

Classic and Competition Car

Founded 2010



Measham Trophy



British GT Media day



BTRDA Autotest



Herefordshire Trial



Donington Rally

Chester Rally Revival 2020



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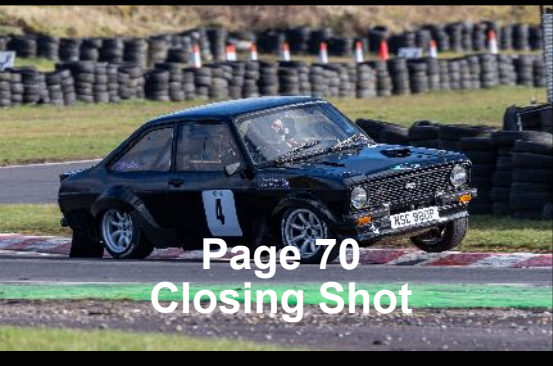
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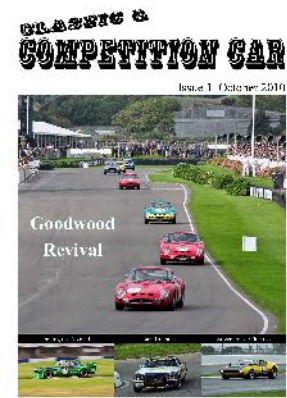


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Front Cover: Chester Rally Revival Ian Gwynne and David Evans, Subaru Legacy RS GpA © Motorsport Imagery
Measham Trophy David Leigh © Motorsport Imagery
BTRDA Paul Swift Mini Special © Simon Wright.
VSCC Herefordshire Trial - Nigel Coulter's Austin 7 Chummy in a cloud of steam as it emerges from the mud splash © Peter McFadyen.
British GT Media Day - Kelvin Fletcher & Martin Plowman step up to GT3 with JRM Racing Bentley Continental GT3 © Motorsport Imagery
Donington Rally Frank Bird © Syd Wall.

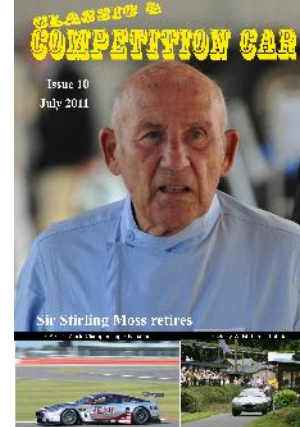
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Time on your hands?

Why not spend some time looking back when we had real motoring events taking place. All our previous magazines can be downloaded free from the Previous Issue page on our web site www.classicandcompetitioncar.com There are over 100 issues covering the last 9 years. Many are also available to read online at the Issuu web site.



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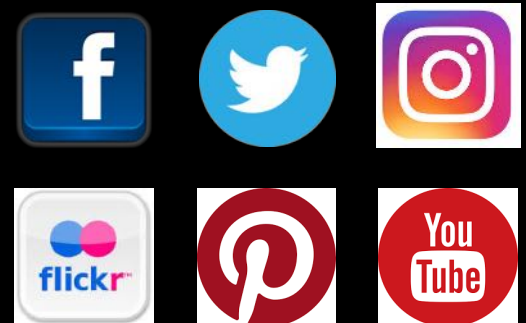


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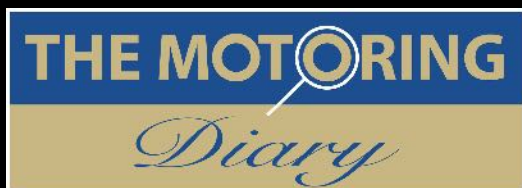
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For future motoring events check out The motoring Diary web site www.themotoringdiary.com



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Photo of the month By David Goose of Motorsport Imagery.



Jimmy McRae and Pauline Gullick in the Vauxhall / Chevrolet Firenza Can-Am Splash through the flood water at Oulton Park during the Chester Rally Revival.



Formula 1

© Simon Wright

The time World Motorsport stopped.

The Covid-19 Coronavirus that is currently sweeping the World has brought World motorsport to a complete halt. In the majority of the World, mass gatherings have been banned to try and stop the virus spreading. This has led to Grand Prix races in Australia, China, Vietnam, Spain and the Netherlands to be postponed and the Monaco Grand Prix has been cancelled. At the time of publication, the first Grand Prix of 2020 is due to be the Azerbaijan Grand Prix on the 5th-7th of June 2020 - UPDATE This has now been postponed as well, so the season might start in Canada. The Sebring 1000 kms WEC race has been cancelled and the 24 Hours of Le Mans has been postponed



Sebring 1000 kms

© Simon Wright

until 19th and 20th of September 2020. Formula E has suspended their season for at least 2 months for March and April, with the possibility of resuming in May or June. In the UK all motorsport has been suspended until the 30th of April by Motorsport UK "It is with regret that Motorsport UK is suspending all organising permits and certificates of Exemption until at least 30th April 2020. This has now been extended until at least the 30th June 2020. This suspension follows the latest guidance by HM UK Government in response to the outbreak of COVID-10. This position will be constantly reviewed given prevailing information". This has resulted in the postponement of the first three rounds of the BTCC at Donington Park, Brands Hatch and Silverstone. TOCA firmly intend to run a full season of ten events and will work closely with the circuits to reschedule new dates for all the postponed events.



BTCC

The final round of the Tasman Revival Series in New Zealand has been postponed until a later date after the Historic Racing club declared a Force Majeure event. In The United States of America, Nascar have postponed events until at least May 3rd and the NTT Indycar Series have cancelled the 2020 Acura

Restoration Show Grand Prix of Long Beach. At the moment, they still hope to be able to run the Indianapolis 500 on May 24th, but are monitoring the situation. The World Rallycross of Portugal has also been postponed.



Restoration Show

© Janet Wright

With large gathering banned in most countries, most car events have also been effected. The Practical Classics Classic Car & Restoration Show with Discovery has been postponed and a new date is being investigated with the NEC. Bicester Heritage had postponed their April 'Drive it Day' Sunday Scramble until June 21st, cancelling the Super Scramble that was previously listed for June. The next Super



Bicester Heritage Sunday Scramble

Scramble will be held on 20th June 2021. All other car events due to be held before May have either been postponed or cancelled, with most event organisers awaiting further developments from the Government regarding public gatherings.



Coventry MotoFest 2020

© Simon Wright

Organisers of Coventry Motofest have taken the decision to cancel the 2020 event due to the current restrictions and will now put all their efforts into the 2021 event, when Coventry will be the national city of Culture.

As soon as things change, we will put information on our web site. In the mean time follow Government advice regarding social distancing and keep well. We plan to continue publishing Classic and Competition car magazine with historic features and other articles of interest. If any readers have a vehicle or story which might be of interest, please send us a short article and some photos for consideration for a future issue to simon.wright@classicandcompetitioncar.com



Evans maintains title challenge.

Welshman Elfyn Evans at the wheel of a Toyota Yaris WRC has continued his impressive start to the season with 4th place in Rally Mexico, gaining more valuable points for his championship challenge. He is now 2nd in the World Championship points table, while Toyota extended its lead in the WRC Manufacturers' Championship.

As championship leader as they arrived in Mexico, Evans and co-driver Scott Martin were first out on Friday and acted as a road sweeper on the loose gravel surface. This gave the cars running behind him a considerable advantage on the cleaner, faster surface.

His team-mate Sébastien Ogier won the event for the sixth time in eight years in his Toyota Yaris WRC.

The end of the rally was bought forward to Saturday evening due to the fast changing Coronavirus pandemic. This was to ensure safe and timely travel home for officials, competitors and teams.

New V6 era for Aston Martin.

A new 3 litre Turbocharged V6 Aston Martin designed Hybrid/plug-in Hybrid engine is set to be the most powerful in the Aston Martin range. It has been created initially for deployment in a new range of mid-engined sports cars, starting with the Valhalla from 2022. It is code named TM01 in honour of Tadek Marek, Aston Martin's illustrious engineer of the 1950s and 60s. It is the firm's first in-house designed engine since 1968 and the full powertrain will be electrified. The engine will be located right behind the driver's cabin and will be equipped with a dry sump system to allow the lowest possible centre of gravity.



Aston Martin Valhalla



BMW unveil new colour scheme for BTCC 2020.

The iconic 'M' colours are incorporated into a striking black, red and blue livery on the three car BMW 330i M Sport cars driven by reigning champion Colin Turkington, Andrew Jordan and Tom Oliphant. Last season the team won 9 of the first 14 races with Turkington and Jordan on their way to a 6th BTCC Manufacturers' title for BMW. Turkington took the 2019 title by just a couple of points from his team mate Jordan, who actually won more races during 2019, including double wins at Thruxton and Croft. This season will see Jordan running under the official Team BMW banner for the first time.



UK's most affordable electric vehicle.

Manchester based MeV Ltd is producing the BeeAnywhere, an innovative and affordable electric vehicle to tackle air pollution. It combines advanced materials and composites from the University of Manchester's Graphene Engineering and Innovation Centre and motorsport engineering knowledge from the National Centre for Motorsport Engineering at the University of Bolton to produce an electric vehicle to retail at about the same price as an 8 year old hatchback (e.g. 2012 VW Golf is around £7-8,000). The innovative chassis design uses aluminium and carbon fibre and composite body allows the vehicle to be assembled from a minimum of parts. It is designed as a 2 seat urban vehicle controlled via the user's smart phone. In an urban environment, most vehicles do not exceed 100 miles a day and the BeeAnywhere is designed with hot swappable batteries to reduce time spent charging.





Jamie Chadwick tests Rodin FZED in New Zealand.

David Dicker founded the self-funded Rodin Cars project in 2016 and acquired the Lotus T125 project, which has now been re-imagined as the Rodin FZED, a single seater Track Day car. This provides a Grand Prix experience with the added benefit of reliability and durability, comprising of several hundred full speed laps between major services. It utilises the 3.8 litre Cosworth GPV8 engine, which has

earned its racing stripes in Indy Racing League (IRL), and develops 675 bhp and 490Nm of torque. It is attached to a Ricardo six speed sequential gearbox. A carbon-fibre composite chassis and aero package created by HP



Composites in Italy help keep the weight down to just 609 Kg. The carbon-fibre brakes are by Brembo and the high-level four-way adjustable racing dampers are from Öhlins. Finally it uses 13-inch diameter magnesium wheels from Italy's OZ Racing, fitted with Avon tyres. The car can accelerate from 0-100 mph in just 5 seconds and reaches a top speed of 186 mph. Prices start at £500,000 (\$650,000 USD) and provides the driver with one of the purist driving experiences outside Formula 1. By joining the Rodin family, drivers will benefit from a full driving experience at Rodin's fully



equipped facility under the tuition of expert driving coach Mark Williamson. Reigning W Series champion, Aston Martin GT race driver and Williams F1 development driver Jamie Chadwick did a two day test program at Rodin's private test track at Waiau in New Zealand, to gather valuable technical feedback on track performance. David Dicker was extremely happy after the test, stating that the project had moved 'lightyears ahead' in only a couple of days.



Delivery begins on new Bentley Flying Spur.

First deliveries have begun of Bentley's flagship model, the all-new ultimate four door Grand Tourer, Flying Spur. The multi-award winning model delivers sporting agility with peerless luxury, combining traditional hand craftsmanship with contemporary performance. The Flying Spur is expected to make up around 20% of Bentley's worldwide sales in 2020. The unique Bentley rotating display is the central feature of the dashboard. The HD instrument panel has the choice of 12.3 inch digital touchscreen, analogue dials or a wood veneer finish. In the rear there is a detachable Touch Screen remote control, which can operate features such as the blinds, climate control and rear seat massage functions. Driver assistance features include a Night vision infra-red camera, Traffic assist, Blind Spot Warning and a Heads up display. Built on an aluminium and composite chassis and powered by Bentley's 6 litre twin-turbocharged W12 engine matched to an advanced dual clutch 8 speed transmission system. It also features Electronic all wheel steering for the first time, plus active all wheel drive. Performance is 0-60 mph in 3.7 seconds with a top speed of 207 mph. First shown in the second half of 2019, it has already collected a multitude of awards including Luxury Car of the Year. Prices start from £168,300

McLaren 570S GT4 refresh for 2020.

The most successful GT model from McLaren, the 570S GT4 racer has been enhanced for the 2020 racing season. Reliability has been improved while reducing servicing and maintenance costs as the model enters its fourth competitive season with customer teams.

A newly developed optional endurance braking kit offers superior braking consistency over longer duration races. The 570S GT4 had its most successful season in 2019, ending the year with a 1-2 finish at the Gulf 12 Hours at the Yas Marina circuit in Abu Dhabi. It also took three series titles in North America, the UK and Scandinavia and victories in each championship it contested during the year.

The homologated braking kit is available as either a factory fitted option or can be retro fitted. It includes bespoke suspension uprights and a new 6 piston front calliper design combined with uprated brake discs and pads. It is still powered by the 3.8 litre twin turbo V8 M838TB engine shared with the 570S Coupe in the McLaren Sports Series. Prices start at £180,000 and includes the quick release steering wheel which was previously an option. For an additional £600 the Sprint Power upgrade increases power to 540PS for race series outside of homologated racing restrictions.





ALWAYS new U6ION electric crossover SUV.

The Shanghai based personal mobility provider ALWAYSs has unveiled its U6ion electric crossover coupe concept ahead of the European launch of the U5 all electric SUV in August 2020. Both vehicles share the innovative MAS (More Adaptable Structure) platform, a unique system that supports high range electric vehicles to suit a variety of lifestyles, functions and configurations. The U6ion combines the relatively low weight of the MAS platform with a light motor and battery pack to improve vehicle range. The fastback style roofline incorporates a dome glass surface. The front bumper incorporates a number of aerodynamic elements and unique LED headlights are paired with a daytime running lights system. The 21 inch two tone low-drag sports wheels aid the aerodynamic performance, helping to give a class leading drag coefficient of 0.27. The interior has a squared multi-functional sports steering wheel in front of a 7 inch floating gauge cluster providing essential driving information. The 'grip shift' by the drivers side is a unique drive selector inspired by the throttle levers in powerboats. There is also a 14.6 inch touchscreen in the centre of the dashboard. It also features adaptive cruise control and auto emergency brakes.



Something to look forward to is the 60th birthday celebrations for the iconic Jaguar E-Type in 2021. The E-Type club are planning an exciting weekend of fun on the 12th-13th June 2021 at Shelsley Walsh hill climb course in Worcestershire. There will be plenty of track action and an E-Type Hall of Fame, which will include 9600 HP, the original 1961 Geneva Motor Show launch Press car. The theme is the Swinging Sixties, cars music and fashion, with an array of amazing E-Types from around the World.



When launched in 1961, the E-Type cost £2,097 and was 150 mph sports car for the fraction of the price of a Ferrari or Aston Martin. Over 72,500 were built of which 83% were exported. Even Enzo Ferrari described it as 'The most beautiful car in the World'.



Škoda tease first sketch of new Octavia vRS iV

The Czech manufacturer has released exterior design sketches of the new sporty range topping, fourth generation Škoda Octavia. Twenty years after the release of the first Octavia vRS, the new Octavia vRS iV will be the first plug-in hybrid Škoda vRS model. The hybrid powertrain generates a system output of 180 kW (240 bhp) and boasts superior fuel economy and low CO2 emissions. It was due to have been unveiled at the Geneva Motorshow, which unfortunately was cancelled due to the Coronavirus pandemic.



Halfords Yuasa Racing unveils new livery for 2020.

At their Droitwich headquarters, Honda Yuasa Racing revealed their 2020 Honda Civic Type R FK8 that will race in the British Touring Car Championship. The cars will be driven by triple Champion Matt Neal and his 2019 team mate Dan Cammish, who has just signed a new 2 year contract with the team.

Matt Neal has recovered from an earlier Mountain bike accident in January. While he has been recovering, vital test work has been completed by former team driver and triple BTCC champion Gordon 'Flash' Shedden. The team had hoped to run Shedden in a third car for this season, but were unable to secure a third entrants licenses from TOCA. The season had been due to start at Donington Park on the 29th March but due to the current suspension of motorsport until the end of July, the first three meetings at Donington Park, Brands Hatch and Silverstone have been postponed.

Mazda take 2nd at Daytona 24 Hours.

Having led for 190 laps of the Daytona 24 Hours race, Oliver Jarvis, Olivier Pia and Tristan Nunez recorded Mazda's best overall finish at Daytona in 2nd overall. Only 1 minute 5 seconds behind after 24 hours and having to serve a penalty just before the 12 hour mark.





McLaren F1 GTR 25th Anniversary display.

Concours d'Elegance at Hampton Court Palace Fountain Gardens from the 4th-6th September will feature a special display to celebrate the 25th anniversary of the McLaren F1 GTR victory in the 1995 24 Hours of Le Mans. The McLaren F1 GTR cars that finished 1st, 3rd, 4th and 5th will form a centrepiece display at the event in front of nearly 1,000 motoring legends from Bugatti, Ferrari and many others. The McLaren F1 GTR was an afterthought, demanded by F1 customers that wanted to take their cars racing. The F1 GTR started testing in January 1995, only 5 months before its historic victory at the Le Mans 24 Hours race. Taking four of the top five places and the top four GT1 positions, it is a major achievement for a road car with just a few modifications. It beat many vehicles designed specifically for the race circuit. All four cars will be on display with the winning Kokusai Kaihatsu Racing car driven by JJ Lehto, Yannick Dalmas and Masanori Sekiya in pole position.

All New Seat Leon.

The fourth generation of SEAT's best selling model, the Leon, was launched in January 2020 and should soon be available in the UK. This latest model is evolutionary, with a redesigned front end and longer bonnet, giving a more assertive appearance. The A-posts are more upright, giving improved visibility.

It has been developed with real-world driving in mind and comes with a range of powertrains which now include electrified variants to boost efficiency. It is available as petrol (Tsi), diesel (Tdi), mild hybrid (eTsi) and plug-in hybrid (eHybrid). The 1.4 litre Tsi petrol engine and electric motor 13kWh lithium-ion battery pack and 6 speed DSG transmission combine to produce 150kW/200 bhp. It is recharged via a 3.6kW AC inlet and can be fully charged in less than three and a half hours. The plug-in hybrid version also allows users to drive via just the electric motor for around 38 miles, with no emissions, perfect for cities.



Fiat City car Hybrid line-up.

The Fiat 500 and Fiat Panda become the first Fiat Chrysler Automobiles (FCA) city cars to be fitted with new petrol hybrid technology. These Fiat icons in Europe have around 400,000 vehicles sold each year. Using the 3 cylinder Firefly 1 litre petrol engine with a 12 volt Belt-integrated Starter Generator (BSG) electric motor and a lithium battery that delivers 51 kW (70 hp), they provide up to 53.3 mph with CO2 emissions as low as 88g/kg in the 500 and 49.6 mpg in the Panda. They are fitted with a 6 speed manual transmission, transverse gearbox, front wheel drive. The 500 Mild Hybrid has a top speed of 104 mph with a 0-62 mph time of 13.8 seconds. The Panda Mild Hybrid has a maximum speed of 96 mph with 0-62 mph in 14.7 seconds.

The Fiat 500 Mild Hybrid starts from £12,665 on the road, with a special launch edition with exclusive exterior paint colour and interior fabrics are £167,795 OTR.

The Fiat Panda Mild Hybrid starts from £13,855 OTR with the launch edition costing £14,385 OTR.



Nissan Leaf completes UK's longest autonomous journey.

The HumanDrive project jointly funded by the UK government through the Centre for Connected and Autonomous Vehicles (CCAV) and Innovate UK plus nine other consortium partners has come to a conclusion. Led by Nissan Europe, the project explored how new technologies can make autonomous vehicle systems feel more human-like and natural.

The project achieved a major milestone after completing a 230 mile autonomous journey across the UK. The journey included complex roundabouts and high speed country roads with no road markings, white lines and kerbs. The test vehicles included Nissan LEAFs, featuring GPS, radar, LIDAR and camera technologies that build up a perception of the world around it. This allows the system to make decisions about how to navigate roads and obstacles it may encounter on a journey.



Zenvo TSR-S

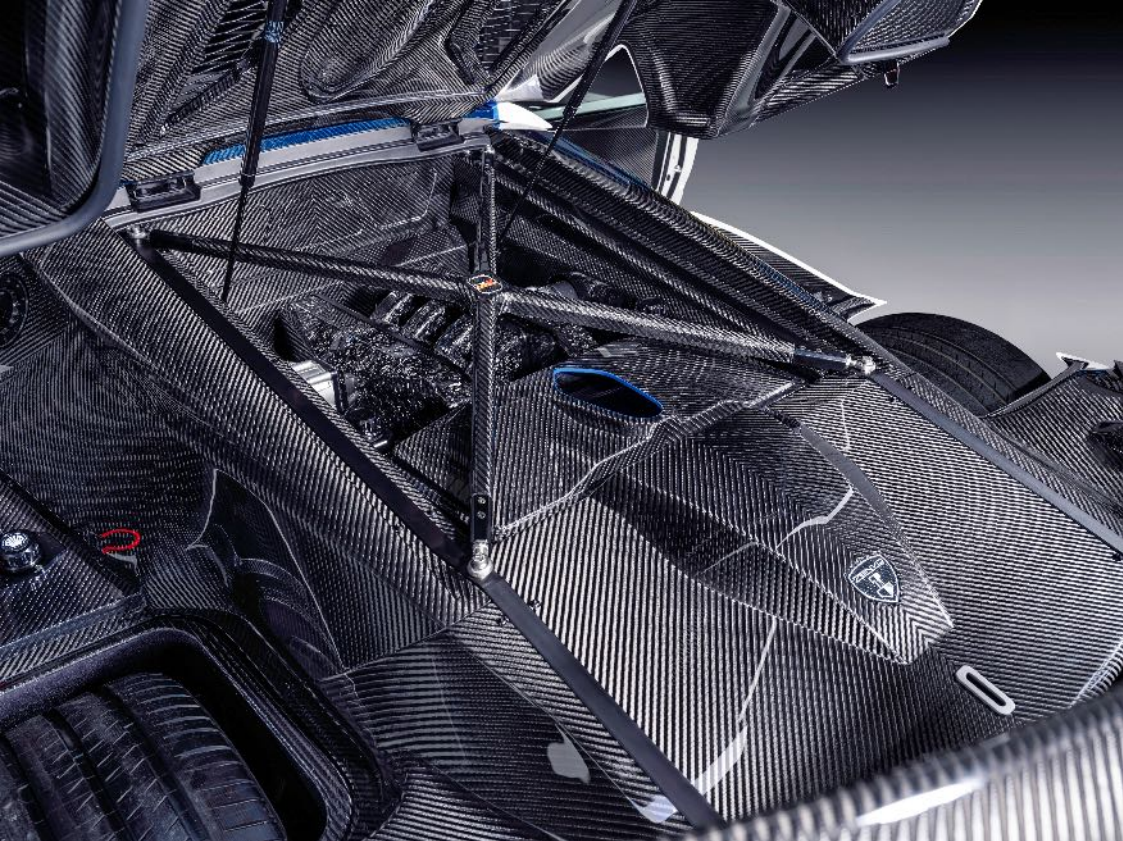




Danish hypercar manufacturer Zenvo have revealed their latest commission of 1,177 bhp twin-supercharged V8 TSR-S hypercar. This 2 door, 2 seater mid engine rear wheel driver hypercar has a carbon fibre body fitted to a lightweight steel and aluminium semi-monocoque chassis with front and rear racing steel sub-frames.

This vehicle is the first example to feature the latest carbon-fibre innovations from Zenvo, which includes full fragmented carbon fibre wheels which weigh 15 kg less than aluminium variants and bespoke weave design on exposed carbon-fibre body sections. Each wheel takes two technicians about one week to create and can be colour tinted as required. The geometric pattern carbon-fibre visible within the blue tinted central stripe is a further evolution of Zenvo's class leading carbon-fibre technology and personalisation options. This technique has





that has become a trademark of the brand. It offers two changeable modes, Road and Race, controlled by tactile aluminium switchgear on the steering

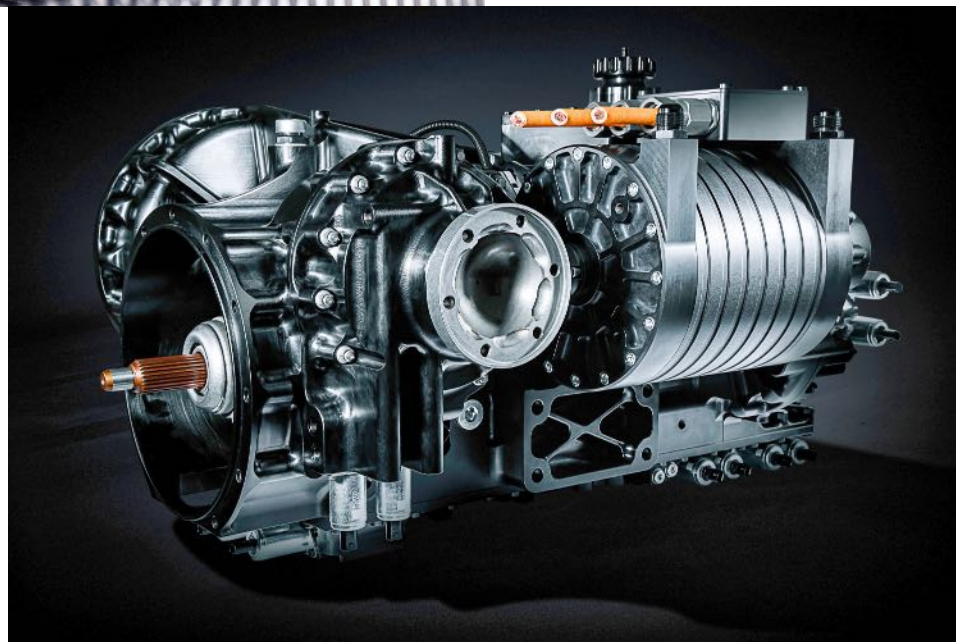


wheel. In Road setting, the changes are electronically assisted to remove the usual harshness of a traditional 'dog-box'. Race mode allows for exceptionally fast and direct mechanical changes usually only offered in fully fledged race cars. The latest development in this innovative gearbox

is the addition of a hybrid module which yields a power boost, further traction control and even the addition of an eighth forward gear with the electric motor providing reverse drive.

also been used on the exposed carbon-fibre side pods, with the Zenvo logo emblazoned within the material in an opposing herringbone pattern. These new weave patterns can be tailored to the client's specification. This is a road legal version of the TSR track day car.

Constant development within Zenvo has also seen the creation of a hybrid gearbox, which increases drivetrain capabilities for future models. The 7 speed gearbox with helical-cut dog gears



The TSR-S is Zenvo's flagship model, combining the road going capabilities of the TS1 GT with the track performance of the TSR and is powered by an aluminium 5.8 litre twin-supercharged flat-plane V8 engine, developing 1177 bhp. With the super lightweight carbon-fibre construction and exceptional aerodynamics including Zenvo's



patented Centripedal rear wing, which reacts to steering inputs to create high levels of downforce while cornering. It accelerates from 0-62 mph in 2.8 seconds and does 0-124 mph in just 6.8 seconds with an electronically limited top speed of 325 km/h.

The TSR-S costs €1.45 million and Zenvo hand build five cars per year at its factory in Præstø in Denmark, which offers unparalleled exclusivity in the hypercar sector.

Questmead Stages Rally 2020

1st March 2020. Three Sisters Circuit.

By David Goose of Motorsport Imagery



Overall Rally winners, John and Alex Stone in their very quick Ford Fiesta RS WRC



Matt Pierce and Phil Turner in the Ford Escort Mk2, 3rd in class and 5th overall

Questmead Stages Rally 2020.

Organised and run by Warrington and District Motor Club and sponsored by Questmead for the second year, this years Stages Rally held on the 1st March at Three Sisters Circuit near Wigan in Lancashire proved to be one of the last events to take place, before the almost inevitable cancellation of a few and then all sporting events as a result of the Coronavirus Pandemic. Entrants weren't to know this during the event and many of the competitors would be garaging their cars for many weeks or

© Motorsport-Imagery



The ever popular Peugeot 205 GTi, driven by Nicholas Taylor and Ross Hammond, great for low cost rallying. Finished 17th overall and 8th in class

months at the end of the day.

Weather on the day was pleasant in the morning, allowing the front runners to press hard, with John and Alex Stone in their Ford Fiesta RS WRC taking fastest stage times on 9 of the 11 stages, sharing one fastest time with Jason and Lee Wilson in the Darrian T90, the Wilsons taking

fastest stage time on the remaining two stages. Not surprisingly, John and Alex Stone were winners of the overall event with a lead of almost a minute from second placed Tom Morris and Colin Harkness in their Skoda

Fabia S2500. Third place went to the Darrian of the Wilsons. Although the Darrian pair had three fastest stage times, the overall consistency of the Skoda pairing gave them a 2nd place by just 5 seconds in the end after 11 stages and around 25 miles of tarmac rallying.

The class winning Nisan Micra of Andy Walshaw and Lacey Brown



© Motorsport-Imagery

Tom Urquhart and Chris Cooper, Nissan Micra 7th in class and 44th overall



© Motorsport-Imagery

© Motorsport-Imagery



Rob Cox and Joe Graham in a Ford Escort convoy finished 5th overall and 2nd in class.

© Motorsport-Imagery



Andrew Potts and Dave Wilkinson, BMW Mini 5^{gth} in class and 23rd overall.

© Motorsport-Imagery



Ryan Burns and Shaun Hughes retired the Opel Corsa with a blown engine

© Motorsport-Imagery



Richard Slinger and Stuart Walker, Ford Escort Mk2 6th in class 14th overall



© Motorsport-Imagery



Mark Jasper showing off the handling of the Ford Escort Mk2 on his way to 3rd in class and 4th overall

© Motorsport-Imagery



James and Victoria Swallow, BMW 328 Compact finished 5th in class and 11th overall



© Motorsport-Imagery

Pete Gabbattis and Tania Moss in their Ford Escort RS200 Doopt Snoot finished 24th.



3rd place overall for the Darrian T90GTR of Jason and Lee Wilson

In true local rallying tradition, the field was well spread with a good assortment of "tail wagging" MK II Escorts present, but also a good variety of other classic Rally cars. Amongst the usual Peugeot's, Subaru's Corsa's and Micra's, there was a Volvo 242 Turbo and a Sunbeam Imp Sport. The Imp was unfortunately withdrawn after stage 4 whilst the impressive looking and sounding Volvo finished 47th overall



Bill Hignett span the Ford Sierra near the stage start and beached it in the very soft infield

after very slow times on stages 6 and 11 left them almost 10 minutes behind the eventual winners.

Junior driver of the day must have gone to young Sam



David Smith and Carare Lonut, Volvo 242 turbo finished 7th in class and 47th overall

© Motorsport-Imagery

Pattison driving in the Junior class in his Skoda Citigo, Archie Swinscoe's old car from last season.. Driving in his first event, just a week after learning how to drive and getting his race licence, with just one day at Ty Croes driving the car at speed, he finished 34th overall, 6th out of 13 in class and remarkably set 3 fastest stage times. Sam only turned 15 years old later in the month, surely someone to watch for rally success in the future.



© Motorsport-Imagery

Nick and Heather Stamper suffered a seized engine on stage 2 in their Ford Escort MK2 .



Adam Williams and Rachael Atherton in their 27 year old Subaru Impreza finished 4th in class, 8th overall.



Sunbeam Imp, Ron Aspinwall and Alan Kitson



Very promising newcomer Sam Pattison on his first rally in the Skoda Citigo

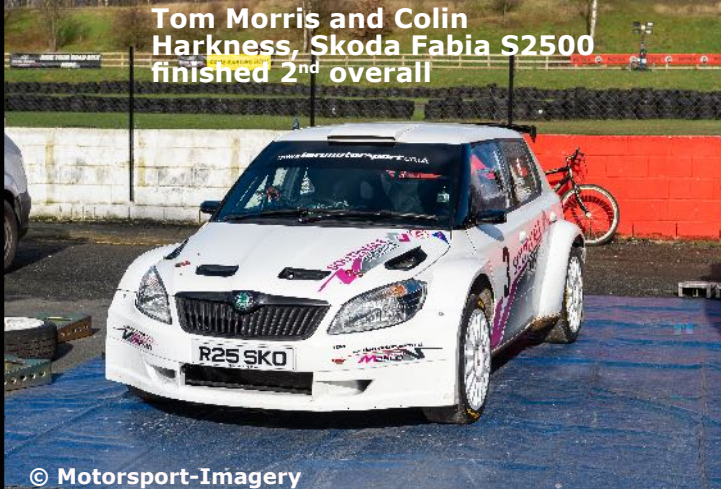


Mike Riley and Phil Gough, Ford Escort MkII finished 25th overall.



Harry Walshaw and Ian Bass in the Junior class Nissan Micra

Tom Morris and Colin Harkness, Skoda Fabia S2500 finished 2nd overall



© Motorsport-Imagery



James Hancock and Emma Morrison in the junior class Citroen C1, 5th in class and 33rd overall



Derwyn Roberts and Merfyn Williams in the Ford Escort Mk3, 2nd in class and 13th overall.



Stephen and David Terry prepare their Nissan Micra



Ian and Robert Hopkinson, Vauxhall Astra 5th in class and 37th overall.

VSCC Herefordshire Trial

14th-15th March 2020
By Peter McFadyen

Charles Gillett's Bugatti Brescia wades through the mud on its way to third in class for SWB Standard cars



© Peter McFadyen

Herefordshire Trophy winners Don and Helen Skelton at Marcle Hill on their way to another full score

VSCC Herefordshire Trial

The Herefordshire Trial on 14th and 15th March turned out to be the last Vintage Sports Car Club – or any other - competitive event we shall see for some considerable time because, on the very next day, Motorsport UK, Britain's governing body withdrew all event permits until at least 30th April (later extended to 30th June). Leading up to the trial, the major problem faced by the organisers had been the water-logged ground which has plagued the counties of Worcestershire and Herefordshire in particular for many months. Eventually, they had a list of eleven hills to be tackled over the two days including one to be used both days. As it turned out, after a fine, dry day on Saturday, heavy overnight rain made two of Sunday's hills unusable so another of the Saturday hills was quickly brought in for a repeat run.

The first day saw three competitors score maximum points,



© Peter McFadyen

Chris Williams tips his bowler hat as he takes the Riley Special through the Herefordshire countryside at Marcle Hill



David Rolfe's M Type MG ran wide in the mud at Sipping cider with spectacular but non-damaging results



Holden Vintage proprietor Jeremy Holden made a confident climb to the top of Marcle Hill in his 4½ litre Vauxhall A-Type



Justin Maers went well in his GN Touring on Saturday but didn't turn out on Sunday



Jessica Smith storms Marcle Hill in her Austin 7 Sports

Don Skelton and Richard Houlgate in Austin 7s and Simon Price's Ford Model A Special. Their scores all included a bonus of 10 points for tackling the optional stop and restart on The Hyde Halt and reaching the top of the hill. Six other drivers who chose not to risk the stop achieved the basic maximum without the bonus but at least one leading contender, Peter Kite in his GN Sports, failed the restart putting him 23 points behind the leaders and effectively out of contention. The Hyde Halt was the hill added to Sunday's hills to make up for the overnight

cancellation so another 10 point bonus was on offer and the three leaders all scooped up the extra points again. They also all scored maxima on all but one of the other hills.

That one was the hill known as Sipping Cider due to its location at the Crumpton Oaks cider orchard and it is always popular with competitors and spectators alike. Thanks to very difficult and muddy conditions not far up the hill,



The engine in Jon and Ian Polson's Austin 7 Chummy simply expired half way up Marcle Hill leaving them to be rescued by the recovery crew



scores were low and the only one to score more than 12 points was Peter Kite in his GN who made it all the way to twenty. Of the three leaders it was Don Skelton who scored 12, Simon Price made it to 10 but Richard Houlgate's engine drowned in the mud splash leaving him with just four points so that was the final order both overall and in the ultra-competitive class for short

Jon Fleming finished seventh overall and in class, taking a 2nd Class award

Fred Waite's Cambridge-spec Austin 7 nears the top of Marcle Hill



© Peter McFadyen

Matthew Parkin's Trojan Utility amazed again with its ability to keep climbing at seemingly impossibly low speeds



© Peter McFadyen

Rob Hubbard's H-Type Vauxhall 30-98 emerges from the mud watched by Stephen Harrold whose Ford Model A has already attempted its climb and is waiting to return to the bottom of the hill



© Peter McFadyen



© Peter McFadyen

Winner of the class for standard LWB cars, Matthew Roberts about to achieve full marks at Marcle Hill



Peter Batty brought his Ford Model T Special home in 11th place overall

© Peter McFadyen

© Peter McFadyen



Second overall, Simon Price's Ford Model A Special slides to a halt at the 10-point marker, two short of his rival Don Skelton's score, the only difference between them all weekend

wheelbase (SWB) modified and special cars.

The equivalent class for long wheelbase (LWB) cars was also closely contested, David Saxl's Riley 12/4 Special ending up just three points ahead of the Morris Cowley of John Higgs scoring 222 and 219 points respectively. Likewise, among the Standard SWB cars, Michael Power driving an Anzani powered GN finished the two days just two points ahead of Sam Garland's 1½ Litre HRG in another close and fascinating contest. The LWB Standard cars' class was a tussle between Matthew Roberts and John Wiseman, both driving Model A Fords, which the former won relatively comfortably.



Bob Thompson and his partner adjust the tyre pressures on their Austin 7 Chummy before tackling Marcle Hill



© Peter McFadyen



Richard Houlgate's Austin 7, stopped by wet electrics, is pushed clear

Young Archibald Collings, guided by the very experienced Ben Collings, achieved one of the highest scores, 12 points, at the very muddy 'Sipping Cider'

© Peter McFadyen



Peter Kite's GN Sports sprays the mud at Sipping Cider on his way to setting the highest score of all at the hill

Bob Northover's Chummy slithers in the Sipping Cider mud



© Peter McFadyen

Derek Brown concentrates on driving while his bouncer enjoys the experience



© Peter McFadyen

© Peter McFadyen



Matthew Roberts' Model A Ford and Harry Peake's Austin Chummy head a group of cars awaiting their turn to attempt the climb at Sipping Cider

Intelligent Money British GT Championship Media Day

March 3rd Snetterton
by David Goose & Stuart Yates of Motorsport Imagery



Kelvin Fletcher & Martin Plowman
JRM Racing Bentley Continental GT3

Reigning Champion Jonny Adam and new partner Ahmad Al Harthy in the Aston Martin V8 Vantage GT3



© Motorsport-Imagery

The new 2020 season has a full 35 car entry, which includes 19 GT3 cars, up by 4 on last year and the most since 2014, also outnumbering GT4 cars, again 2014 being the last time this happened.

Reigning GT3 Champions Graham Davidson and Jonny Adam now have new partners, Davidson is joined by Tom Canning who claimed the GT4 title with TF Sport last season and Adam will be sharing the drive with Ahmad Al Harthy.

Al Harthy returns after being away from the series since 2015 said "I'm really looking forward to coming back to British GT, it's a championship that has meant a lot to me over the years," said Al Harthy. "It's going to be a very competitive field and I'm proud to have Oman Racing back in Great Britain and with TF Sport – we have won so much together – and to have Jonny in the car with me is fantastic as well.



© Motorsport-Imagery

Tom Canning joins Reigning Champion Graham Davidson in the TF Sport Aston Martin V8 Vantage GT3

Adam will be doing his best to extend his success in British GT's, winning the title this year would be his fifth with as many co-drivers in six years and third in a row.

GT3 will see a new team joining the grid this year, entering the championship are 2 Seas Motorsport who are entering a pair of McLaren 720S GT3s.

The Anglo-Bahraini team's Silver Cup driver combinations comprise 2019 GT4 title contender Dean Macdonald and Angus Fender, who claimed two GT3 podiums last season, as well as Porsche GT3 Cup Challenge Middle East graduate Isa Al-Khalifa. The latter, whose British GT co-driver will be confirmed in due course, co-owns 2 Seas with business partner Nick Cristofaro. The McLaren Customer Racing team was only established in 2019.

Reigning GT4 Pro/Am champions Kelvin Fletcher and Martin Plowman take a step up to GT3 class with JRM



Shaun Balfe & Rob Bell
Balfe Motorsport
McLaren 720S

© Motorsport-Imagery



John Seale, Adam Hatfield and Jordan Witt
JMH Auto Lamborghini Huracan GT3



© Motorsport-Imagery



Jordan Albert & Matt Cowley in the second
Academy Motorsport Ford Mustang GT4

Racing and Bentley this season. The pair first contested British GT4 together in 2017 before winning the Pro/Am title with Beechdean AMR last season. 2020 will be the first time either driver has raced GT3 cars.

Lamborghini Squadra Corse factory drivers Franck Perera and Dennis Lind will share WPI Motorsport's Huracan GT3 with Michael Igoe this season. The team returns for its first full-season in the Championship's senior class after upgrading to the Lamborghini in time for Snetterton last year. Igoe went on to finish seventh in the Drivers standings thanks to a first podium at Silverstone in just his third GT3 outing before quickly establishing himself as a front-running Am.

Franck Perera will share this years drive with Dennis Lind alongside Michael Igoe in the Lamborghini Huracan GT3 EVO



© Motorsport-Imagery

One of the most successful GT teams, Beechdean AMR will field two Aston Martin GT3 cars for the first time. Andrew Howard is joined by 2015 GT4 champion Ross Gunn, while Jack Mitchell and Valentin Hasse-Clot share

Andrew Howard & Ross Gunn in one of two Beechdean AMR Aston Martin Vantage GT3



the second car.

Optimum Motorsport make the switch from Aston Martin GT3 cars to the McLaren 720S, behind the wheel will be the Pro/Am pairing of Martin Berry and Nick Foster. Berry said "I am hugely excited to be competing in British GT for the first time, a championship with such a deep history and across some incredibly iconic tracks, I am fortunate to

© Motorsport-Imagery



Martin Berry & Nick Foster Optimum Motorsport McLaren 720S

be partnering up with the very talented and fellow Aussie Nick Foster, together with the support of the fantastic team at Optimum Motorsport". An equally jubilant Foster claimed "I'm very excited to be joining Optimum Motorsport and to be racing the McLaren 720S in the British GT Championship with my good mate Martin Berry, It's a very strong championship, so I'm expecting an exciting year ahead".



Shamus Jennings & Greg Catan
G-Cat Racing Porsche 911 GT3

© Motorsport-Imagery

The Am/Am pairing of Shamus Jennings and Greg Catan will contest the full season this year with the G-Cat Racing Porsche 911 GT3 R. having joined the series from mid season last year. They had several GT Cup outings toward the latter part of last year continuing to familiarise themselves with the car after racing in the Carrera Cup GB.

Barwell Motorsport are back again in 2020 with a pair of

Lamborghini Huracan GT3's, Adam Balon and Phil Keen in one car then long time BTCC driver Rob Collard along side Sandy Mitchell in the second. After 20 years and 15 race wins in BTCC it will be a new challenge for Collard who put it down to his sons' recent GT exploits that convinced him to make the switch to GT's.

"After 20 years in the BTCC I was looking for a fresh challenge in motorsport," he said. "Watching my sons Ricky and Jordan's fantastic success over the last few seasons racing in GT3 and GT4 in Europe, I have definitely had my head turned and wanted to try something new. Driving a Lamborghini for such a successful team as Barwell Motorsport will be one of the highlights of my career."

Mitchell, the younger of the pair by quite a way has a proven track record in the GT Championship and GT3 racing, taking wins in both the United States and Europe. On having Rob as a partner he commented

"Rob has a huge amount of motorsport experience at the highest level of saloon car racing and I can't wait to share the Lamborghini with him. Sure it's his first season in the British GT Championship, but you don't win 15 BTCC races without knowing how to handle a car, get the best from it and beat the opposition. That's something I'm looking forward to doing together."

In GT4 it seems as though the car to be seen in, is the McLaren 570S with half the teams using them, the remaining teams opting for the new Toyota Supra, Audi R8, BMW M4, Ford Mustang and Aston Martin Vantage.

Notable entries this year are Harry Hayek and Katie Milner at Tolman Motorsport in a 570S. Sam Smelt and series newcomer James Kell at Speedworks Motorsport will have one of just six GR Supras competing worldwide.

Sam Neary Team
ABBA Racing



© Motorsport-Imagery

© Motorsport-Imagery



The unmissable pink RAM Racing Mercedes AMG GT3 of Sam De Haan & Patrick Kujala



© Motorsport-Imagery

Will Moore & Matt Nicoll Jones in the Academy Motorsport Ford Mustang GT4

Chris Wesemael & Guss Bowers HHC Motorsport McLaren 570S GT4



© Motorsport-Imagery

Former GT4 Champions HHC Motorsport have entered two McLaren 570s, one will have series debutants Gus Bowers and Chris Wesemael for whom it will be their first foray into GT racing.

Team Academy Motorsport with their Ford Mustangs alongside the road going car



© Motorsport-Imagery

Academy Motorsport bring two Ford Mustangs to the grid, Will Moore and Matt Nicoll-Jones in one and a second with Jordan Albert and Matt Cowley.

Defending both it's GT4 Drivers and Team titles TF Sport enter a pair of Aston Martin Vantages. Patrick Kibble returns for a second season alongside Conner O'Brien, the second pair being Jamie Caroline and Daniel Vaughan.



Jamie Caroline & Daniel Vaughan TF Sport Aston Martin Vantage AMR GT4

© Motorsport-Imagery

Test times on a cold and damp Snetterton track were topped by Shaun Balfe who set the days fastest time during the morning session, only a second of the 2019 GT3 qualifying time, the afternoons fastest time being set by Jonny Adam.

Times in GT4 had TF Sport finishing one-two in both sessions, Daniel Vaughan going quickest with a 1m57.355 set during the morning.



Jon MacKenzie Autotests

Curborough - 8th March 2020
By Simon & Janet Wright.

Stuart Perren in a Retrotester was awarded The Garth Weaver Trophy

Winner Malcolm Livingston in the Lindsay Special 1600 tackles one of the tests around the paddock at Curborough



end of a fascinating days competition was Malcolm Livingston at the wheel of the bright red Lindsay Special 1600 (D7), who scored a total of 839.9 points to win The Harry Yapp Trophy, also scoring the lowest total in Class D. In 2nd place overall, and winning The Jack Grainger Shield was Paul Swift in his Mini Special 1400 (D8), also in Class D, with a total of 874 points. In 3rd place overall was Dave Mosey in the blue Mini Special 1430 Dave (D6), also in Class D with 907.6 points. Also in Class D, Stuart Perren in a Retrotester (D1) was awarded The Garth Weaver Trophy in 5th place in class, 12th overall with a total of 995.9 points.

John Moffatt driving a Westfield (C4) took Class C and the Harvey Cup, with a total score of 917.1 points, finishing

Hagley District Light Car Club organised the Jon MacKenzie Autotest at Curborough at the beginning of March just before all motorsport was closed down by Motorsport UK due to the World wide Coronavirus pandemic. The first round of the 2020 BTRDA Autotest Championship saw a reasonable entry tackle the sixteen tests laid out around parts of the Curborough sprint track near Lichfield, in the heart of England. This was a proper autotest, forward and reversing action with cars using plenty of handbrake to slide the rear of the vehicle round before reversing in to 'garages' or along parts of the course between the marker cones.

The entry was split into six classes, with each class competing for their own award. The overall winner at the

© Simon Wright



Paul Swift Mini Special won the Jack Grainger Shield in 2nd place.



Class winner John Moffatt in the Westfield

© Simon Wright

4th overall. He beat Christopher Chapman in a Striker (C9) with a score of 929.5 points, who was 7th overall and Ian Chapman at the wheel of a Riot (C6), who scored 946.5 points to claim 3rd in class and 9th overall.

Class A was won by Dave Fox driving a Mini (A3) who claimed the Harry Livingston Trophy with a score of 923.2 point, 6th overall. It was the Mini of Charlie Lower (A4) who took 2nd in class A with a total score of 933.8 points and finished 8th

© Janet Wright



Warren Gillespie Nova won class B

overall. In 3rd place in Class A was Rob Rolston in yet another Mini (A1) who scored 1181 points to finish 22nd overall.

Class B winner Warren Gillespie in the bright yellow Vauxhall Nova (B4) took The Jet Trophy with his score of 1010.8 points in 15th overall, beating Lee Matthews in a Nova (B1) in to 2nd in class with a score of 1191.2 points and 23rd overall. The Best Novice award went to 3rd in class Chris Morrison also in a Nova (B2) who was 25th

overall with a score of 1254.6 points. Finally, Class E saw Joel Colan driving a modern Mini Cooper S (E1) receive The Ack Ack Trophy to finish 27th overall with a total of 1396.8 points. After the first



Joel Colan Mini Cooper won the Ack Ack Trophy

© Janet Wright



A1 Rob Roston mini 3rd in class4

© Simon Wright

round of the Championship, the Gold Star class is led by Malcolm Livingston from 2nd place Paul Swift and Dave Mosey in 3rd. In 4th place is Class C winner John Moffatt with Dave Fox in 6th place, Charles Lower is 8th and Warren Gillespie is 15th.

In the Silver Star category it is Lee Matthews in 1st place in his Nova 1400 ahead of 2nd placed Rob Rolston in a Mini 1380 and Chris Morrison in a Nova 1400.

Finally in the Bronze Star category it is Chris Morrison in his Nova 1400 in 1st place ahead of Philip Edwards in a Suzuki Swift 1000 and Joel Colan 3rd in his Mini Cooper S 1600. On the existing calendar, the next round could be on the 5th of July, organised by Knutsford & DMC depending on the current Coronavirus suspension of events.



© Janet Wright

C3 Chris Atkinson in the Riot Classic

D3 Dave Evans in the Blitz.



A4 Charlie Lower Mini



C6 Ian Chapman in the Riot



D2 Paul Fobister in the Fobby Special

Motorsport News Circuit Rally Championship

Donington Rally 15th March 2020.
By Syd Wall





Frank Bird/Jack Morton Ford Focus 07 WRC -
First car on the first stage in the worst the rain

Donington Rally

The **Motorsport News Circuit Rally Championship** headed to Donington Park for the season finale.

Barry Morris arrived with his Darrian T90 GTR as championship leader, with co-driver Tom Hutchings. Consistency has been the key for him throughout the season but a 10 point lead over Paul Murro's Escort Mark 2 was not insurmountable, even though Murro and co-driver Callum Cross had to take a dropped score. Disasters for both would even give Richard Wells, driving with Calvin Houldsworth, a title hope, 24 points behind but armed with a new R5 Fiesta. But perhaps the favourite for victory on the day would be Frank Bird, multiple winner of MN championship rallies, with co-driver Jack Morton. He was back looking for a 5th win of the season in the Birdy Focus

WRC, but the title was already out of his grasp. And he didn't disappoint, dominating throughout the day and taking all seven stages to win by 2m 54s. Normally a circuit racer, it was quite astonishing to think that his first rally was here, just a year ago. He pushed hard from the off to make sure he had the lead in in very wet conditions and was able to ease up later on as the roads dried in the sporadic sunshine.

Barry Morris however, didn't get a good start. With chicanes all around the circuit and some narrow infield sections making overtaking difficult as the road narrowed, traffic meant he lost time and was as low as 11th after stage 1. His comeback began slowly and after stage 5 he was still only 8th and 7th after stage 6. Now he was within seconds of the three competitors ahead of him but surely the bottom podium position was out of reach with nearly a minute to pull back in just 5.3 miles on the Subaru Impreza



© Syd Wall

Ian Woodhouse and Paul Rowland enjoyed the wet conditions but found gaining 2nd place on the last stage



Jack Atherton's diesel Skoda Fabia RS didn't win many friends among Extinction Rebellion



Chris Ruck and Steve Harris in the Opel Corsa S1600 won all the stages and the season class B title.



Cathy Sewart and Colin Stephens Talbot Sunbeam Lotus finished 3rd in class C but ended the season as champion



Barry Morris and Tom Hutchings at speed in the Darrian T90 GTR+ on stage 6 while still lying 7th on the way the Class D1 and overall titles

© Syd Wall

of John Griffiths. The impossible proved to be possible when Griffiths came 60th on the final stage, dropping over 3 minutes on the leaders and the Darrian man leapt up 4 places to 3rd to take the Championship.

John Griffiths had been enjoying his best showing of the season as he led the Escort Mk2 of previous champion Ian Woodhouse, the pair holding 2nd and 3rd throughout the rally until stage 7. An awful error from the crew led to Griffiths completing 4 laps instead of 3, dropping 10

places to 12th overall.

Ian Woodhouse retained second spot while third place looked set to head the way of Richard Wells in his new Fiesta R5, but he too hit trouble with a sideways trip through the wet grass at the Melbourne Loop. 10 seconds were lost, along with 2 places to Peter Smith's Fiesta R5 and Martin Hodgson's Mk2 Escort, Hodgson also swapping places with Smith on the final stage. Just 17s covered third to seventh, Josh Davey's Darrian



Stage 7 had a lot to answer for with John Marshall and Scott Crawford crashing his Lancer Evo10 based Skoda Fabia Proto

T90 surviving a day-long misfire to beat Steve Tilburn's Escort. The Ford Fiesta of Steve Finch and Ben Dimmack's Mitsubishi Evo 9 rounded out the top 10. We sincerely hope that the championship, which runs throughout the winter from November to March, will be back at Oulton Park in November 2020



Mike English and Andy Robinson Ford Escort Mk2, 2nd to Josh Davey in Class C



Mark Peterson and Jim Bowie in their Citroen C2R2 Max took the season's honours in Class B



Adrian Mayall's rare rallying Alfa Romeo 33 was off the road again later in stage 1 and retired



A tough break for John Griffiths and Nigel Wetton in the Subaru Impreza with a final stage error losing him 10 places

Jonathan Hudson and Adi Collins won Class A in their Suzuki Swift



Paul Murro and Callum Cross had a disappointing event finishing 14th in their Ford Escort Mk2



Richard Wells and Calvin Houldsworth in their Fiesta R5 evo lost 3rd place with a last stage excursion dropping him to 6th but was Class D2 champion

Ron Walker and Amy McCubbin were second in Class A but won the title in the Ford Puma



Steve and Jack Tilburn Ford Escort RS2500, 9th all day but finished 8th thanks to John Griffiths



Ashleigh Morris and Jamie Mactavish Ford Fiesta R200 finished 2nd in Class B



Pete Smith and Patrick Walsh Ford Fiesta R5 were pipped for 3rd by 3s but held 4th by 1s



Joshua and Tamsyn Davey were 6th but only after a misfire was cured by help with spares from Barry Morris April 2020



By the penultimate stage, there's enough grip and speed for Frank Bird to lift a wheel 50 and wave goodbye to motorsport for now...



The 2020 VSCC Measham Night Rally.
Herefordshire.
By David Goose & Stuart Yates of Motorsport Imagery.

Tim Britnell and David Britnell,
Sunbeam 20HP

Best way to plan the route, first of all find a nice flat table



© Motorsport-Imagery

The 2020 VSCC Measham Night Rally

Following several years based at Bruntingthorpe Airfield in Leicestershire, the 2020 event moved base to an Auction site in Leominster in Herefordshire. The new venue provided all competitors with a dry / undercover paddock and a well lit area for both scrutineering and car preparation. There was also a large cafe area and meeting room for the crews to plot the routes.



© Motorsport-Imagery

Two routes were used, the longer option covering 180 miles, the shorter option 150 miles. The longer route was aimed at experienced drivers and navigators, whilst the shorter route was aimed at older cars and novices and teams with less experience. The routes were all based in the area around Leominster with a half way break for all competitors back at Rally HQ just after midnight.

The first part of the event was mostly dry, although a crisp early February night, it was at least dry for those competitors, and there were plenty, driving open topped cars. In the early hours of Sunday morning the weather changed and although not as wintry cold, it did turn wet, uncomfortable for those without a roof.

The entry list comprised an enviable list of classic mostly British sports and Touring cars, including Alvis, Frazer Nash, Austin, Riley, Bentley, Railton, Ford Wolseley, Vauxhall, Talbot, Sunbeam and Morris. These are all fully road legal and the event although timed, is timed for compliance not speed. Competitors have to follow a route

in a target time, but the route is self navigated to pass through several way-points. The target time is calculated using road speed limits, penalties are applied for drivers exceeding this target speed or road speed limits.

Winner of the main event was Peter Dodds and Duncan Wood in their 1928 Riley MKIII Tourer, dropping 58 points to

Chris Adeney and David Siviter,
Austin 7 Chummy

target. A very dominant performance given that the second placed team of Robert and Liz Renshaw in a 1932 Austin Tourer dropped 97 points to target, repeating their 2nd place from last years event.

The Measham Trophy Results

Class 1f Trophy Class Fast

No 11 Peter Dodds & Duncan Wood in their Riley MKIII 4STR Tourer took the overall Measham Trophy

1st in Class No 1 John Potter and David Kirkham Alvis 12/50 TG C&E Sports
2nd in Class No 17 Derek Chatto and Anthony Costigan Ford Model A

Clive Godsell and Annabel Jones meet David Leigh & Alex Laidlaw at the crossroads.



© Motorsport-Imagery



John Potter and David Kirkham, Alvis 12/50

© Motorsport-Imagery

3rd in Class No 2 Clive Godsell and Miss Annabel Jones Frazer Nash Ulster

The Richard Dames-Longworth Trophy for 3rd in Class was taken by Roger and William Twelvetrees in their Riley 12/6 Lynx

Class 1s Trophy Class Slow

1st in Class No 27 Robert Renshaw and Mrs Liz Renshaw Austin4 Seat Tourer
2nd in Class No 23 Louis Parkin and Eric Harris Ford Model A Tudor



Tom and Jack Peppiatt, Austin 7

© Motorsport-Imagery

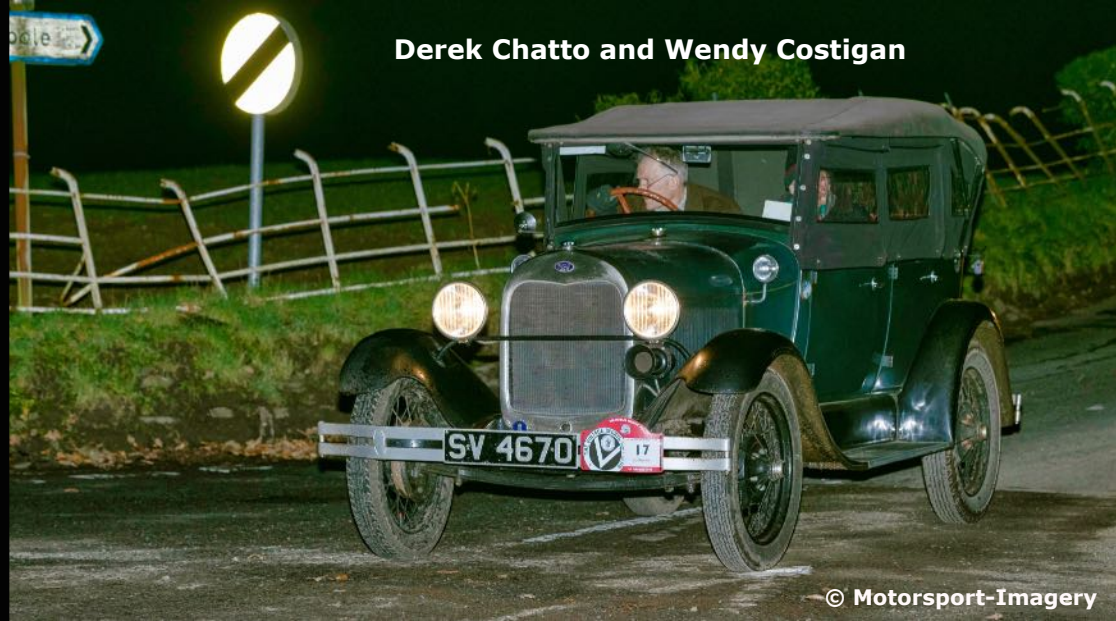
Class 2v Clubmans

1st in Class No 29 Tim and David Britnell Sunbeam 20HP
2nd in Class No 35 Paul and Harry Hoskins Sunbeam 20



© Motorsport-Imagery

Graham Rood and Thomas Campbell, Riley Sports



Derek Chatto and Wendy Costigan

© Motorsport-Imagery

Class 3v Champagne

No 39 Gordon Hodgkinson and Neville John Styles Talbot 14/45



© Motorsport-Imagery

Paul Hoskins and Harry Hoskins, SUNBEAM 20



Robert and Liz Renshaw,
Austin 4 seat Tourer

© Motorsport-Imagery



© Motorsport-Imagery

Neil Thorp and Dr. Christopher
Robert Pearson, Railton Ranalah



© Motorsport-Imagery

Steve Allen and
Richard Goodman

April 2020



© Motorsport-Imagery

Peter Dodds and Duncan Wood

Archive Photo of the Month.

By Pete Austin.



'I don't know where the time goes but it is 50 years since I took this photo at the 1970 Race of Champions at Brands Hatch. Race winner Jackie Stewart is seen rounding Druids in his Tyrrell March 701 and just coming into shot is the 2nd placed Lotus 49 of Jochen Rindt.

Chester Rally Revival 2020

28th-29th February 2020

By David Goose of Motorsport Imagery.



Nicky Grist gives the Toyota Celica GT4 a good wash in the Oulton Park floodwater

Ian Gwynne and David Evans in the ex Colin McRae Subaru Legacy RS GpA



Chester Rally Revival 2020

The last weekend of February saw the inaugural running of the Chester Rally Revival, an event aimed at celebrating the 25th anniversary of Colin McRae's victory on the World Rally Championship in 1995 and also his second victory in the Network Q RAC Rally. The 1995 championship and RAC Rally were clinched at the famous Chester Racecourse with the celebrations taking part under the shadow of the main Grandstand.

The revival, the first to mark the event was effectively a tour of Cheshire and Shropshire, taking in some of the classic locations used back in the 90's. The Friday night was a Ceremonial start

at Chester Racecourse with many Rally celebrities taking part in the festivities. Jimmy McRae, Ian Gwynne and Nicky Grist amongst the crowd favourites present throughout the weekend.

© Motorsport-Imagery



Paul and Zak Hughes in the stunning Ford RS200

The tour started at Chester Racecourse on the Saturday morning with 65 cars entered for the untimed event. Visits included Rednall Kart Track, Oulton Park Race and Rally circuit as well as the famous World's End Road in Llangollen. Several other points were used on the tour but these were used as private locations not suitable or available for spectators.



© Motorsport-Imagery

Ken Rowlands and Daniel Lea, Ford Escort Mk1

Leading the field on the road was Colin McRae's father Jimmy in the Vauxhall Firenza Can-Am, co-driven

Philip Owen and Lucy Owen-Moczdadlo in the Subaru Impreza



© Motorsport-Imagery

by long time rally partner Pauline Gullick. 2nd on the road was the much more modern Toyota Celica GT4 of driven by Nicky Grist, famous for co-driving for many WRC rally victors in the past including Colin McRae, co driving for him on the tour was double British Rally Champion Matt Edwards. Well known national rally legend Ian Gwynne completed the top three starters driving Colin McRae's 1992 Subaru Legacy RS.



© Motorsport-Imagery

Colin's father, Jimmy McRae and Pauline Gullick in the Chevrolet Firenza Can-Am



© Motorsport-Imagery

Throughout the entry list classic rally cars of several generations were present, from Ford Escorts (Mk I and Mk II), Subaru Impreza's, Mitsubishi Evo's, Talbot Sunbeams, a pair of Ford RS200's, Mini Cooper S, Chevette HSR, Rover SD1, a Lancia Fulvia and many more classic Rally Cars. Craig Pennington in his VW Polo WRC prototype was one of the more up to date entrants, however despite all the modern equipment, the

© Motorsport-Imagery



John and Carole Jackson, Austin Mini Cooper S 1275

car struggled on the wet and slippery rally stage at Oulton Park, pleasing the Oulton crowds with his enthusiastic driving!

John and Gareth Lay in the Proton PERT 2000



Shaune Clorley and Andy Tomlinson, Talbot Sunbeam



© Motorsport-Imagery

Paul and David Griffiths, Ford Escort



© Motorsport-Imagery

© Motorsport-Imagery

Rupert Lomax & Rich Jones, Subaru Impreza



© Motorsport-Imagery



Looking even smaller than the Stratos, Paul Mankin and Peter Scott in the Clan Crusader



Melvyn Lewis and Clive Jones Hawk Stratos Gp4

A great event and despite the apparent informality one which surely took the organisers a huge amount of effort. The organisers of the event have declared that they will make an announcement on a future event in May but no more details have been made available. It has been

reported that this years Chester Revival was a one off, based on its success maybe it will be run again but no date is set for when. Overall it seemed that tour entrants and spectators alike enjoyed the event, and am sure, they would welcome a repeat in the future.

Chris Nixon and Callum Lewis
in their Ford Escort mk 1



© Motorsport-Imagery

Chris Rae and Terence May,
Toyota GT86



© Motorsport-Imagery

Paul and Jonathan Davies,
Vauxhall Chevette HS



© Motorsport-Imagery

© Motorsport-Imagery



Neil & Arlene Calvert Ford Lotus Cortina Mk1

Craig Pennington and Stefan Tarasek
in the very capable VW wrc prototype



© Motorsport-Imagery

© Motorsport-Imagery



David Bonning and Ross James,
Ford RS200

Keith and Vicky Gapper,
Ford Escort Mk2



© Motorsport-Imagery

© Motorsport-Imagery

Guy and Florence Butler,
Toyota Supra 3000



© Motorsport-Imagery



looking and sounding great, Ken Powell
and Richard Wise in the Rover SD1



© Motorsport-Imagery

Bryan Haddock and Gary Lowder,
Subaru Impreza



Unnamed Classic Car Group meeting.
Old Wagon and Horses, Kidderminster.
23rd February 2020.
By Simon & Janet Wright



© Simon Wright

The unnamed Classic Car Group had their last physical meeting on 23rd February 2020 at the Old Wagon and Horses public house. An overcast Sunday lunch time saw a reasonable turnout of more modern classic cars brave the cool but dry weather.

The first car on display as you entered the field was a 2005 Volkswagen Golf R32. The VW Golf Mk5 3.2 litre hot

hatchback was launched in November 2005. The 3.2 litre VR6 engine was improved from the previous Mk4 version with an extra 10 bhp, taking it to 247 bhp and 236 ibft torque. It has an electronically governed top speed of 155 mph and a 0-62 mph time of 6.5 seconds, reduced to 6.2 seconds with the Direct-Shift Gearbox. This makes it fractionally faster than the previous Mk4



© Janet Wright

version, even though it is 40 kg heavier. The car also features the Haldex Traction-based 4motion part time four-wheel drive system.

The most eye-catching car on display was a 1989 Toyota MR2 in the white Martini Racing colour scheme. The MR2 is a two seater transverse mounted mid-engined rear wheel drive sports car from Japan, which was manufactured between 1984 to 2007. This was a first generation model with the 1587cc engine which developed over 114 bhp. This gave a 0-60 mph time in the mid eight seconds.

At the other end of the performance scale was a pristine Citroen 2CV6 Special Dolly in a colourful red and white paint scheme. The French 2CV was first introduced in 1948 with its air cooled, front engine, front wheel drive, economy car. Between 1948 and 1988 more than 3.8 million cars were produced. The Dolly Special edition was introduced in March 1985, with the red and white scheme in the second



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**1937 Morgan
3 wheeler**

© Simon Wright



Austin A30/35

© Simon Wright



Mazda MX5 & Porsche Boxster

© Janet Wright



LDV Pilot Motorhome

© Simon Wright



**Bond Equipe 6
Special Edition**

© Simon Wright



Toyota Corolla

© Janet Wright



**Saab 900 SE turbo
Convertible**

© Janet Wright



Ford Escort Mk3

© Simon Wright



Lexus GS430

© Simon Wright

series which came out in September 1985 and was aimed at the female buyer, who made up 40% of 2CV owners of the period.



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A much more unusual car was the green 1966 DAF Daffodil. This small family car from the Netherlands was manufactured by DAF from 1961 until 1967 as an export version version of the DAF 750, with a more luxurious finish and chrome on the exterior. It used the 746cc four stroke, air cooled 2 cylinder Boxer engine which produced 30 bhp.

It has a maximum speed of 65 mph and a 0-50 mph time of 29 seconds. It used the same continuously variable transmission as used on the previous DAF 600, the DAF Variomatic, which in early versions actually allowed the car to travel as fast in reverse



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as in a forward direction. Later models locked the transmission in the lowest ratio when reverse was selected. The oldest vehicle to have ventured out was a 1937



Morgan 3 wheeler. The basic design of the classic Morgan 3 wheeler hasn't changed that much since these early models. Another vehicle that hadn't changed in years was the 1969 Land Rover, which looked very similar

to the earliest Land Rovers which were launched after the second World War.

The 2004 Rover Streetwise was based on the popular Rover 25 hatchback, but with increased ride height, by 10 mm, 16 inch wheels and fitted with larger bumpers and sold as an 'Urban on-roader'. It gave the appearance of a small 4 wheel drive SUV but was just normal two wheel



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drive without any off-road capability added and was aimed at the younger generation. They were also fitted with roof bars which helped identify it from the Rover 25 and ZR models of the period. The car here was the 2 litre diesel model which can do 113 mph, go from 0-62 mph in .9 seconds and return 53.9 mpg.



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Another classic was a blue 1975 BMW 2002. This 2 door coupe was also available as a 4 door saloon. The 2 litre engine came with either a single carburettor version which produced 101 hp or a dual carburettor version which produced 119 hp. Something more modern but unusual was a 1999 Citroën Xantia Hdi estate. The Xantia was produced between 1992



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and 2002 in France, but production continued in Iran until 2010, during which time over 1.2 million were built. The 2 litre four cylinder engine drives the front wheels. The car was equipped with an enhanced, computer controlled version of the traditional Citroën hydropneumatic suspension system from the original Citroën DS range. This used extra suspension spheres to allow for a soft ride in normal conditions, but taut body control during hard braking, acceleration or cornering. The more expensive models also had an innovated system first seen on the ZX, a programmed self steer rear axle, where the rear wheels turn in line with the front wheels, giving a better steering response on sweeping curves and tight bends. The Xantia was also the last Citroën model to use a common hydraulic circuit for suspension, brakes and steering.

The most surprising car was a standard looking 1997 red Rover 100 Ascot, based on the original Mini Metro. The exterior looked standard but when the bonnet was opened, the wolf in



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sheeps clothing was revealed. There was a Honda i-VTEC DOHC engine squeezed into the engine bay. The engine develops 212 bhp and drives through Honda Accord gearbox internals and 13 inch wheels.



MG ZT

© Simon Wright



Arbarth Panda 100HP

© Simon Wright



Toyota Celica GT-Four

© Simon Wright



Peerless.

© Janet Wright

Closing Shot.

By David Goose of
Motorsport Imagery



Mark Jasper and Don Whyatt lift a wheel in their Ford Escort Mk2 on the Questmead Rally. Obviously trying to save tyre wear for later in the season. If only they had known!