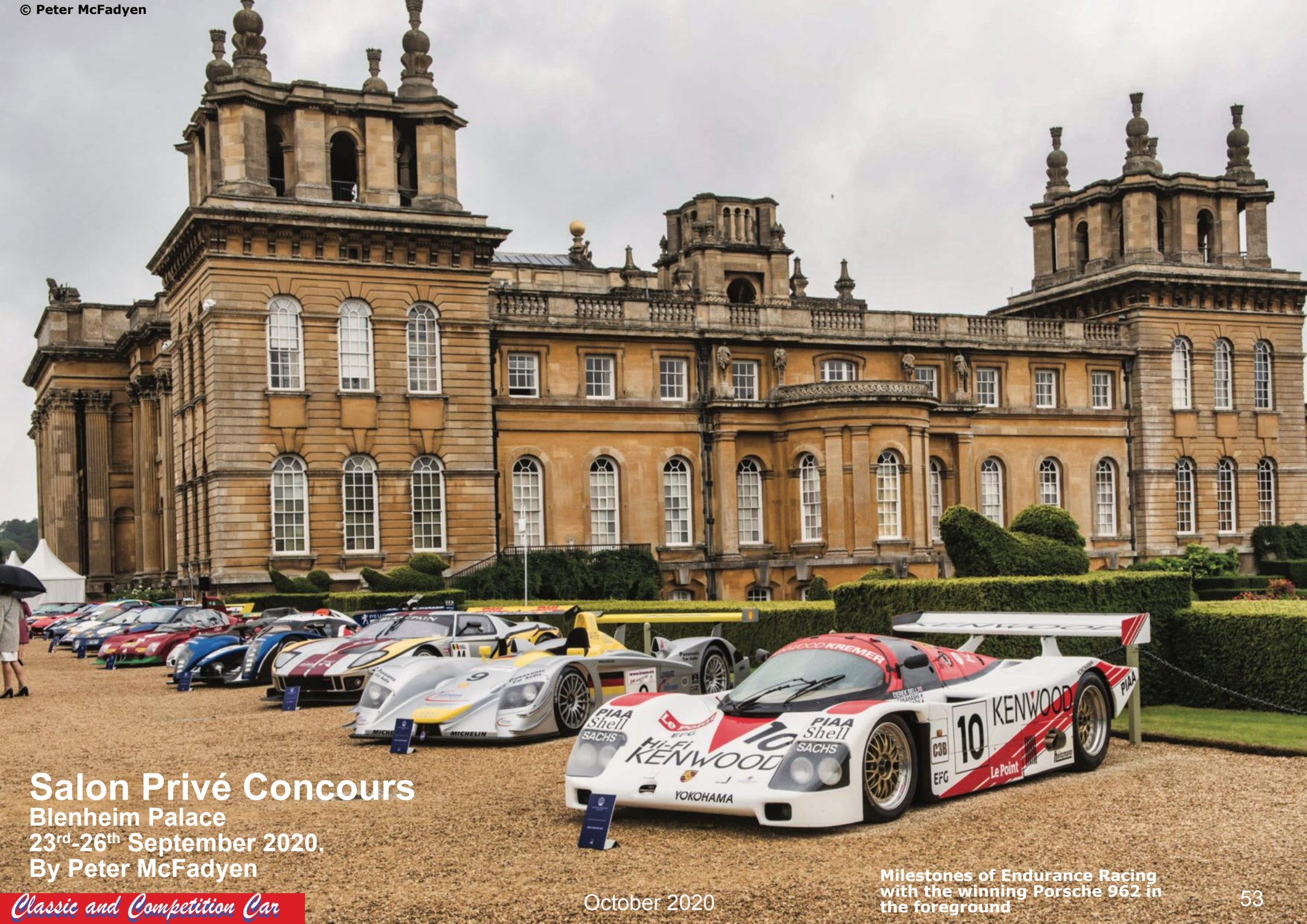
Unfortunately, the car is not road legal and the fitment of certain gadgets is subject to country specific legislation.

Archive Photo of the Month.

By Pete Austin.



At the Tuscan Grand Prix held at Mugello in September Ferrari celebrated their 1000th F1 race. This month's image shows Jackie Ickx on his way to winning the 1972 German Grand Prix at the Nurburgring in his Ferrari 312 B2



Salon Privé Concours
Blenheim Palace
23rd-26th September 2020.
By Peter McFadyen



1936 Lancia Astura 'Pinin Farina', winner of the 'Most Exceptional Design' award

© Peter McFadyen

The serious business of the world-class *concours* competition took place on Wednesday when a 1931 Alfa Romeo 8C 2300, raced in period by Tazio Nuvolari when it was run by Scuderia Ferrari, was chosen as Best in Show ahead of a Le Mans and Mille Miglia winning 1949 Ferrari 166MM Touring 'Barchetta', chassis 0008M, and another Ferrari, a 1964 250GT Lusso. The Alfa also won the class celebrating 100 years of the Italian *marque*. A new award, the Churchill Cup for the Most Exceptional Design, went to a



Luxury in miniature

Postponed from its traditional late summer date due to coronavirus, the fifteenth Salon Privé week went ahead on 22nd-26th September and, despite some autumnal dampness, was declared a huge success by the organisers. For the final day, Saturday's Classic & Supercar day, tickets sold out within seven minutes of going on sale and some 1100 cars took part in a procession into the grounds of Blenheim Palace at Woodstock, Oxfordshire.



© Peter McFadyen

1936 Lancia Astura Cabriolet by Pinin Farina. An ex-Sir Malcolm Campbell Rolls Royce Phantom II in Campbell's typical pale blue livery won the award for having the Most Exceptional Coachwork on its final appearance in the UK before joining the prestigious YZP Collection in India. A 1904 Napier L49, rescued in a parlous state from a barn in Argentina and brought to the UK in the 1980s, was judged the 'Most Opulent' while a

The Ferrari 166MM 'Barchetta' can now add winner of the Post-War Sports Racers category and second Best in Show to its 1949 victories at Le Mans and in the Mille Miglia



The Best in Show award went to this 1931 Alfa Romeo 8C 2300,

CONCORSO STABROCCO
FEDERAZIONE ITALIANA VEICOLI CLASSICI
1931 ALFA ROMEO 8C 2300
ZAGATO SPIDER



© Peter McFadyen



© Peter McFadyen



1904 Napier L49, the oldest surviving 6-cylinder Napier

© Peter McFadyen



© Peter McFadyen



The ex-Campbell 1933
Rolls Royce Phantom II
Continental Touring
Saloon

© Peter McFadyen



1919 Rolls Royce
Silver Ghost

© Peter McFadyen

1919 Rolls Royce Silver Ghost won the 'Veterans at the Palace' award.



One of only eight Jaguar XK150
chassis to be specially bodied by
outside coach builders and the
second of only three to go to
Italian Bertone concern

© Peter McFadyen



© Peter McFadyen

Celebrating 110 years of Alfa Romeo. The cream
1943 6C 2500 was awarded the Coup de Coeur

Winner of the Exceptional Street Motorcycles class, the 650 Norton Dominator 'Unified Twin'



© Peter McFadyen

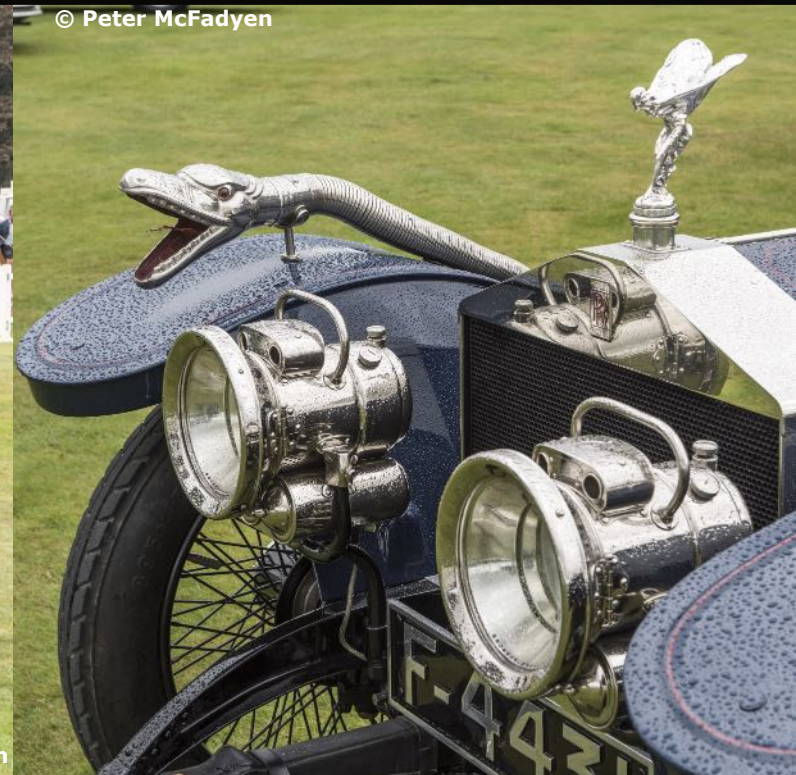
The Post-War Touring (Open) class included this 1949 MG YT standing next to a 1961 FIAT-OSCA 1500-S Pininfarina Cabriolet



© Peter McFadyen



© Peter McFadyen



© Peter McFadyen

The splendidly adorned 1911 Rolls Royce Silver Ghost 2-Seat Open Tourer



"And this one for your daughter, Sir" - the Bentley Mulliner display

As well as the *concours* competition, some of the world's luxury 'supercar' brands were on hand to unveil their latest and greatest creations including Bentley whose Mulliner division introduced three examples to the world. Probably the world's fastest and most extravagant quad-bike, the 1100kg, 1100bhp Engler Superquad was on show together with several all-electric hypercars and there was even a PAL-V flying car. There was almost too much to see and marvel at in this year's show which, all being well, will return next year to a more normal schedule on 1-4 September 2021.



© Peter McFadyen



CONCOURS D'ELÉGANCE
AWARDS OF THE FUTURE
2018 FERRARI LA FERRARI
APERTA

Left: The Engler Superquad

2018 LaFerrari one of the Classics of the Future candidates



The owner of this 2019 McLaren Senna grew up watching Ayrton in the 1980s

© Peter McFadyen



2006 Pagani Zonda Roadster F

© Peter McFadyen



© Peter McFadyen

This Koenigsegg Regera is the second Regera in the United Kingdom, finished in a bespoke tinted blue carbon fibre body with crushed diamond in the lacquer, accented with hand applied 24 carat gold leaf. The car took 3 years to build.



© Peter McFadyen

Bugattis for sale



David Brabham presents his sales pitch while the valet boys keep the rain off the BT62

© Peter McFadyen

One of only five McLaren Senna GTR LM cars built to celebrate McLaren's 1995 Le Mans win, each individually finished to depict one of the five F1 GTRs in the race



© Peter McFadyen



© Peter McFadyen

Polestar 1 has two electric motors driving the rear wheels and a 2-litre, 4-cylinder supercharged and turbocharged petrol engine. In electric-only mode it's claimed range is 77 miles



© Peter McFadyen

Ferraris for sale

Shenstone and District Car Club Double Lap Sprint Meeting. Curborough. Sunday 6th September 2020 By Simon & Janet Wright



Stuart Bickley only needed one timed run in his Jedi TDF to set the fastest time of the day at Curborough with a 51.68 second run.

Steven Potter was 2nd fastest in his OMS 2000M with a 52.69 second run.



© Simon Wright

The beginning of September saw the Shenstone and District Car Club (SDCC) back in action at their home track, Curborough near Lichfield. I believe this was the first competitive event the club had run at Curborough this year, having run a Practice event previously with the MG Car Club.

Martyn Turner was 3rd fastest overall in the MNR Vortex



© Simon Wright

Unfortunately no spectators are able to attend meetings at the moment due to current Government guidance relating to sporting events. There was a good entry of competitors across all classes, and they were treated to fine weather for the event. The

club were using the two lap layout rather than the figure of eight configuration. Unsurprisingly the fastest time of day went to one of the single seater racing cars present, with Stuart Bickley setting a time of 51.68 seconds in his Jedi TDF in the Racing Cars over 600cc and up to 1100cc class with just a single timed run. He was followed by Steven Potter in his OMS 2000M on a time of 52.69

David Bickley in the Radical SR1 was another class winner.



© Janet Wright

seconds in the same class. Taking the Sport Libra Cars up to 1700cc class was David Bickley in a Radical SR1 on a time of 59.72 seconds. Class 8A for Period defined (Historic) was won by Joe Mackrell in a Tiger SF83 single seater, with a time of

© Simon Wright



Class winner Joe Mackrell in the Tiger SF83

61.60 seconds. The Formula Ford class was very competitive, with Sarah Bosworth taking the class win in a

Sarah Bosworth won the Formula Ford class in her Van Diemen RF85



Duncan Morgan in the class winning Mazda



Van Diemen RF85 with a time of 61.98 seconds. She was exactly 1/2 a second faster over the two laps than Simon Andrews in his Van Diemen RF99. Less than a second further back was Richard Weaver in another Van Diemen. Class 2 for Road Going Lotus cars up to 2200cc and Vauxhall VX220 and Opel Speedsters class was taken by David Whiteley in a Lotus Elise S1 with a 63.12 second run.

Moving to Class 1E Road Going Modified Saloons and Sports Cars over 1400cc and up to 2000cc saw Duncan Morgan win the class in his Mazda MX5 in a time of 66.49 seconds. Not that far behind was the next class winner, Peter Taylor in another Mazda MX5 who set a time of 67.20 seconds to win Class 1B for Road Going Modified Saloons and Sports Cars over 1400cc and up to 2000cc.



The rapid Lotus Elise S1 of David Whiteley won his class.



Peter Taylor in his modified Mazda MX5



© Janet Wright

Class winner Paul Gough Renault Clio RS200

Finally the two Standard Production Cars classes were won by Paul Gough in his Renault Clio RS200 Cup with a time of 69.52 seconds in the over 1701cc up to 2000cc class and



Class winner Jack Twomey in his MG ZR

© Janet Wright

Jack Twomey in his MG ZR in the up to 1400cc class with a time of 71.97 seconds. The other classes had insufficient runners to have classified winners. These included the Standard Production Cars

over 1401cc up to 1700cc class which had a shared Citroen Saxo, with Jamie Moffat on 70.86 seconds beating Robert M Smith on 70.96 seconds.



Jamie Moffat Citroen Saxo

The Standard Production Cars over 2000cc class had

John Williams Nissan 350Z

© Simon Wright



just a single entry of John Williams driving a Nissan



© Janet Wright

350Z, who did a best time of 71.31 seconds. Class 1A for Road Going Modified Saloons and Sports Cars up to 1400cc only had two entries and Martin Domieo in a Ford Fiesta was the only one who got out and even then only did one timed lap, at 71.41 seconds.

Martin Domieo Ford Fiesta



Steve Smith was the only runner in the Road Going Modified Saloons and Sports Cars over 2001cc in his Subaru Impreza who did a time of 64.34 seconds. Another single car class was the Road Going Modified kit replica and space-framed cars Up to 1700cc, where George Newrick in a Westfield SEW did a time of 68.34 seconds

George Newrick Westfield SEW

© Simon Wright



on his first run. Class 3A Modified Production cars excluding kit replica and space-framed cars up to 1400cc class had three entries but only two Minis actually took to the track. Stuart Gadd was fastest with a time of 65.03 seconds, over two seconds faster than Stuart Ballinger. He even saved tyres

3 Wheeling at the hairpin, Stuart Gadd 1380 Austin Mini



by 3 wheeling round the hairpin in the 1380 Austin Mini. Class 3B Modified Production Cars excluding kit Replica and space-framed cars over 1400cc up to 2000cc saw

Liam Uivatt
Peugeot 106
Rallye S2



© Janet Wright

Liam Ulyatt fastest in the Peugeot 106 Rallye S2 with a time of 67.97 seconds.

Two more classes with single car entries saw Martyn Turner in the MNR Vortx set a 59.32 second time on his first run in Class 4A Modified Special Ferrous chassis construction cars up to 1800cc. This was the third fastest time of the day just behind the two single seater racing cars.

Owain Thomas Peugeot 106 Rallye



Class R2 Rally Cars Two Wheel Drive saw the red Peugeot 106 Rallye of Owain Thomas set his time of 72.49 seconds on his first timed run. He was 0.33 of a second

slower on his second run.

Oliver Sammons was the only competitor in Class 7D for racing cars in the 1600cc Beagle 5 single seater and set a



Oliver Sammons Beagle 5

time of 55.59 seconds on his second run of the day.

Class 2B for Road Going Modified Kit Replica and space-framed cars over 1700cc saw Richard Stephens Peugeot 206 Gti 180 set his fastest time set on his first run with a time of 69.29 seconds.



Finally the Period Defined (Historic) Racing Cars class was a little uneven with Keith Wilford fastest in the Lotus 23B with a time of 65.92 seconds against Mark Stark in an Alfa Romeo GT Am who set a time of 74.93 seconds.



Lotus 23B of Keith Wilford

Richard Weaver in the Formula Ford Van Diemen was 3rd in class



© Simon Wright

Ewan Darlington Toyota MR2 Mk3 managed a 74.34 second run.



© Simon Wright

Neville Thomson in the Pell Genesis EVO did a 76.11 second run



© Janet Wright

Simon Parkin MG ZR set a time of 72.23 seconds



© Simon Wright

Peter Jenkins Honda Civic did a 75.80 second run



© Simon Wright

Jason Weatherall in the icon GLTL colour scheme on his Lotus Elise S2 did a 63.90 second run.



© Simon Wright

© Janet Wright

Tom Weaver in the FF2000 Van Diemen did a 64.79 second run



Stephen King in the Rotor JT7C did a 65.84 second run.



© Simon Wright

Mike Stark Alfa Romeo GTA m set a time of 74.93 seconds



© Janet Wright

Sywell Classic: Pistons and Props

19th-20th September 2020

Sywell Aerodrome, Northampton

By Syd Wall.



Austin A60 Twin turbo V8 pickup of Kev Preston was fastest on Sunday on the Streetcar shoot-out drag strip.



Frank Lyons Gurney Eagle F5000 car

© Syd Wall

Sywell Classic: Pistons and Props defied the odds ahead of the new raft of restrictions and provided a Covid-secure weekend of classic motoring and aircraft action. Historic racers, hot rods, motorbikes, classic planes and vintage music combined to provide a sizeable crowd with a great weekend of entertainment.

The action on the ground was centred on two sections of airfield roads. Bikes, karts and then cars assembled ahead of the first runway and ran in pairs from a rolling start for a



Barry Sheene won his last race as a factory Suzuki rider on this bike – the Scarborough Gold Cup in September 1984

© Syd Wall

turning round for another full throttle run along the runway and a final left turn onto the finishing straight. Bikes including Barry Sheene's last works Suzuki started the action followed by a superb collection of Superkarts. Next were sports cars and single seaters.

© Syd Wall

Iconic 1960s Bradley kart at the lead of a queue of state of the art Superkarts



Stars here were Ford 2 litre BDA engined Formula 2 cars, awesome 5 Litre Chevrolet V8 engined Formula



© Syd Wall

Mark Dwyer's stunning 1974 F5000 Lola T400

Lorina McLaughlin drove her regular ex-Michael Schumacher Benetton B192-0



© Syd Wall

5000 cars up to ex-Michael Schumacher Benetton B192-08 Formula 1 Grand Prix car driven by Lorina McLaughlin. The car was raced by Schumacher in the final two grands prix of the 1992 season and the first two GPs of 1993.



© Syd Wall

The classic 1971 Chevron B19 of Bruce Balchin October 2020

Meanwhile up in the skies we were treated to a fearless display from the AeroSuperBatics Wing Walkers and later on from a pair of Russian Yakolev stunt planes.



The AeroSuperBatics Wing-walkers put on a magnificent show

© Syd Wall

Moving on from the racing cars, next up was the astonishing Oklahoma Willy VW flatbed truck with a 5000hp jet engine mounted the back. Sadly, we were only



© Syd Wall

A solenoid problem stopped Oklahoma Willy from starting the 5000hp jet engine.



Classic Chevy street fight - Camaro v Nova SS

© Syd Wall

able to see it run under 2 litre petrol power as the jet engine refused to start over the two days. The final car action involved setting up the drag racing Christmas tree and timing gear for a group of mostly V8 engined Street Rods to race side by side along and eight

of a mile. The shoot out winner was Chris Skinner's V8 engined Fiat 126 on Saturday and Kev Preston in his amazing twin-turbo V8 Austin A60 pickup truck. The great attraction of this sort of historic event is that the collection of cars in the paddock is open to spectators so everyone can see the cars close up and talk to the drivers. Outside of the paddock was a gathering of cars clubs, military vehicles, massive American Kenworth and Peterbilt trucks and vintage British commercial vehicles. All in all, another very successful Pistons and Props.



Contrast! A heavily patina-ed Ford pickup and an immaculate Aston Martin Vantage

© Syd Wall



© Syd Wall

Classic British Vauxhall line-up



Steve Futter's F2 Ralt RT1 bears the name of the great Manfred Winkelhock.

© Syd Wall



Mike Walker made his name in the late 60s in a white F3 Brabham BT21 chassis 28 and he now drives chassis 29

© Syd Wall



A 50s Cadillac, a 60s Mini van and a 2017 McLaren 570S Spider



© Syd Wall A superb display from the Berkeley Owners Club



© Syd Wall

The paddock prepares for the next runs, headed by a Lola T142 F5000

BARC Race Meeting

Mallory park.

31st August 2020

By Simon & Janet Wright.



Plenty of action on the first lap of the second Junior Saloon Car Championship race with Harry Price leading the mid-field pack and (754) Alfie Jenkins going straight in to Olivia Martin (69)

South Staffs MG Owners Club had a nice line-up of cars on display in the spectator area



© Simon Wright

© Simon Wright



Jim Baynam took 3 class wins during the day in his MG B roadster

Bank Holiday Monday saw the British Automobile Racing Club at Mallory Park for a mixture of four series of saloon and sports car races. At the meeting were the MG Owners Club, with a nice selection of cars on display at the top of the spectator bank above the start straight. They also got to do several laps round the circuit during the lunch break. After morning practice, the Lancaster Insurance MG Owners Club Championship race started the afternoons racing with their first race of the day. The twelve minute race saw David Mellor start from pole position in his MG ZR by just 0.032 of a second from Steve McDermid in his MG ZR 170. From the start it was Phil Walker from the second row of the

Battle for the first MGOC race with Mark Baker MG F ahead of Phil Walker MG ZR and eventual winner Fergus Campbell MG ZR (31) with Martin Wills MG F and Adrian Olsson MG ZR behind



© Janet Wright

grid who took the initial lead in his MG ZR 170 until he retired on lap four. This gave the lead to Mark Baker in his MG F but next time round he had been passed by Fergus Campbell in another MG ZR 170. He held the lead for the rest of the race, winning by nearly six seconds. Baker maintained the pressure until lap 10 when he dropped down to 4th. This promoted Adrian Olsson in his MG ZR into 2nd where he finished just 0.3 of a second ahead of 3rd placed McDermid. Baker in 5th took a class win along with 10th placed Jim Baynam in his class winning MG B Roadster.

Following the lunch break and



South Staffs MG Owners Club line up on the spectator bank.

© Simon Wright



MG B's overlooking the start line

© Simon Wright



MG A

© Simon Wright



© Simon Wright



1972 3.5 litre MG B Roadster V8

© Janet Wright



© Janet Wright



© Simon Wright

MGOC lunch time Cavalcade



Lewis Saunders led the Junior Saloon Car Championship first race from start to finish in the Citroen Saxo VTR

parade laps by the local MG Owners club members, the next race was the Junior Saloon Car championship first race, a 15 minute race plus 1 lap race for the younger drives in their identical Citroen Saxo VTR 1600 hatchbacks. After qualifying, Lewis Saunders took pole position by just 0.036 of a second from Deagen Fairclough and Ashley Gregory, who were tied on time, but Fairclough got the front row due to setting the time first. The nine lap race saw Saunders lead from start to finish, with Fairclough and Gregory following through the whole race to take 2nd and 3rd.



Scott Sumpton (15th) and Ruben Hage (11th) battle up to the hairpin in the first Junior Saloon Car race.

The Open Sports and Saloon Cars Challenge was merged with the Max5 Championship race for a twenty minute event. Making a welcome return to racing was Joss Ronchetti with his Talbot Sunbeam Lotus "Bullet" who took a clear pole position by over two seconds.



Olivia Martin (13th) showing battle damage being chased by Oliver Cottam (17th) in the first Junior Saloon car race



The view most people had of Joss Ronchetti in the Bullet Talbot Sunbeam Lotus.



Gary Mitchell in the Global GT Light took the lead at the start of the first Open Sports and saloon cars race from Ronchetti in the Talbot Sunbeam Lotus

However, at the start of the race it was Gary Mitchell who shot off into the lead in his Global GT Light sports racing car. He could only hold off Ronchetti for the first couple of laps, before the Talbot blasted past into the lead. By the



The battle for the Max% race with winner Paul Roddison being chased by 2nd placed Andrew Pretorius in their Mazda MX5 sports cars.

Genna Mae Watkinson won her class in her Mk1 Mazda MX5 in both of the Max5 races.



end of the race, the Talbot had lapped the whole field. Mitchell was a class winning 2nd, with the leading Max5 Mazda of Paul Roddison finishing 3rd on the road but winning the Max5 race. The Mazda Max5 championship race was very closely contested with Paul Roddison in his Mazda MX5 Mk4 2000 taking victory by just 0.186 of a second from Andrew Pretorius, Ian Loversidge was 3rd just another 0.382 of a second behind and 4th placed Jeremy Shipley in the leading pack, only 0.785 of a second behind the winner. The other class winner was Genna Mae Watkinson in a Mazda MX5 Mk1 1600 in 7th. The second MGOC saw Mellor start from his second pole position of the day. But first race winner Campbell was



Matt Gozavez MG ZR 160 finished 10th in the second MGOC race



17 David Mellor started from Pole position again in the second MGOC race and finished 2nd. Here lapping Ralf Togneri MG F 15th.

straight into the lead, which he maintained until the chequered flag for his second win of the day. Mellor chased him for the entire race, the two nose to tail all the way round the circuit, finishing just 0.245 of a second behind at the flag. Walker made up for his disappointment in the first race by finishing 3rd, which he had held for the entire race. The F class win went to Martin Wills in his MG F in 5th, with first race class winner Baker right behind him. Baynam took a second class win in his MG B Roadster in 12th place. Race 5 saw the Junior Saloon Car Championship out again with Saunders starting from pole position again by just 0.074 of a second from Gregory based on their second



Plenty of incidents in just 2 laps of the Junior Saloon Car race. 754 Alfie Jeakins retired on the first lap.

Molly Dodd in her heavily damaged Citroen Saxo was classified 10th in the 2 lap Junior Saloon Car race



fastest lap time in qualifying. This race saw chaos break out at the start and it was red flagged after two laps after various incidents. Harvey Caton, James Wallis and Alfie Jeakins all failed to complete a single lap and after the race Scott Sumpton, Tommy Gilham and Archie Handy were all disqualified. This gave Saunders his second victory of the day, with Gregory in 2nd and Charlie Hand was classified 3rd.

The Open Sports and Saloon Cars and Max5 combined second race saw Mitchell in the Global GT take the lead again from the start with Ronchetti down at the back of the field. The little Talbot Sunbeam Lotus soon charged through the field to take the lead on lap 5. He continued at a rapid pace, but didn't manage to lap everybody in this race. Mitchell was a class winning distant 2nd overall at the end, over fifty seconds behind, with the leading Max5 Mazda of Paul Roddison taking his second win of



Michael Perkins takes the wide line in his Lotus Elise S2 as he fights with George Perkins Ginetta G40 GTS for 10th place in the Open Sports & Saloons second race.

© Janet Wright



Triple MGOC race winner Fergus Campbell in his MG ZR 170

© Simon Wright

the day in 3rd place and still on the lead lap. Pretorius was 2nd again, but this time over five seconds behind, while Sam Hicks took 3rd. Watkinson took another class win in the MX5 Mk1.



© Simon Wright

Sam Hicks 3rd and Jeremy Shipley 5th battle out of the hairpin in the Max5 race

his third win of the day, with Mellor finishing 2nd, just 0.315 of a second behind at the chequered flag. Walker held a secure 3rd right through the race. Mark Baker took his second class win of the day in his MG F, in 4th. Jim Baynam also made it three out of three with another class win in his MG B Roadster in 10th.

Closing the meeting was the third race of the day for the MGOC which this time saw Steve McDermid start from pole position from Mellor. From the start it was Mellor in the lead with double race winner Campbell on his rear bumper. On the eighth lap Campbell took the lead and went on to score



© Janet Wright

Martin Wills took the F class win in the second MGOC race



© Simon Wright

Bruce Hadfield Mazda MX5 Mk4 6th in the second Max5 race.



© Simon Wright

Harry Rice retired from the first Junior Saloon race



© Janet Wright



© Janet Wright

Nick Golhar MG ZR 160 was 10th in the second MGOC race



© Simon Wright

Ian Mitchell Global GT Light was 3rd in class in the second Open Sports and Saloon Cars race



Paul Wisbey MG F and Steve McDermid MG ZR 170 battle for 4th in the first MGOC race.



© Simon Wright

Another damaged Citroen Saxo VTR in the Junior Saloon Car race Harvey Caton



© Janet Wright

Ian Loversidge Mazda MX5 Mk4 4th in the second Max5 race
October 2020



© Simon Wright

Ashley Gregory Citroen Saxo VTR was 2nd in the Junior Saloon car race 81

Bugatti Owners Club Championships Meeting, 5th-6th September 2020, Prescott. By Peter McFadyen.



Phil Fisher's class-winning
Mallock Mk11 Clubmans car



© Peter McFadyen

Jon Goodwin's Ferrari 250GT SWB

The weekend of 5th and 6th September saw the Bugatti Owners Club hold two rounds of their championships at Prescott hill climb near Gotherington, Gloucestershire.

With three championships being contested the entry was wide ranging from near beginners to national champions among the drivers and from pre-war racing cars to the latest lightweight, high-powered hill climb single seaters. To even things out,



© Peter McFadyen

Several cars spilt liberal amounts of oil on the hill on Saturday which kept the marshals busy clearing up after them



© Peter McFadyen

Philip Stader (Alfa Romeo Berlina) at the Esses



© Peter McFadyen

Fastest on both days, unsurprisingly, was Sean Gould in his Gould GR59JB

classes were run on a handicap basis except for the rounds of the Pirelli Ferrari Hill Climb Championship on Saturday and the Healeysport Championship for Austin Healeys on Sunday. The early autumn weather was ideal for both days.

Winners on Saturday included Nick Topliss who recorded 49.98 seconds on Saturday with the pre-war 2-litre supercharged ERA R4D in the Allcomers



Winner of the Pirelli championship round Nick Taylor's Ferrari 430 Coupé

© Peter McFadyen

Racing Car class with another ERA, Ben Fidler's 1½ litre AJM1, taking second in the class. In the same class,

Sean Gould set fastest time of the day on both days in his Gould GR59JB with a best time of 35.99 seconds on Sunday. Alex Summers (DJ Firehawk) was second fastest on both days just a fraction of a second behind Gould.

Keeping a relatively low profile in the Allcomers Sports Cars class was 1978 British Hill Climb Champion and historic Ferrari driver David Franklin at the wheel of his Mercedes Benz SLK350.



© Peter McFadyen

Alex Summers was second fastest overall each day in this DJ Firehawk which he shared with Lindsay Summers seen here



© Peter McFadyen

Richard Durrant's Triumph TR4A



© Peter McFadyen

James Stevens (MG ZR)
was second in his class



© Peter McFadyen

Ex-hillclimb champion David Franklin in his
Mercedes Benz SLK350

Ben Fidler (ERA AJM1)



Edmund Burgess (Bugatti Type 51)



© Peter McFadyen



© Peter McFadyen

Racing car class winner, Nick Topliss and ERA R4D at Ettore's Bend



© Peter McFadyen

Brian Fidler's Bugatti Type 49 in the paddock



Fastest in the Henney's Cider Classic Speed Championship sports cars class was Josh Sadler in his Porsche RS 3.0 Replica



Martin Saunders' Escort Mk1 raises the dust at Rolt's Corner



David Rose (Lotus Elan) at Pardon Hairpin © Peter McFadyen



Will Gough entered a Sierra Cosworth but drove his Alfa Romeo 4C instead

James Dockery (Subaru ST1) won the saloon class of the BOC's New Barn Championship



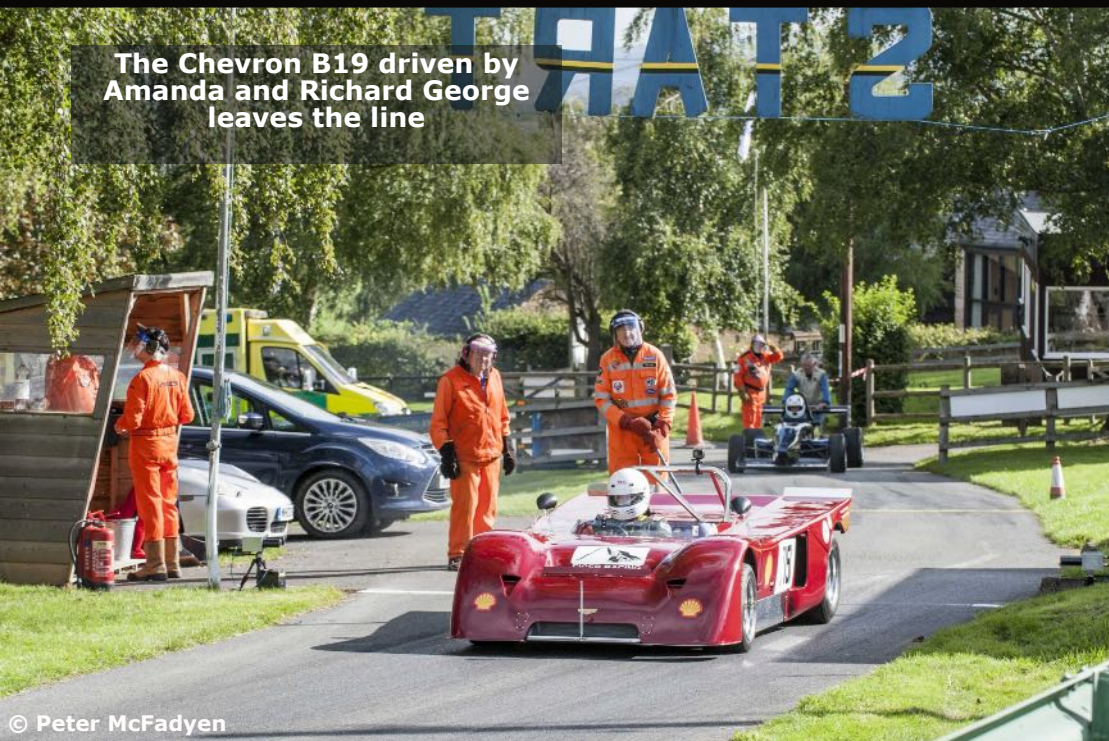
© Peter McFadyen

Julian Harber's British Leyland Mini Clubman rounds Ettore's Bend, competing in the Allcomers class for saloons



© Peter McFadyen

The Chevron B19 driven by Amanda and Richard George leaves the line



© Peter McFadyen

Having his first outing in the diminutive 675cc Triumph-engined Buckler-Ballamy Special was Denis Bissell who last competed in Production Saloon car races in the 1970s



© Peter McFadyen

Simon Braithwaite took second in his class with his Ford Escort RS1600



© Peter McFadyen

Three Reliant Scimitars shelter from the sun in the paddock



© Peter McFadyen

Ross and Chris Stone shared their Porsche 911 RS in the Allcomers Sports Cars class



© Peter McFadyen

The Classic Car Drive in Weekend

Bicester Heritage

18th to 20th September 2020.

By Simon & Janet Wright

with additional photos by Alan Crook.



The Colin McRae Tribute.
A line-up of some of the Subaru rally cars driven by rally Legend Colin McRae, starting with the Subaru Legacy and working through the various versions of the Subaru Impreza.



A line-up of Austin Healey sports cars

Bicester Heritage have not been able to run their regular Sunday Scramble meetings during 2020, including their Super Scramble. So Brand Events conceived the idea to stage a Covid-compliant three day Classic Car Drive-in festival, for limited numbers of enthusiasts to be able to attend in a safe environment at the 444 acre Bicester Heritage site. Included in with the meeting, enthusiasts could also enjoy a motor themed drive-in movie on the far side of the site. These films included Rush, The Italian Job and Le Mans 66, which were the most popular among the enthusiasts. As well as static displays there were also some track demonstrations. Lovely sunshine greeted the enthusiasts each day at Bicester Heritage as over 8,000 people attended over the three days to see more



© Simon Wright

than 1,000 vehicles on display. The high-light of the event for many enthusiasts was the special tribute to rally legend Colin McRae who became the first British World Rally Champion 25 years ago in 1995. There was a collection of his former Subaru rally cars on display in the paddock and also went out on the track during some of the five runs each day. David Brabham visited the show on Saturday and took out one of the McRae Subaru

Impreza cars round the test track, which unfortunately broke a seal on the power steering as he returned to the paddock. He then returned to the track at the wheel of the Legacy. The modern Subaru World Rally team was created in September 1989 when Subaru Tecnica International (STi) went in to

Subaru Impreza in action on the track

October 2020

The Subaru Legacy gave Colin McRae two British Rally Championships

© Janet Wright



partnership with Prodrive to prepare and enter the Group A Subaru Legacy RS in the World Rally Championship. Driven by Markku Alén, the car achieved a 4th placed finish in the 1990 Rally Finland (1000 Lakes) and a 3rd and 4th place in events in 1991. For the 1992 season, the team concentrated on gravel events only with Ari Vatanen and Colin McRae, both who achieved 2nd place finishes. More importantly Colin McRae and Derek Ringer won the British Rally Championship in 1991 and 1992 at the wheel of the Subaru Legacy RS. The car also took the British title in 1993 with Richard Burns and Robert Reid.

For the 1993 season, the Legacy debuted the legendary blue and yellow colour scheme which now remains synonymous with Subaru. McRae took the first World Rally Championship victory for Subaru at the Rally New Zealand, the last outing for the Legacy. At the next event, Rally Finland, the Subaru Impreza made its debut with Vatanen and Alén driving. Vatanen finished 2nd and Alén crashed on the first stage. In 1994 Carlos Sainz joined the team and took the first victory for the Impreza on the Acropolis Rally with Luis Moya. McRae then took further victories in New

Zealand and Great Britain. The team finished 2nd in the Championship for Manufacturers and Sainz was 2nd in the Drivers Championship and McRae 4th. In 1995 Sainz won the Rallye Monte Carlo, Rallye Portugal and Rallye Catalunya, while McRae won Rally New Zealand and the RAC Rally of Great Britain, winning the World Rally Championship in the process, a first for the Subaru team, with Sainz in 2nd. For the 1996 season McRae was joined by drivers Kenneth Eriksson and Piero Liatti in the team. McRae won

the Acropolis Rally, Sanremo Rally and Rallye Catalunya and Subaru

managed to retain the Constructors Championship, while Tommi Mäkinen was the drivers Champion. In 1997, McRae changed co-driver to Nicky Grist and won

the Safari Rally, Tour de Corse, Rally Sanremo, Rally Australia and the RAC Rally. He finished 2nd in the championship behind Tommi Mäkinen again. The Subaru team also won the Monte Carlo Rally with Pero Liatti, the Swedish Rally and Rally New Zealand with Kenneth Eriksson. In 1998 Mäkinen took his third title in a row, with McRae winning the Rally Portugal, the Tour de Corse and the Acropolis Rally and finished 3rd in the World Championship. The Subaru team also finished 3rd in the Manufacturers championship. In 1999 Colin McRae



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Subaru Impreza in Safari rally trim

switched to the Ford team with the Ford Focus RS WRC. His place at Subaru was taken by Richard Burns. McRae won the Safari Rally and Rally Portugal, Burns took victory in the Acropolis Rally, Rally Australia and the Rally of Great Britain with Juha Kankkunen winning the Rally Argentina in another Subaru Impreza. Richard Burns went on to win the Drivers World Rally Championship for Subaru in 2001.



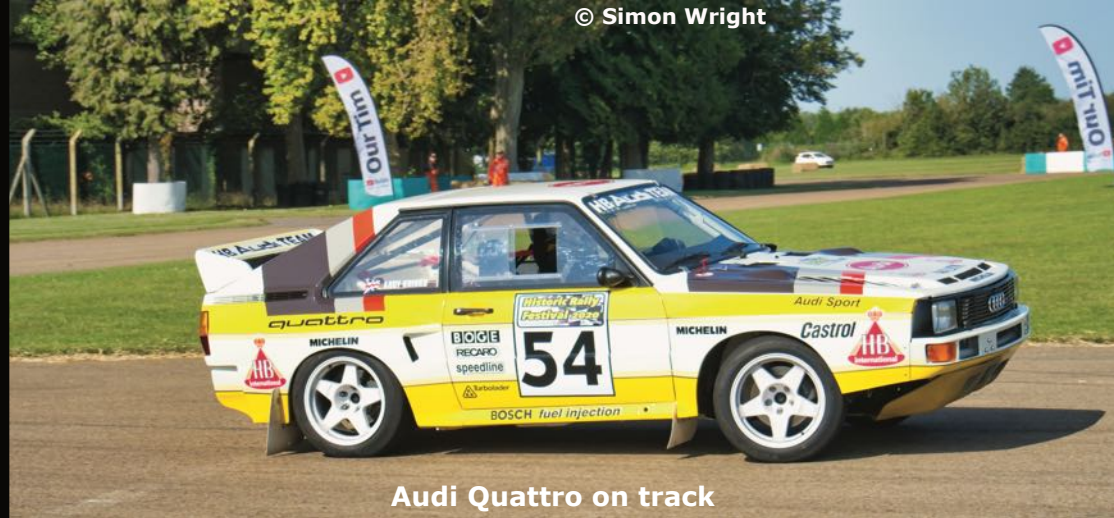
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There was also an iconic Martini Lancia 037 Group B supercar, loosely based on the silhouette of the Lancia Montecarlo. Most of the body panels are made from Kevlar. The mid mounted engine layout of the Montecarlo



© Simon Wright

Lancia 037 in action



Audi Quattro on track

to the 4WD Audi Quattro and in 1985 it was the 4WD Peugeot 205 T16. Its last top flight victory was the 1984 Tour De Corse with Markku Alen.

The other vehicles which had daily runs included former Grand Prix cars, various vintage cars and top saloon and sports racing cars. The Maserati 250F is one of the iconic Grand Prix cars from the 1950s. Only 26 cars were built between 1954 and 1960 to race in the 2.5 litre Formula 1 of the time. The first cars had a 2490cc straight six engine, but the one at Bicester was one of the 1957 cars that were powered by a naturally aspirated V12 engine. The original car makes its debut at the 1954 Argentine Grand Prix, which it won driven by Juan Manuel Fangio.



© Janet Wright

Maserati 250F

Before switching to Mercedes, Fangio scored one more victory in the Maserati and won the 1954 Drivers World Championship with points gained from the Maserati and Mercedes Benz during the season. In 1956 Stirling Moss won the Monaco and Italian Grand Prix driving a works Maserati 250F. In 1957 Juan Manuel Fangio took four more victories in the Maserati 250F on his way to his fifth World Championship. In total the Maserati 250F won 8 Grand Prix out of the 46 entered.

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Alfa Romeo RL

Another iconic car present was a 1923 Alfa Romeo RL which competed in the Targa Florio in 1923. The model was produced between 1922 and 1927 and was Alfa Romeo's first sports model after World War 1. It is powered by a 3 litre straight 6 engine, which produced around 70 bhp. An Alfa Romeo RLTF won the 1923 Targa Florio driven by Ugo Sivocci. The rest of the Alfa Romeo driver line-up



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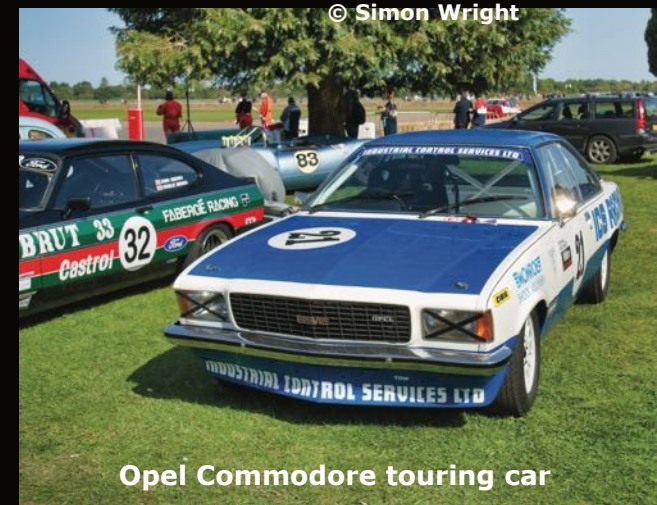
Paddock line up Alfa Romeo, Jaguar, Ferrari and Cooper



© Alan Crook

included Antonio Ascari, Giulio Masetti and Enzo Ferrari. The paddock area was open to the public to have a close look at the cars except when the cars were out on track. The paddock contained all kinds exotic vehicles ranging from vintage Bugatti Grand Prix cars, through iconic Ferrari sports cars, right up to classic saloon racing cars such as the Ford Escort RS2000, Triumph Dolomite Sprint, Ford Capri and Opel Commodore plus others. Away from the track, there was a large display area where various car clubs put on displays of members vehicles. Ticket holders were also able to wander around the Centre of Excellence for Historic Motoring, the former

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Opel Commodore touring car

airfield building at Bicester Heritage which house all kinds of restoration and historic automotive specialist firms. Most of the firms had their doors open to see inside their workshops and had all



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kinds of interesting cars outside, on display. A couple of stunning saloons that were parked together were a 1955 Alvis Grey lady and a blue 1948 Lea Francis Westland Coupe. The Alvis Grey Lady or TC21 was produced between 1953 and 1955 when 757 were built. It was

powered by a 3 litre straight 6 Alvis engine fitted with twin SU carburettors and produced 100 bhp. It was connected to a 4 speed manual gearbox. This luxury saloon came

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Alvis Grey Lady and Lea Francis Westland Coupe

with a sunroof, separately adjustable front seats, windscreen washers, and a heater. The Grey Lady model, announced in October 1953, came with a guarantee of a speed of 100 mph and had a paired front fog lamp and driving lamp fitted as standard. It could accelerate from 0-60 mph in 15.4 seconds. The Lea Francis 14hp Westland Coupe was one of just 29 of this stunning 2 door fixed head coupe built by the Westland company of Hereford between 1948 and 1949. It used the 14hp chassis and the 1767cc Lea Francis engine which produced 70 bhp. It is believed that only 3 now survive. The one at Bicester Heritage is a 4 seater tourer, only of just 2 built of this model.



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Porsche Service display

1966 Citroen DS21 Decapotable with single spoke steering wheel



AC 428



1963 Lagonda Rapide Sports saloon



Austin single seater

© Simon Wright



Keift single seater



Ferguson 4WD

© Simon Wright



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Out in the main display area was a very unusual 1963 WB120 Special. It was designed by Dr John Best, a mathematician who originally specialised in upper atmosphere physics. It was built by his friend Bob White, a skilled engineer who he met while working at EMI while working to develop the first regular high-definition TV service transmitted by the BBC from Alexandra Palace in 1936. They had first built a Lotus X1 kit together in 1956, which inspired John to design his own aerodynamic coupe. He was lucky to have access to the first EMI valve computers which helped with the complex mathematics involved. The project



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took 6 years to complete, working in a single garage at home. The tubular steel space frame is fitted with all alloy bodywork, featuring aerofoil sections at top and bottom which increases downforce at speed. It is very low drag, the car is only 39 inches high. The front track is narrower to induce mild understeer and help promote airflow under the car. It uses inboard disc brakes all round to reduce unsprung weight. The front mounted FVE 1220cc 4 cylinder SOHC Coventry Climax engine with twin Weber carburettors, produces 105 bhp, and is mounted well back in the car, connected to a BMC A Series gearbox. When recently restores a Ford T9 five speed transmission was fitted to the car. With a weight of just 730 kg, it has a top speed of 137 mph and can accelerate from 0-60 mph in 10.9 seconds.



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Porsche Club Great Britain display



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Another rare car was a blue 1961 2.6 litre BMW Luxus V8. Based on the BMW 502, this was the first postwar German car built with a V8 engine, introduced at the 1954 Geneva motor show. It used an alloy block with cast-iron cylinder liners. With a single two barrel Solex carburettor, the engine produced 100 hp. This gave the car a top speed of 99 mph and at the time, was the fastest German passenger car in regular production. It was renamed Luxus after 1958. Front disc brakes were added in 1960 and Power steering was available as an optional extra from 1959. The name



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was changed in 1961 to 2600 and 2600L. The engine in the 2600L was tuned to give 110 hp. Production ceased in 1963.

Bonhams MPH held their first drive through auction since the national lock-down. It was held in Hanger 113, with active bidders socially distanced in the room plus online and via telephones. More than £1 worth of lots went under the hammer, with the top seller being a 2018 McLaren 570S Spider which exceeded its top estimate, selling for £95,625, while an early 1962 Jaguar E-Type Series 1 sold for £76,500.



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National Street Rod Association display



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BMW Alpina B9 3.5



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1964 Necker Weinsberg Coupe based on Fiat 500



© Janet Wright



Dodge Viper GTS R

© Simon Wright



The new Alpine A110 next to the original version

© Janet Wright



VSCC had a nice display at the show to attract visitors

© Janet Wright



Electric conversions on traditional Volkswagens

© Simon Wright



Ferrari 250 GT SWB

© Janet Wright

Closing Shot.

By Simon Wright.

The only VSCC Formula Vintage race meeting of 2020 at Mallory Park saw plenty of action. During the Mallory Mug for Standard and modified Pre-War sports cars race Nigel Dowding in his 1929 Riley Brooklands takes fast avoiding action. He narrowly missed Fred Boothby who had spun his 1933 MG J2 at the hairpin.

