Classic and Competition Car

November 2015 Issue 62

HSCC Finals, Silverstone

Red Oktober

Sywell Piston & Props

BTCC Silverstone

Dukeries Rally Donington Park

Wilmslow Motor Show

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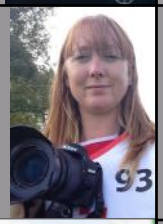

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As well as this magazine, you can follow us on Twitter @classcompcar and join our Facebook Group
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Editorial.
Well another season of track action in the UK has finished at most circuits, hill climbs and sprint courses, with just the hardy Rally drivers and Trial drivers left competing outside in the cold winter conditions. Everybody else now moves inside to start the winter exhibition tour. This starts with the Classic Motor Show at the NEC this coming weekend. One of the largest classic car shows, it is mainly filled with enthusiastic car club members displaying their “pride and joy”, which are usually immaculately presented. In January its time for the Autosport Racing Car Show also at the NEC, followed in February by Race Retro at Stoneleigh Park, near Coventry. Before you know it, it will be next season and we will all be back at the tracks.

2015 BTCC Title for Shedden.

News

Gordon Shedden took his second British Touring Car Championship title at Brands Hatch after a dramatic last race fight back in the Honda Yuasa Racing Honda Type R.
Mat Jackson won the first two races at Brands Hatch in the Motorbase Ford Focus, with title contenders Turkington, Plato, Shedden and Neal finishing in 4th, 5th, 6th and 7th in the first race, which allowed Plato to close the gap on points leader Shedden. In the second race Plato and Neal finished 6th and 7th while Shedden was down in 19th and Turkington had retired from the race. When Plato took the lead of the third and final race and also set fastest lap, it meant that Shedden needed to finish 5th or higher to take the championship. Having started in 19th place for the race, Shedden had to work his way through the field. With a little help from his team mate Neal, who attacked Jack Goff in front, which in turn allowed Adam Morgan and Jackson to join the battle and slow them all in the process. This gave Shedden the chance to join the battle and with no success ballast on board he managed to get ahead of Morgan and Neal to 4th place behind Goff. With Neal now acting as his rear gunner, protecting him from behind, Shedden was in a championship winning position and then Tordoff, in 11th place, set the fastest lap. This meant that even though Plato won the last race it was not enough to win him the Championship. Jackson finished over three seconds behind the Volkswagen CC while Goff in the MG6 GT held on to 3rd. With Shedden finishing 4th overall, he clinched the 2015 British Touring Car Championship title by 4 points from Jason Plato, while his team mate Matt Neal was 3rd in the standings. Honda Dynamics also took the Manufacturers title and 2nd place in the Team standings, behind Team BMR RCIB Insurance, where Colin Turkington was top of the Independent Drivers Standings

SCREEN STARS TAKE TO THE STAGE AT LANCASTER INSURANCE CLASSIC MOTOR SHOW

For The Love of Cars workshop ace Ant Anstead and Car SOS presenter Fuzz Townshend will be appearing at the Lancaster Insurance Classic Motor Show at Birmingham's NEC from Friday 13th to Sunday 15th November. Both are long time friends of the show, but will be involved this year on the Live Stage with demonstrations and Q+A sessions on offer throughout the weekend, as well as being on hand for photographs, autograph sessions, and meet and greet opportunities. "It will be good to be back on the stage," said Fuzz, "I was here last year with Car SOS to hand over one of the cars we had restored, but it will be great to be involved and work with the rest of the guys!"

Fuzz, who is currently filming a new series of Car SOS, will also be showing one of his own cars on the 'Star Cars' display at the show. Ant will be showing the Evanta Barchetta – a limited production 6.2-litre special developed by his company Evanta Cars.

"I've attended the NEC Classic as a visitor loads of times before, but I've never been involved like this," explains Ant. "I can't wait to be part of the team! As well as being on the Live Stage, I'm also bringing along the Evanta Barchetta, a modern day car inspired by 1950's design. It will be good to see how the classic community reacts to her. I'm also looking forward to having a good old nose around the show and catching up with old friends. Plus, I understand some of the cars featured on For the Love of Cars, such as Walter's MK1 Golf Rally car, will be on the club displays. See you there, do come and say hello." The two stars can be seen on the Discovery Channel's Wheeler Dealers Live Stage, alongside hosts Mike Brewer and Edd China. Mike will once again be setting Edd a challenge: can a car be brought back to its former glory during the three-days of the show? The 2015 Lancaster Insurance Classic Motor Show will be held from 13th to 15th November at Birmingham's NEC. For more information visit www.necclassicmotorshow.com.

Cook takes Jack Sears Trophy for 2015

Twenty four year old Josh Cook in the Power Maxed Racing Chevrolet Cruze is the winner of the Jack Sears Trophy for 2015. At the end of the season he was almost two hundred points clear of Mike Bushell in 2nd place and Stewart Lines in 3rd.

The Jack Sears Trophy is named after the first ever British Touring car Champion, who won the inaugural title in 1958 driving an Austin Westminster. The Trophy is awarded to the best newcomer to the championship over the season. Josh Cook was runner up in the Renault UK Clio Cup in 2014, a series which currently supports the British Touring car Championship.

Duncan Cowper is at it again!

Following on from a hugely successful summer of competing, which included a number of impressive appearances at the Litchfield GTROC/MLR Sprint series and also at the Ten of the Best event held in York, Turbo Dynamics' customer Duncan Cowper was back out on the track again on the 31st October, this time at the Evo magazine & MSV 'HOW FAST' competition. The event, which took place at the Bedford Autodrome, saw 51 drivers compete with F1-style qualifying laps for the overall quickest time on the How Fast Leader Board. Duncan, who has secured a number of class victories at various events this year as well as recording the overall fastest time of the day at the Rockingham round of the Litchfield GTROC / MLR Sprint Series, was out to impress again in his highly tuned Hayabusa Dax Rush. The much loved Kit Car features a retrofitted historic 1980's F1 Turbocharger which we upgraded to a bespoke specification back in February. Sam and the team at Torque Developments International have been maintaining the vehicle's performance and mapped it with their 'Life Racing F88' prior to the event. Not only did Duncan impress but he did so in impeccable style going on to secure a brand new event record with a hugely impressive time of 1:14:593, almost four seconds quicker than the existing record and a staggering eight seconds quicker than his closest competitor David Kibbler who recorded a time of 1:22:590. Former Formula Two racing champion Dean Stoneman came third with a time of 1:24:308. Sam, of Torque Developments International, was trackside at the event assisting Duncan and has commented on the company's Facebook page: "We're especially happy as this time was set with the cars power setting to only "medium" level!"

Chateau Impney Hill climb back in 2016.

It has been announced that following the successful return of Chateau Impney to the motor sport scene in 2015, the hill climb will become an annual event and will take place over the 9th and 10th of July in 2016.

Dukeries Rally 2016.

After the success of this years Rainworth Skoda Dukeries Rally at Donington Park (See page 57), the Dukeries Motor Club are delighted to announce that they will host the 2016 event at Donington Park on Sunday 6th March 2016. Don't miss it!

Stirling stars at the NEC

Daredevil tales, burning questions and the chance to meet a motor racing legend – Sir Stirling Moss OBE is set to star at this year's Classic Motor Show.

Sixty years since his world-famous Mille Miglia victory, the motor racing icon is set to draw the crowds to the Stewart Miller & Peter James Insurance stand – 210 in Hall 5 - where he will meet and greet visitors, sign autographs and answer any burning questions during a Q&A session on the second day of the show, Saturday 14th November, at Birmingham's NEC.

Autograph sessions will take place on the stand at 11.30am and 4.15pm and the Q&A session will begin at 3.15pm.

In conjunction with The Signature Store, Sir Stirling will also be signing copies of his new book 'My Racing Life' within the Silverstone Auctions area in Hall 2 at 12.45pm.

A pictorial history of his illustrious career, the book has been launched to coincide with the 60th anniversary of his ground-breaking Mille Miglia victory, in which he and navigator Denis Jenkinson smashed the existing race time in a Mercedes 300 SLR, to set an unbeaten record of ten hours, seven minutes and 48 seconds.

He will relive some of the thrilling takes from his glittering motor racing career and answer some probing questions posed by TV's Mike Brewer on the Wheeler Dealers Live Stage at 11am.

As part of a packed agenda, he will also meet up with a range of classic vehicle clubs during the day.

Stewart Miller & Peter James Insurance, based in the West Midlands, has enjoyed a long-standing working partnership with Sir Stirling Moss, and company Director Peter James said he is delighted to host him at the show once again.

He said: "I have been working with Stirling for almost 40 years now, and it is sometimes easy to forget what an iconic figure he really is – many of his motor racing achievements are simply breath-taking, there has never been anyone else like him.

"We are extremely proud to work with 'Our Stirling' and long may that continue."

The Stewart Miller & Peter James Insurance team uses its extensive knowledge and expertise, built up over almost 40 years' combined experience in the insurance industry, to cater for all their clients' needs, providing everything from personal, commercial and household cover to a comprehensive range of specialist vehicle insurance.

The team will be on hand at the show, welcoming visitors to the stand to discuss all of their insurance requirements.

The Classic Motor Show runs from 13th-15th November at the NEC, Birmingham. For more information about the NEC Classic Motor Show, visit www.necclassicmotorshow.com

Classic and Competition Car Facebook Group

We now have a Facebook Group - Classic and Competition Car - where you can join and keep up to date with additional Photographs, postings, and extra event photo galleries. Please feel free to add personal postings and your own photos.

© Gerard Brown

Classic winners Gianmaria Aghem/Rossella Conti 1971 Lancia Fulvia Coupe

Vintageant winners Bill Cleyndert & Jacqui Norman 1928 Ford Model A

A FIGHT TO THE FINISH IN THE SAHARA CHALLENGE

It was a fight to the finish as the Endurance Rally Association's Sahara Challenge reached its end in the Jaama el-Fnaa Square of Marrakesh after a ten-day rally from Madrid. The Classics category saw a hard fought battle with less than 20 seconds separating the top three finishers. It was Italy's Gianmaria Aghem and Rossella Conti in the 1971 Lancia Fulvia Coupe who took first place with a time of 0:36:21. They were closely followed into second place by Mike Velasco and Peter St George in the 1971 Mercedes 280S with the clock reading 0:36:25, with Ludovic Bois and Julia Colman on 0:36:39 in the 1969 Volvo Amazon in third.

In the Vintageant category, it was seasoned rally entrant Bill Cleyndert and his navigator Jacqui Norman who were victorious in the 'indestructible' 1928 Ford Model A.

Bill has been behind the wheel of the Model A in various events including the Peking to Paris 2013 and all of this year's ERA event, however the Sahara Challenge was the first rally to see him lift the winner's trophy.

David & Jo Roberts1968 Triuoh TR250

Second place went to Jean Steinhauser and Anne Steinhauser-Collard in the 1937 Bentley Derby Open Tourer, while the 1927 vintage Bentley 4.5L Le Mans of Keith and Nora Ashworth took third.

Rally Director Fred Gallagher said: "Coming at the end of the busiest year the ERA has ever had, this has been one of the toughest Rallies it has ever done but it has been exceedingly well received by all of the competitors.

"There's been a wonderful spirit among the crews from the moment the flag dropped in Toledo right until the very end in Marrakesh. We're delighted to see so

Paul & Chris Hartfield 1937 Packard Super 8 Sedan 120

Ludovic Bois/Julia Coleman 1969 Volvo Amazon

many of our old friends with us once again and thrilled that we've been able to welcome so many new ones to the world of Vintage and Classic Rallying. "Anyone using this as a shakedown for next year's Peking to Paris will have taken away some valuable lessons regarding car prep, navigation and the Rally way of life." There were also class wins for Charles and Sophie Stuart-Menteth in the 1925 Vauxhall 30/98 (1920 to 1931 type cars), Joe Robillard and Matt Peckham in the Chevrolet Coupe (1932 to 1941 type cars) in the Vintageant category. In the classes for classic cars up to 2Ltr (1942 to 1975), the win went to Nigel Farmer and Stephen Lovell in the Ford Escort Mexico Mk1, while the over 2Ltr (1942 to 1975) win was secured by Edmund Peel and Sara MacDonald in the Porsche 911. Special awards were given to Charles and Sophie Stuart-Menteth who received

Jean Steinhauser/Anne Steinhauser-Collard 1937 Bentley Derby Open Tourer 2nd Vintageant

Tim Eades/Willie McNickle 1938 Chevrolet Fangio Coupe

Barry Nash/Malcolm Lister 1969 Rover P5b

Willem Voorvaant/Susanne Levy 1928 Ford Model A

the Spirit of the Rally trophy while David and Jo Roberts in the Triumph TR250 were bestowed the Against All Odds award. The 'Sweep' mechanics also gave an award for the car needing the least mechanical assistance - Malcolm Lister and Barry Nash in the Rover P5b

Around 40 entrants journeyed from Madrid and through the hills of Andalucía

Owen Turner/Rachel Vestey 1972 Austin Mini

before crossing to Tangier, passing through the epic mountains and canyons such as the Todra Gorge and the Erg Chebbi dunes and onto Marrakesh. 2015 has been

Classic 2nd Mike Velasco/Peter St George 1971 Mercedes 280S

a busy year for the ERA with the inaugural Road to Mandalay and the Trans-America Challenge shortlisted for the auspicious Historic Motoring Awards. For information on the Endurance Rally Association and its 2016 events, visit www.endurorally.com.

Richard Martin/Travis Cole 1959 Jaguar XK150

Charlie & Nellie Bishop 1925 Vauxhall 30/98 flagged off the start by Fred Gallagher

Adrian Hodgson/Richard Mills Austin 1800

Classic winners Gianmaria Aghem/Rossella Conti 1971 Lancia Fulvia Coupé

Keith & Norah Ashwort 1927 Bentley 4 1/2 Le Mans 3rd place Vintageant

Gavin & Diana Henderson 1965 Porsche 911

Lockie/Mason Ferrari 458 Challenge won the 2nd Britcar Endurance race from the Hollywood/Howard Aston Martin GT4

Britcar Silverstone. 19th September 2015.

By Simon & Janet Wright.

The British Automobile Racing Club (BARC) ran their National Championship Race two day meeting on the South International circuit at Silverstone, with two rounds of the MSA British Dunlop Britcar Endurance Championship including the Sports and Touring Trophy as the headline races on the Saturday. There was a small entry for the combined Endurance Championship including the Sports & Touring Trophy cars with just 11 cars qualifying. It was the FF Corse Ferrari 458 Challenge of Calum Locke and David Mason that took pole position by over 5 seconds from Mike Moss and Tom Howard in the Moss Motorsport BMW E46 M3. The leading Sports & Touring Trophy car was Steve Glynn who qualified the Glynsport/Topcats TVR Sagaris V8 in 5th place on the combined grid. As expected, at the start of the first race the Ferrari ran off in the lead, pursued initially by Moss and Howard in the BMW M3. By lap 12 the

Moss/Howard won the first Britcar Endurance race in their BMW E46 M3

Steve Glynn TVR Sagaris won both of the Britcar Sports & Touring Trophy races

TV Chef Paul Hollywood won his class in both Britcar Endurance races for Beechdean Aston Martin

© Janet Wright

Ferrari had lapped the entire field round the short 1.8 mile circuit. It continued to circulate at the front of the field until lap 43 when it dived in to the pits, never to return, though it was officially classified as 6th overall at the end of the 90 minute race, 31 laps behind the winner. This left the victory to Moss and Howard in the BMW E46 M3 who were two laps ahead of the 2nd placed Beechdean Aston Martin GT4 of TV Chef Paul Hollywood and new British GT Champion Andrew Howard, who won their class. Third overall went to Invitation class winner Fareed Ali and Chris Valentine in the Newbridge Motorsport Porsche Boxster. There were only 5 cars running at the end of the 90 minutes because the Sports and Touring trophy cars only race for the first 45 minutes and then take their own chequered flag at half distance. Gary Furst in the Mitsubishi Evo 9 made the early running in this class but having made one pit stop on lap19, the car returned to the pits on lap 22 and was eventually classified as 4th in the Sports & Touring Trophy race. This left the victory in race 1 to Steve Glynn in the TVR Sagaris who was 2 laps ahead of Gary Simms in the Chevrolet CR8. The Ali and Valentine Porsche Boxster was classified as 3rd. The second ninety minute race held later in the day was even thinner on cars with only seven cars taking the start. This time the Lockie/Mason Ferrari was a clear winner by two laps from the Hollywood/Howard Aston Martin GT4 which also won its class. the 3rd and final finisher was the Ali/Valentine Porsche Boxster which also won its class. The only other car in the Endurance race was the Ariel Atom of Nick Holden that had retired after just 11 laps of the race. The Sports and Touring Trophy race was an identical finishing order to the first race with Glynn winning from Simms with Ali and Valentine 3rd, all winning their respective classes.

© Simon Wright

Rob Hedley Chevrolet CR8 leads Darelle Wilson VW Scirocco at the start of Britcar race 1

© Simon Wright

Nick Holden had a spin at Village in the first race driving his Ariel Atom

The only other finisher was James MacIntyre-Ure who was 16 laps behind the winner in his BMW E46 GTR but still managed to win his class.

The Junior Saloon Car Championship for 14 to 17 year olds lets the youngsters race in identical Citroen Saxo hatchbacks to learn their racing skills at an early age. With four rounds still to go as they arrived at Silverstone, it was championship contender Ben Colburn who got pole position for both races (fastest lap and second fastest lap) from championship rival Brad Hutchinson. The other title contender James Clarke could only manage 6th on each grid.

Ben Colburn took a 1st and 2nd in the Junior Saloon Car Championship races in the Citroen Saxo VTR

The racing was close, as expected from identical cars and Colburn took the first race victory by just over half a second from Scott Mitchell.Hutchinson retired around half distance and Clarke only managed 9th place. The second race on Sunday saw a switch between the first two, with Mitchell winning by just over two seconds from Colburn with Hutchinson a very close 3rd while

Mini Seven battle Ashley Davies ahead of winner Paul Spark

Clarke was a lap down in 12th.

The Mini Seven and Mini Miglia combined race had a much more healthy thirty nine car entry for their two races over the weekend. As expected, the more powerful 1000cc Miglia cars were at the front with Kane Astin converting his pole position in to a win in the first race from Rupert Deeth and Mark Cowan. The first Seven was Ashley Davies in 12th place just two tenths of a second ahead of Paul Spark while Graeme Davis was third.

Race two on Sunday saw the first two places exactly the same with Astin ahead of Deeth by over two seconds, while Rob Howard finished 3rd. In the Seven class, Paul Spark went one better to win the class by finishing

Double race winner Kane Astin 3 wheels his Mini Miglia through Village ahead of Rob Howard

Gary Simms Chevrolet CR8 in the Britcar race 1

Leon Wightman Mini Seven three wheeling

Champion Luke Herbert lines up to pass the damaged clio of Brett Lidsey

The Renault Clio field streams down the Hanger straight

Luca Demarchi BMW 135D leads the Hollywood/Howard Aston Martin DB4 in Britcar race 1

John Village had an interesting race in his Crossle 25F

Scott Mitchell Citroen Saxo VTR won the 2nd Junior Saloon Car race

Mike Gardner Crossle 30F won race 2 after loosing race 1 on the last lap to 94 Michael O'Brien Merlyn Mk20A

Andy Jordan and James Dorlin were 1st and 2nd in the Renault Clio race 1

13th overall and four tenths of a second ahead of Ashley Davies, while Graeme Davis was third.

The Michelin Clio Cup championship was making its first visit to Silverstone for the final two rounds. Championship leader Luke Herbert could only make 5th fastest in qualifying, pole going to Andy Jordan. The other championship contender, Paul Streather qualified 3rd. The first race developed in to a dual between Jordan and James Dorlin which saw Jordan win by 0.237 of a second from Dorlin and Herbert finished 3rd. The second race on Sunday saw another Jordan victory with Streather in 2nd place and Herbert in 3rd which was enough for Herbert to win the title.

Saturday also saw the first of the two Luna Logistics Formula Ford races take place before the final Britcar race of the day. The 20 minute race saw Michael O'Brien take pole position in a Merlyn Mk20A just 0.018 of a second ahead of Mike Gardner in a Crossle 30F. John Village had to start from the back of the grid, with a 10 second penalty after being excluded from practice for contravention of MSA Regulation Q15.1 (Flags). He had an interesting race and had passed four cars before the end of the first lap and up to 11th by the finish of the race. From the start Gardner took the lead and led for the entire race except for the last lap, when O'Brien pounced after the safety car period closed them up which resulted when Scott Guthrie in his Crossle 25F and Matthew Dunne in a Crossle 35F touched as they entered club corner, with Dunne loosing a wheel and being stuck on the edge of the track. On the very last corner of the race, Gardner ran wide in Club corner and O'Brien was up the inside to take the flag by just 0.052 of a second. In the second race on Sunday, Gardner kept his cool and led from start to finish to win by 0.261 of a second from O'Brien. Scott Kestenbaum finished 3rd in both races in his Van Diemen RF79, while John Village had a better race, starting from 10th on the grid to finish 4th in his Crossle 25F.

On Sunday, in place of the Britcar series, there were two races for the Kumho BMW Championship and two for the Lancaster Insurance MG Owners Club Championship. The two BMW races were won by James Card in a BMW E46 M3 and James MacIntyre-Ure in a BMW E46 M3. The two MGOC races were both won by Andrew Rogerson in an MG ZR160.

Scott Guthrie Crossle 25F (67) and Matthew Dunne Crossle 35F clash at Club corner in the first Formula Ford race

© Simon Wright

Great War Display Team

The Footman James Sywell Classic: Pistons & Props,

Sywell Aerodrome 26th-27th September 2015.

By Simon & Janet Wright, additional photos by Pete Austin.

Now in its third year, Classic Sywell Pistons and Props combines classic cars and bikes with classic aircraft in both static and action displays. There was a massive area of the airfield turned over for static vehicle exhibitions, with car club displays taking a large part of the area along with trade stands. At the far end of the area was a car park for individual classic car owners to show their vehicles.

The track action had unfortunately reverted to a similar format to the first year's event, with vehicles making a run down the taxiway and out on to the main runway and back, and this time they then did a u-turn and a second run straight away. This tended to take some time. Last year each car made a single run and waited at the end of the runway in a collection area, which tended to speed up the process. This was because spectators could only line up along side the taxiway and then just watch the cars as distant objects as they sped up the runway. This only applied to the racing cars and motorcycles. The first track action was the drag racing, that used just the taxi-way as a drag strip. There was an interesting selection of hot rods and dragsters, including a funny car and a couple of 'rails' to burn up the strip. The most spectacular were the modified saloon cars which included a couple of small Fiat 126 saloons, which looked fairly standard until they took off, literally, with the front wheels in the air. Most of the saloons also did spectacular burn outs to warm up their tyres, generating clouds of smoke at the start line. The

© Janet Wright

The Grand Prix motorbikes grid line up for their demonstration runs

© Pete Austin

Lorina McLaughlin - Benetton B192

© Simon Wright

© Simon Wright

dragsters went up the course in pairs, staging drag racing shoot outs. After the drag racing Christmas tree starting lights were cleared away, it was the turn of the first air display to wow the crowds. The Trig Aerobatic team with their pair of Pitts Special S-1D biplanes. This legendary aerobatic aircraft is from an original design by Curtiss Pitts in 1944 and has proved to be the most popular and probably the most successful design for aerobatic displays ever since.

The big air display was a tribute to the Great war with a large scale air battle

© Simon Wright

Spitfire and Hurricane display

similar to those experienced above the trenches of World War 1. There was an impressive mix of Mono, biplane and even triplane aircraft similar to those used by the famous Red Baron.

The last part of the air display was from the Battle of Britain Memorial flight. Unfortunately the Lancaster Bomber was unable to fly, so it was a Spitfire and Hurricane that flew in. The Spitfire caught out

Van Diemen Sports 2000

Michael Dunlop Heron Suzuki racing motorcycle

Graham Williams - Formula 1 Hesketh 308E

Renault 5 Turbo Group B Rally car

Austin A90 Atlantic

Great War Display Team

Great War Display Team

Formula 3 Lotus 59

Dave Arnold - Pontiac Firebird

BE 2c replica part of the Vauxhall display

a few people in the crowd, as this model didn't have the iconic tapered wing silhouette. The ends of the wings were cut off square as this was a high speed photographic reconnaissance aircraft.

Back on the ground, the track was filled with superkarts having their turn up the racing runway. They were followed by a mass start of racing motorbikes, with many classic examples from the 70s and 80s. Group B Rally cars did a slalom course on the taxiway one at a time, including handbrake turns and power slides round the marker cones. There were not many Rally cars , but included was a MG Metro 6R4, a Lotus Elite, a Ford RS200 and a Renault 5 Turbo.

The final cars on track were the racing cars. Again, not a very big turn out, but it did include three fairly modern Grand Prix cars, including a 1992 Benetton Ford B192, a 2002 Jordan EJ12 and a 1977 Penthouse Rizla Racing Hesketh 308E plus a few other single seaters including a Formula 2 Chevron and Lotus 69 and a formula 3 Lotus 59 plus a single Van Diemen sports 2000 sports car.

Vintage Fair

MG Metro 6R4 Group B Rally car in action

Johnny Diablo - Chevy powered Coupe

Formula 2 Chevron B27

A Martin Hines World Championship Zip Kart

© Pete Austin

AJS Richmond Saloon

© Janet Wright

Marcos line up

© Simon Wright

© Simon Wright

Saab Sonett

© Simon Wright

Standard and VW fastback

© Simon Wright

© Simon Wright

Skodas and Trabants line up outside Coventry Transport Museum

© Janet Wright

Russian Lada cars invade Coventry!

Red Oktober at Coventry Transport Museum.

10th October 2015. By Simon and Janet Wright.

The Red Oktober event at Coventry Transport museum was organised by the Wartberg Trabant IFA Club UK but is also supported by other Eastern Bloc car clubs to boost numbers and amalgamates any vehicle built behind the Iron Curtain, including Lada, Skoda, Trabant, Wartberg, FSO and other unusual manufacturers vehicles that are not commonly seen in the UK. The owners make an effort and some dress in appropriate period costume from the cold war period and display flags and banners from appropriate former Soviet territories.

There was a great turnout of vehicles parked in Millennium Square, Coventry, outside the Transport museum, in the sunshine. Several cars had made the trip from Eastern Europe with at least two Polish Polski Fiats and a Lada from Lithuania. Most of the

© Simon Wright

Lada from Lithuania

© Simon Wright

© Janet Wright

Yugo 55A

© Simon Wright

Wartberg badge

© Simon Wright

© Janet Wright

Skoda

© Janet Wright

Lada Samara

© Simon Wright

Trabant and owner looking very East German © Simon Wright

Eastern bloc cars from the Cold War period are functional rather than stylish, with the basic 3 box design of engine cabin and boot. Lots are powered by simple 2 stroke engines which are simple to maintain and easy to run. There were several Russian built Lada saloons outside the museum entrance. These were sold in the UK in the early 1970s as a cheap, luxury car with features included that were optional extras on British and European cars of the period. They also came equiped with a comprehensive toolkit as standard so that the drivers could do their own maintenance if required. The original Lada was produced as a saloon or an estate car and over 20 million were built before production ended in mid 2012.

The most popular make on display was the Trabant, the small car that was most common in East Germany before the fall of the Berlin Wall. Built by East German auto maker VEB Sachsenring Automobilwerke Zwickau in Zwickau, Saxony, the car was powered by an outdated and inefficient 600cc two cylinder, two stroke engine which produced poor fuel economy compared to its low power and smokey exhaust. The engine produced 26 HP, took 21 seconds to accelerate from 0 to 62 mph and a top speed of 62 mph. During its 30 year production run, over 3 million were built. Three variations were built, 2 door sedan (Limousine and saloon), 2 door station wagon (Universal) and doorless jeep (Kubelwagen), and all were on display at Coventry.

© Simon Wright
Trabant 2dr sedan

Skoda have been the most common Eastern Bloc car sold in

© Janet Wright
Trabant doorless Jeep

Skoda S110 Coupe and Saloon © Simon Wright

Europe, having been around since 1895. Coming from Mlada Bosleslav, Bohemia, Czech Republic, the company is now part of the Volkswagen empire. During the cold war period, it was the main selling car from behind the Iron Curtain. The small rear engined cars made a name for themselves in World Rallying, proving extremely reliable and achieving many class wins on tough events like the RAC Rally. Wartburg was another East German car manufacturer. The name comes from Wartburg castle which overlooks the town of Eisenach where the cars were produced. In the 1950s the cars had a simple three cylinder two stroke engine with only seven moving parts - three pistons, three connecting rods and one crankshaft. In 1958 the company started exporting to West Germany and then the rest of Europe. There were a couple of the more modern 353 models plus a 312 1000 from 1967 on a trailer in need of restoration.

© Simon Wright
Wartberg 1000 in need of some TLC

There were two Polski Fiat 126P from Poland, with Polish number plates, plus a Fiat 126 lined up together. Polski Fiat were built in Poland under license from Fiat. This originally started in 1932 before the Second World War, and production began again in the 1960s with the Fiat 125. A second license was given in 1973 to produce the Polski Fiat 126. The Polski brand Fiat disappeared in 1992 when Fiat bought the Polish factory and continued production in Poland of Fiat models.

© Simon Wright
Polski Fiat 126

© Janet Wright
Wartberg 353

Skoda 110 R

Trabant 601S Estate

© Simon Wright

© Simon Wright

East German Military Police and Trabant

Lada Riva 1.5E Estate

© Simon Wright

Tatra T87 Diplomat.

A six seater saloon powered by an air cooled, magnesium alloy 3 litre V8 engine, developing 75 HP which allowed the car to reach a top speed of 100 mph. It has a four speed manual transmission, independent front suspension, swing axle rear suspension and four wheel drum brakes.

British Touring Car Championship, Silverstone. 26th-27th September 2015.

By Simon & Janet Wright with additional photos by Stuart Yates and David Goose - Motorsport-Imagery.

© Motorsport-imagery

Mat Jackson Motorbase Performance Ford Focus three wheeled to victory in the first race at Silverstone

© Janet Wright

Close racing in the BTCC. Shedden managed to extend his lead in the championship even without winning a race at Silverstone

When the British Touring Car Championship arrived at Silverstone for the penultimate meeting of the series, there was still the chance for 5 drivers to take the 2015 title. But it was not a contender that took pole position in qualifying as Mat Jackson forced the Motorbase Ford Focus ST Mk III round fastest on the short National circuit in a time of 58.078 seconds. He beat the first of the title contenders, Gordon Shedden in the Honda Civic Type R by just over two tenths of a second, with Sam Tordoff in the BMW 125i M Sport only a further six hundreths of a second further back. Andrew Jordan (MG6 GT), Dave Newsham (Chevrolet Cruze), Colin Turkington (Volkswagen CC) and Tom Ingram (Toyota Avensis) made it seven different manufacturers in the top seven places, all covered by just over three tenths of a second.

© Simon Wright

Red Devils flew the flag at lunch time

The other two title contenders, Jason Plato (Volkswagen CC) and Matt Neal (Honda Civic Type R) were back in 10th and 11th place on the grid.

Jackson made the most of the front row to grab the lead from Shedden as they entered Copse for the first time and pulled out a two second gap by the end of the first twenty two lap race to take his second victory of the year. Andrew Jordan got in front of Shedden on the second lap and managed to hold position to the end with Shedden close behind in third place. Turkington finished fifth and Neal took eighth while Plato suffered a puncture on the penultimate lap and was classified as 25th overall, a lap behind the winner.

Andy Priaulx in the BMW 125i M Sport had problems with a roll bar failure in qualifying

which put him 22nd on the grid for the first race. Priaulx used the first race as a qualifying session for the second race and set a lap time to get him to third on the grid for race two. He took Jackson for the lead on the eighth lap and cruised to his second win of the year by almost two seconds from Jack Goff in the second MG6 GT, while Aron Smith took the last step on the podium in the Volkswagen CC. Shedden and Neal were 4th and 5th in their Yuasa Honda Civic Type Rs, Plato and Turkington managed only 7th and 8th and Andrew Jordan was way back in 19th place after having a puncture. First race winner Mat Jackson had a puncture and finished in 24th position.

Andy Priaulx BMW 125i M Sport won his second BTCC race of the year at Silverstone

The final race of the day saw the safety car out early on after an accident between Hunter Abbott in the Audi A4 and Dan Welch in the Proton Gen 2 on the second lap. Just before the Safety car took to the track, Turkington had moved in to the lead which he turned in to a win to keep his hopes of defending his title alive to the last meeting at Brands Hatch in October. Turkington took a 2 second win over Rob Collard in the BMW 125i M Sport and

Jeff Smith Honda Civic leads Aden Moffat Mercedes-Benz A , Mike Bushell Ford Focus (Hidden) and Martin Depper Honda Civic

Tordoff in the sister BMW, with Plato, Shedden and Neal in 4th, 5th and 6th. Mat Jackson had driven a storming third race to move from 24th to 12th on the first lap and eventually made it to 7th place but could not make it past Matt Neal. Andrew Jordan finished 12th. So as the teams head for the final meeting of the year at Brands Hatch, Gordon Shedden had extended his championship lead to 23 points over Jason Plato but Turkington, Neal and Jordan were all still mathematically in with a chance to take the championship crown.

Alex MartinDextra Racing Ford Focus had an off in the first race at Luffield

© Simon Wright

© Simon Wright

Andrew Jordan MG6 GT finished 2nd in race 1

© Motorsport-imagery

Nicolas Hamilton Audi S3 spins off

© Motorsport-imagery

Stewart Lines Toyota Avensis leads Dan Welch Proton Gen-2 and Simon Belcher Toyota Avensis

© Motorsport-imagery

8 wheeled Volkswagen CC of Turkington and Smith

© Janet Wright

Mat Jackson Ford Focus leads Andy Priaulx BMW 125i M Sport in to Becketts

© Simon Wright

Rob Austin leads Hunter Abbott in their Audi A4s

Third race winner Leist had a damaged front wing in the first race.

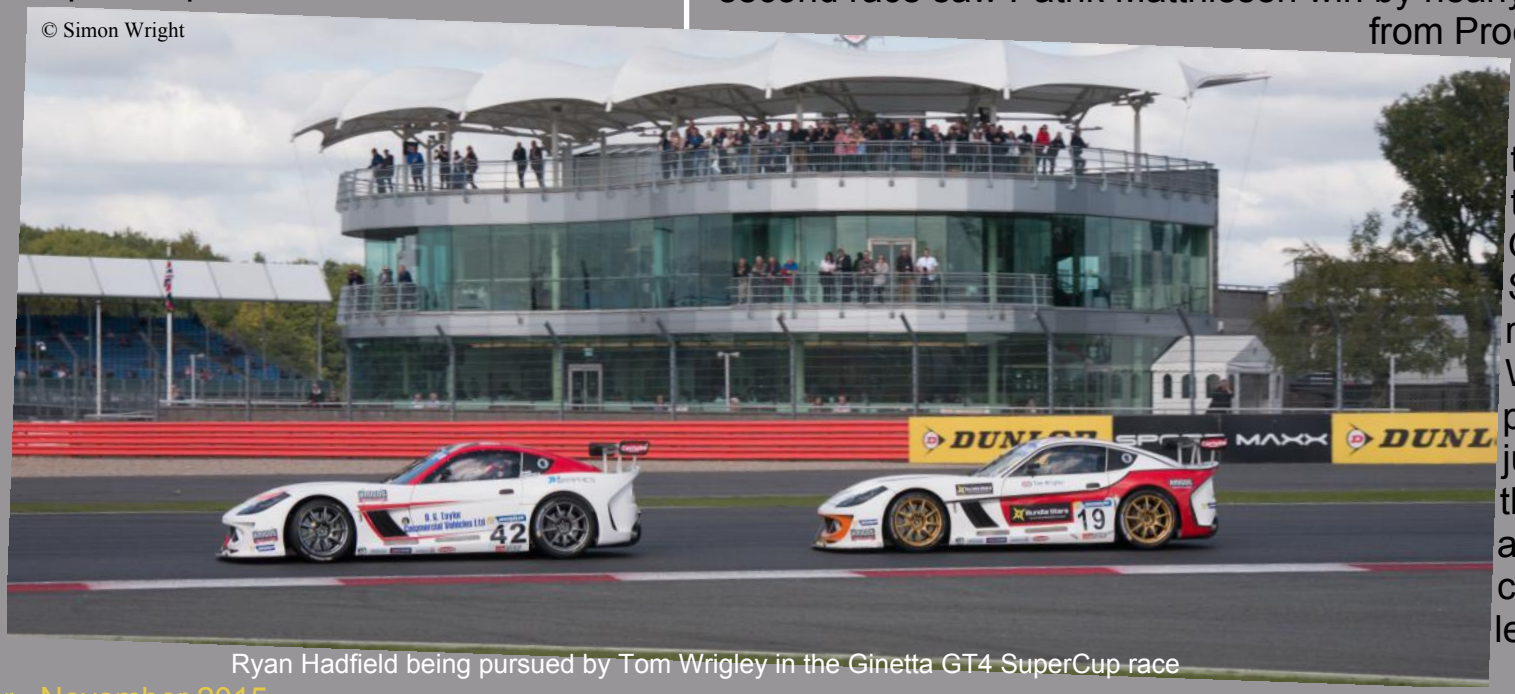
Supporting the British Touring Car Championship are several import race series, which have good fields and exciting racing, partly thanks to the extensive television coverage they get at each meeting.

The first race of the weekend was on Saturday and was the first of three MSA Formula Championship races. This series is the current version of Formula Ford with cars powered by the Ford EcoBoost engine, and with wings. Matheus Leist for Double R took pole position in qualifying, but he had dropped to 5th as Daniel Ticktum in a Fortec spun at Brooklands right in front of Leist who damaged his front wing. So it was Championship leader Lando Norris for Carlin who won the first race by less then half a second from Colton Herta in the other Carlin entry with Toby Sowery in third for MBM. The second race on Sunday saw championship hopeful Ricky Collard take the honours for Arden, with Sennan Fielding in second for JHR Developments and Leist took 3rd. The final race saw Leist finally take victory from Herta and 3rd went to Enaam Ahmed in another Arden car.

David Pittard runs wide over the kerbing as Ollie Jackon tries to pass

Saturday also saw the first two Kick Start Energy Ginetta Junior races of the weekend. Kyle Hornby was fastest in qualifying but it was championship leader Jamie Caroline who took the win from championship rival Senna Proctor and Dan Zelos. The second race saw Patrik Matthiesen win by nearly 3 seconds from Proctor and Hornby.

Moving up to the big boys, the Michelin Ginetta GT4 SuperCup races saw Tom Wrigley grab pole position by just 4 thousandths of a second from championship leader Tom



Ryan Hadfield being pursued by Tom Wrigley in the Ginetta GT4 SuperCup race

Jordan Witt has a spin in front of Paul Rees in the Porsche Carrera Cup race

Oliphant in the Century Motorsport car, but it was Oliphant that took the first race win from Jamie Orton and Carl Breeze in the two HHC Motorsport cars. Orton went two better in the second race to win from Jordan Stilp with Oliphant taking the last podium position to extend his championship lead.

The first Porsche Carrera Cup race of the weekend saw Michael Meadows on pole position chasing Cammish for this year's title but he only managed 3rd place in the first race as Dino Zamparelli took both race wins in the GT Marques Porsche, with championship leader Dan Cammish 2nd for Redline Racing in both races. Tom Sharp managed to get 3rd position in the second race.

Jayde Kruger leads Tom Sharpe and Dan Cammish round Becketts in the Porsche Carrera Cup race

The final support series on the BTCC programme is the Renault UK Clio Cup. These hot hatchbacks always provide close and entertaining racing. Championship contender Ant Whorton-Eales

Tomm Witts leans on Josh Price through Luffield in the Renault UK Clio Cup race

qualified fastest but could only manage 3rd place in the first race, but made up for it by winning the second race. Ashley Sutton was also in with a chance of the title and took the first race win and was a close 2nd in the second race. Paul Rivett took a 3rd and a 4th and Dan Holland took the 3rd place in the second race. Championship leader Ash Hands only managing 4th and 6th.

Ashley Sutton and Paul Rivett show how close Renault UK Clio Cup racing really is

© Motorsport-imagery

Wilmslow Motor Show

12th September 2015
Photos by David Goose of Motorsport-Imagery.

The 3rd Wilmslow Motor show took place in very wet conditions in Cheshire but still attracted thousands of people to what is billed as the UK's premier free open air car show. The high light of the show is the supercar parade when around 40 super cars will lap the town centre. More than 50 marques were on display including two top end Ferrari sports cars and a Formula 1 Jordan Grand Prix car.

© Motorsport-imagery

Jordan Grand Prix car

© Motorsport-imagery

Vintage V12 Cadillac

© Motorsport-imagery

Novitec N-Largo La Ferrari

McLaren

MG X Power SV

BAC Mono

Vintage Rolls Royce

Rolls Royce Phantom Convertible

Maserati Quattroporto

Jaguar F Type

Novitec N-Largo Ferrari F12 produces 774 hp and 217 mph

© Motorsport-imagery

© Mick Herring

GT Cup Martin Johnston Aston Martin Vantage GT4

MSVR Meeting Donington Park

19th-20th September 2015. By Mick Herring.

Following on from British GT one week earlier, GT Cup held their penultimate race meeting on Donington's full GP circuit. Saturday's 50 minute pit stop race saw Richard Chamberlain's orange Porsche 935 re-established his lead after the first safety car period. With strategically placed observers, track-limits were being strictly policed and on-track winner Aaron Scott, sharing Jon Dhillon's AF Corse Ferrari 458, was seen heading off to see his clerk-of-the-course father, David Scott, to discuss the 5 second penalty that demoted them to 2nd.

This handed victory to Andy Houghton and Phil Glew's GT3 Aston Martin repeating the win TF Sport enjoyed one week earlier. Mike Benham/Duncan Tappy's McLaren 650S GT3 rounded the top three overall and GTO. John Saunders', ever improving, "Givette" Ginetta G50 Chevrolet won GTB in 8th ahead of Wayne Marrs/Charlie Hollings Ferrari 458 in GTC. Sunday's first 25 minute sprint gave a 3.4 second victory for Darren Nelson Ferrari 458 from Mike Benham's McLaren after a race long duel.

However, Paul Bailey's championship hopes effectively ended with a lock-up whilst overtaking Phil Burgan's Audi. The

Andrew & George Christopher Ferrari 430 chased by Proctor/Hughes McLaren 650S Sprint

resulting backwards spin jammed the Aston Martin in 6th gear, his attempts to move resulted in a burnt out clutch, stranding him on the pit straight racing line. The race had to be red-flagged at 18.5 minutes.

The 2nd 25 minute race was another victory for Darren Nelson after Benham spun down the order. This time Nelson had to

GT Cup Michael Symons BMW M3 V8 GTRabout to tangle with Chamberlain Porsche

counter the speed of Jon Dhillon for his 2.9 second victory. Richard Chamberlain took his second sprint race 3rd position.

GT Cup first lap safety car prompted by Sean Winder Ferrari 430 GTC spin

GT Cup Stewart Proctor Warren Hughes McLaren 650S Sprint

GT Cup Jon Dhillon Ferrari 458

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CHAMBERLAIN
GT CUP
5
GTO

Charlie Butler-Henderson took two wins

Mini Challenge for Gen3 F56 and JCW cars provided two convincing wins for Charlie Butler-Henderson by 2.4 and 3.4 seconds respectively. He shook off his nearest race rivals after qualifying just 0.036 seconds ahead.

Followed home in race 1 by Jack Mitchell and David Grady with race 2 by Lee Pattison and William Phillips. These races marked the return of Charlie's sister Vicki Butler-Henderson in F56 after a long lay-off. She upheld the family tradition with a 12th and a 9th. A single 45 minute race for MSVT Allcomers opened the meeting on Saturday. It provided what should have been a dominant win for George and Phil Barrett's Ford Focus but a drive through for overtaking under the safety car put them into 2nd spot by 6.5 seconds, handing victory to Andrew Ball and Richard Hughes' Porsche 968. Chris Howes-Roberts and John Langridge were 3rd in their 2 litre Fiesta.

Maximumgroup net VAG Trophy held three races over the weekend with clouds hanging over two drivers by way of exclusion for unsafe driving. Races 1 & 2 both went to Rob Cox's Golf TSFI but settling for second place in the final race. Race 1's runner up places went to the Scirocco TFSI's Stewart Lines and Cameron Thompson. Race 2's Josh Cook and Thompson followed Cox home. Race 3 was won by John Stevens' Passat, Cox 2nd and Daniel Clark's Beetle RSI 3rd.

VAG Trophy Stewart Lines Scirocco 2nd race winner

MSVT Allcomers Barretts and penalty winners Ball Porsche 968 pit stop

Mini Challenge - Cooper. Nathan Harrison took both wins but his margin was reduced by half in the second race to 0.451 of a second. Followed home in the first race by Max Bladon and Martin Poole with Mark Wakefield and Ricky Page doing so in race 2.

Mini Challenge Cooper Ricky Page chases Simon Walton

TOYO Tyres Racing Saloons Stuart Waite twice winner

Two races on Saturday for Toyo Tyres Racing saloon. Largely a BMW grid and benefit but with a few little and large saloons to spice up the mix. But no-one could head Stuart Waite's BMW M3 in either encounter, 1.15 seconds from Darren Stamp and Stephen Pearson in race 1 and Karl Cattliff and Pearson again by 4.65 seconds, all BMW M3 mounted.

Lawrence Ball Jaguar XJS had a spin at the chicane in the Toyo Tyres Racing Saloons race

There were two races for both Monoposto categories. In the 1800, 1600, Moto and DTEC category, Marc Fortune's Dallara F301 headed Anthony Gauntlett's Jedi Mk4 by 1.3 seconds and Jonathan Reed's Jedi Mk6. In race2 Jeremy Timms' Dallara lead

Mono 16, 18, DTEC Jason Timms (1) and Anthony Gauntlett (20)

by 2.78 seconds over the line from Gauntlett and Timms.
All four cars coming from the Moto class.
In Mono 2000 and Mono Classic 2000 Robbie Watts' Dallara F302 took both races by 6.6 and 1.25 seconds respectively.
In race 1 Ben Cater's Dallara F301 was awarded 2nd, but only just, after Mark Harrison Dallara F302 was awarded a ten second track limits penalty. Mark Harrison made sure of his second place in race 2 with Tony Bishop later model F304 in 3rd.

Mono 2000-Classic James Williams F Renault RC98

Archive Photo of the month.

By Pete Austin

© Pete Austin

By winning the United States Grand Prix last month, Lewis Hamilton became the first British driver to win 3 drivers World Championships since Sir Jackie Stewart achieved this feat by taking the titles in 1969, 1971 and 1973. Jackie is pictured here (with wife Helen) after his victory at the 1970 Race of Champions, Brands Hatch.

HSCC Silverstone Finals Historic Race meeting.

17th October 2015. By Simon and Janet Wright with additional photos by Pete Austin.

The annual Historic Sports Car Club finals day round the short National circuit at Silverstone always attracts a good entry and a couple of championships were still to be decided. While it was a cold wind blowing across the track, the action was hot enough to keep the fans entertained throughout the day. Both Historic Formula Ford races were red flagged soon after the start. The Qualifying race had a multi car pile up at Brooklands resulting in the red flag and the results were declared after just 2 laps. The accident started when Roy Siergiejew spun the Macon Mk8 and Bill Cowing in the Ginetta G18B ran wide on the exit. Ross Drybrough in his Merlyn Mk20, collided with Siergiejew and the rest of the field piled in to the accident.

Oliver Smith got his Marcon MR7B airborne over James Lovett's Lola T200 while Philip Walker Crossle 16F and Dick Dixon Lotus 61 smashed through the pile up. Michael Richings Alexis Mk15 and Peter Hannam were also involved and spun off on to the grass. When the dust cleared there were six cars wrecked in the middle of the track, so they had to red flag the race to clear the track. The results were taken from the previous lap and Drybrough was declared the winner!

Historic FF Final was won by 21 Ben Mitchell Merlyn Mk20 from Neil Fowler Lola T200 in front here.

Carnage in the FF qualifying race. 25 Philip Walker Crossle 16F ploughs through while 90 Oliver Smith Marcon MR7B sits helpless as cars crashed all around.

The Championship race later in the day was also red flagged after an accident on the Club straight saw Simon Toyne and Mark Draghicescu touch wheels and there was a nasty accident that fortunately saw both drivers OK. After the cars were removed, the race was restarted as a shorter 10 minute sprint which saw Ben Mitchell driving a Merlyn Mk 20 win by just 3 thousands of a second from returning former champion Neil Fowler in a Lola T200.

Godfrey leads Milicevic in the epic Mini and Imp battle in the Touring Car race

The HSCC/HRSR ByBox Historic Touring Cars also provided a thrilling race with Tim Davies in the little Ford Lotus Cortina chasing hard after Peter Hallford's powerful V8 Ford Mustang for overall victory. Behind the duel there were a couple of fantastic scraps, one between three Lotus Cortinas and an Alfa Romeo Giuliana Sprint GTA and the other battle between five Austin Minis and a Hillman Imp. Hallford took the win by just over 2 seconds from Davies with John Avill, John Spiers and Mark Martin in the next three positions in their Cortina's followed by Neil Merry in the Alfa Romeo. The Mini Imp battle went to three of the Mini's with Roger Godfrey in 7th then Nick Paddy and Jonathan Milicenvic followed by the Imp of Simon Benoy then by the other two Minis of Andy Harrison and Tim Harber.

Richard Conway Volvo P544 was 21st in the Touring Cars

Ian Jacobs Ralt RT3 won the Classic F3 race

Ian Jacobs took a close win in the race, his Ralt RT3 was just under 2 seconds ahead of Richard Trott in a Chevron B43. Max Bartell clinched the Classic Formula 3 title in his Chevron B34 by finishing in 6th place.

The Historic Formula Junior race saw a great battle between the Lotus pair of Sam Wilson and Andrew Hibberd, with Wilson taking victory in his 20/22 by nearly 5 seconds after a 20 minute

Sam Wilson and Andrew Hibberd battled for the lead in the Formula Junior race

© Janet Wright

Maxim Bartell clinched the Classic Formula 3 title when his Chevron B34 finished 6th

Richard Evans F2 March 79B won the Derek Bell Trophy race

race.

The Derek Bell trophy race saw a relatively small field with only two 'Big Banger' Formula 5000 cars entered in the eleven car field. Silverstone's National circuit is a fast circuit which should suit the large engined cars but it was the nimble Formula 2 March 79B of Richard Evans that mastered the track and the Formula 5000 cars, to take a very close win by just over half a second from the Formula 5000 cars of Neil Glover in the Chevron B37 and Frank Lyons in the Gurney Eagle FA74, who

Derek Bell Trophy - Richard Evans - March 79B passes Neil Glover - Chevron B37

was over 16 seconds behind in 3rd place.

The other Championship decided at the meeting was the Guards Trophy. Andrew Hibberd was leading the championship, but when Mike Gardiner finished 7th overall and won his class, and Hibberd only finished 3rd in his class, it was Gardiner who clinched the championship in his TVR Griffith. George Gizzard

George Tizzard Lenham Spider won the Guards Trophy race ahead of 4 Chevrons

won the race in his Lenham Spider chased by four Chevrons driven by James and Michael Schryver, Mark Coleman and Charles Allison.

The Historic Road Sports race always attracts a variety of classic sports cars. Peter Shaw in his Lotus Elan S1 lead from Pole position but had a battle with the Morgan Plus 8 of Kevin Kivlochane before claiming the

Martin Edridge Ford Mustang hangs the tail out exiting Brooklands in the Road Sports Race

victory.
The final race of the day was the 70s Road Sports which had an entry containing a BMW 3.0 CSL and a couple of Droopsnoot Vauxhall Firenzas. But it was the Lotus Europa of Jim Dean that took the final chequered flag of the day.

70s Roadsport winner Jim Dean Lotus Europa dives inside Robert Gate Jaguar E-type at Becketts with 2nd place Charles Barter behind in the Datsun 240Z
© Simon Wright

© Pete Austin
Silverline Historic F Junior - Andrew Tart - Bond FJ

© Simon Wright
Richard Disbrow Turner Mk2 chased by Roger Waite Lotus Elan S1 in the Historic roadsports race

© Pete Austin
Derek Bell Trophy - Andrew Hibberd - Brabham BT38

© Simon Wright
Ian McDonald Ginetta G16 in the Guards Trophy race

© Janet Wright
David Hall Droopsnoot Vauxhall Firenza 70s Road Sports

© Simon Wright
Tim Davies Ford Lotus Cortina heads the Lotus Cortina battle during Historic Touring car race

Stourbridge Navigation Trust's open weekend.

October 18th. By Simon & Janet Wright.

Bullnose Morris

More than 10,000 people attended the open weekend at Stourbridge canal over the weekend of the 17th and 18th October 2015, where more than 60 Narrow Boats were moored for the annual event at the Bonded Warehouse site just off the centre of Stourbridge, in the West Midlands. The event, which has been going for 33 years, also includes a display of vintage and classic cars plus a few steam engines and fairground organs. The free event is on a narrow strip of land next to the canal, with a few historic buildings still on site, to add some authenticity to the proceedings.

The West Midlands and 'Black Country' have been home for many of the major, and minor, car manufacturers of the past and many old locals would have worked at the nearby Austin factory at Longbridge, when it was a major manufacturing centre.

A lot of British motoring heritage was on display, with

Standard saloon

Ford Corsair

cars from Austin, Morris, Triumph, Riley, MG, Hillman, Ford and Jaguar amoung many of the manufacturers represented. There were also some even more local, such as the Bean, from nearby Tipton in the Black Country, and a Cluley from Coventry.

One of the more unusual cars on show was an American 1949 Plymouth Special Deluxe saloon which was beginning to show the fins and chrome that would be very popular with American cars through the 1950s and 60s. The 1949 model was fitted with the new 3.6 litre engine which developed 97 bhp.

Ford tried to keep a little of its American styling with some of its European models in the 1960s including the Ford Corsair. The European Fords were much smaller than their American counter-parts of the day but retained styling features from the American models.

Austin A30

By comparison some of the Austin cars of the same period were very small including things like the Austin A30 and A35. Standard and Triumph models were always popular in the past as they offered a step up in quality, luxury and refinement while still in a relatively small body.

1949 Plymouth Special Deluxe

Triumph Mayflower

Bean from Tipton

Moving further up the luxury scale, the Jaguar Mk II has always been a popular and relatively cheap Jaguar saloon which offered high performance and superb handling at a much cheaper price than the Jaguar sports cars of the same period, including the Jaguar E-Type. The other iconic car of the 1960's was the Austin Seven Mini which was revolutionary when it was launched at the beginning of 1960 for what the designers had managed to fit in to the small body

Foden Steam Truck

1928 Chrysler Type 65

MG TF

Nash Metroplitan

Sunbeam Talbot Alpine

Wolseley Saloon

Lea Francis and Ford Corsair

65th Anniversary 'Holly' Birkett 6 hour Handicap Relay Race Silverstone 24th October 2015.
By Mick Herring.

© Mick Herring

Mostly Rusty 2 seater Toyota MR2 of Gareth Baxter splashes around with Colin Chapman BDN S3 from the RGB'ARGY team

© Mick Herring

Darren Dowling TVR, Team Thundercats

The weather did its best to dampen the 750 MC's 65th Anniversary ‘Holly’ Birkett 6 hour Handicap Relay race, on Silverstone's Historic Grand Prix circuit, with a near-capacity 68 teams, always race hard and enjoy it regardless of anything the weather, this year ranging from relentless drizzle to full downpour, can throw at them.
Despite several incidents swiftly dealt with by the marshals, the twenty eight minute safety car didn't happen until four and a quarter hours into the race.

© Mick Herring

Brian Murphy Third Time Lucky Radical SR3 2nd overall

Always an eclectic mix of cars, hordes of Caterham/Lotus 7 and derivatives through BMW, VW and Clio saloons to TVR, Mazda and specialist sports cars to Historics.
You name it, you could well see it here from club racing.

© Mick Herring

Hot Badger in cold water- Simon Wallis Toyota MR2

© Mick Herring

Alex Champkin Phantom Clubmans, Defibrillators 3rd

Wayne Crabtree Escort Mk1 BDA spaceframe car

© Mick Herring

Marcus Bicknell Mustang Mach1

© Mick Herring

© Mick Herring

Ilsa Cox Seat Leon Cupra

Some team names never fail to amuse or bewilder, the Mostly Rusty 2 Seaters in Toyota MR2s, Hot Badger, Caterham team Child Labour Racing and the big engines of the Grunties team. But who dreamt up Ron and Flavio's Heartbreakers, with their Mallock Clubmans cars?

Scratch victory went to the Inspires team, Tim Gray (fastest lap of the race), John Cutmore, Richard Wise and Alistair Boulton, using Spire GT3 sports cars completed 128 laps under the direction of marque constructor/team manager Paul Nightingale.

They would lose the lead once, at the 4 hour round-up, to the 2013 and 2014 winners, Third Time Lucky team of Aaron and Lee Bailey, Doug Carter, John McLeod and Brian Murphy, their mix of Radical models finishing one lap adrift of the winners.

From the rolling start these two teams were wheel to wheel in the terrible conditions.

Third were the "Clubmans" team, the Defibrillators, Chris Pickering (Vision), Alex Champkin (Phantom) and the Mallocks of Michelle Hayward and Graeme Smith crossed the line a further six laps down.

© Mick Herring
First lap Aaron Bailey SR3 just heads Tim Gray Spire GT3

In the Handicap equation of the race the Honda Civic Type Rs of Team Owens triumphed with Will Schryver, Steve Laidlaw, Carl Swift and Endaf Owens securing a solid 5th place in the scratch race.

In second and third were the twin teams, Carbon8 Coupe Cup

B and A, both teams running Hyundai Coupes. Their credit laps lifting them from 59th and 52nd respectively.
Despite this year's weather, the Birkett is always an opportunity for ardent racers to race for the hell of it as the season draws to a close and championships already decided.
This year's 65th anniversary running, with a near-capacity 68 teams, proves the formula devised by Holland Birkett must be right and still relevant today.

Will Schryver Team Owens Honda Handicap victors

Chris Whiteley Ginetta G50 lack of visiblity

Charlie Thomas Pell Genesis Evo in team RGB'ARGY 2

Pascal Green Caterham C400 aquaplanes out of Copse

Kenny Coleman Tom's Tin Tops Capri

© Simon Wright

The Rainworth Skoda Dukeries Rally at Donington Park.

Sunday 25th October 2015. By Simon & Janet Wright
with additional photos by Stuart Yates and David Goose - Motorsport-Imagery.

Andy Graham and Rob McHenry Ford Escort RS2000 Mk 2 three wheeling through Coppice

Winners Ashley Field and Ryan Vickers Darrian T90 GTR+

David & Alice Tinn MEM Proton Satria Neo awaiting the start

The 56th consecutive running of the Dukeries Rally took place at Donington Park after the loss of the Sherwood Forest complexes during the summer. A large crowd lined the course, which mainly consisted of parts of the racing circuit with some run in the reverse direction to normal racing. In addition to using the track, the pit lane became part of some of the stages. Also some internal 'roads' in the centre of the circuit running behind the hospiality suites on the Cranner curves and through the trees to rejoin the circit on the escape road on the inside of Redgate. This made a nice tight hairpin with the cars turning left to drive the wrong way up the start straight. There were four different layouts, with each run twice, giving eight stages in total. Tyre chicanes were also put in place to reduce speeds, especially for the reverse runs, due to the construction of the track kerbing which is designed for normal direction use only. The Dukeries Rally was the first competitve rally to be held at Donington Park since 1998. The venue had regularly been used as a stage on Britains round of the World Rally Championship from 1975 until 1998, and before that the Dukeries club had used the venue between 1968 and 1970 before it had been re-opened as a racing circuit.

The rally had drawn a maximum 80 car entry with it being a qualifying round of The Heart of England Rally Championship, the Roadrunner/Phoenix Awards ANEMMC Sealed Surface Rally Championship, the Alexander Calder Financial EMAMC Single venue Rally Championship and the Dukeries Motor Club Rally Championship. The entry was split in to six classes to allow cars to compete against similar specification vehicles on an equal footing. The diverse entry ranged from current WRC specification cars like the Ford Fiesta right through to

Ray Read and Stuart Anderson-Peters Audi Quattro

Class winning Martin Hodgson & Tony Jones Ford Escort 2nd overall

historic rally cars like a 1960s Lancia Fulvia 1600 HF. The seeded entry had David and Alice Tinn driving a Proton Satria at number 1 as they have won several similar events in the past few years. Ashley Field and Ryan Vickers were number 2 with their Davrian as Ashley has been a leading competitor in the National Asphalt Championship over the last few years. Another

John Griffiths & Nigel Wetton Subaru Impreza chased round redgate the wrong way

Davrian driven by Andy Fraser and Paul Williams was at number 3, with Andy having won similar events at Mira in 2013 and 2014. A Ford Focus WRC car was seeded at number 4 driven by Nigel Mummery and Fiona Scarlet, while Ford Escort Honda was at number 5 driven by Julian Jones and Mikey Herritts.

It was a lovely bright day as the rally cars took to the circuit. The action was fast and furious with cars doing 3 laps round the stage and starting at 30 second intervals meant that there was

Tim Simpson &Garry GreenTalbot Sunbeam 29th and 9th in class

racing and overtaking on track. The first course started in the assembly area at the end of the Melbourne loop, went up the loop the wrong way, cut through to Goddards then through a chicane at Roberts to tackle the circuit in the reverse direction. The pit straight was a large chicane and then swung in to the end of the pit lane and out through the back on to the Melbourne loop for another 2 laps. On the final lap they entered the pit lane, which was part of the live stage. Each car did three laps twice. The action started early on when Fields and Vickers went off on the third corner in their Davrian T90 GTR+ (2) which dropped them to 39th overall at the end of the first stage. This led to a fight back through the field and as they entered the final stage of the day they were back to 4th place overall. The Tinns' MEM Proton S2500 had been the convincing leader but it retired on the last stage and the Davrian was flying, setting a time more than

Craig Stevens & Dave Simmons Ford Fiesta Mk2

16 seconds faster than their nearest rival, Fields and Vickers won the rally by over 9 seconds. After the demise of the Proton, it was Martin Hodgson and Tony Jones in their 2 litre Ford Escort Mk 2 (20) who finished 2nd to win their class. Third place went to Paul Alexander and Tom Woodburn in another Mk2 Ford Escort (19). The Escort bonanza continued with 4th place going to Paul Diamond and Stephen Cox in an Escort Mk2 (8), 5th was Grahame Bell and Russ Radford in yet another Escort RS 2500 (6) which proves that for Rallying, their is still competitive life in the old Ford

David & Matt Wood Mitsubishi Evo 5

Escort. It's newer replacement, the Fiesta finished in 6th with John and Rhys Yates who were originally reserve entries winning their class in the Ford Fiesta R5 (87).

The Over 1600cc and up to and including 2000cc class was won by Dane Walker and Dave Boyes in their 2 litre Ford Escort (23).

The over 1400cc and up to 1600cc class was taken by Richard Bliss and Jamie Vaughan in their Honda Civic (42) by 11 seconds from Chris Gravestock and Mark Marmer in their Citroen C2 R2 (43). The final class winner of the Cars over 1000cc and up to 1400cc was Andrew Saunders and Steve Griffin in a Citroen AX (58).

Class winning John & Rhys Yates Ford Fiesta R5

Simon Beckett & Jon Atherton Skoda Flavia VRS

Simon Belcher & Wayne Langhome Subaru Impreza

Chris Skill & Helen HallFord Escort RS1600 Mk1

Martin Stockdale & Gary Miller BMW 1M

The pit lane was part of the live stage

Stephen Richie & Ian Harden BMW M3 Compact spun at Redgate while Paul Woodhams & Jo Batchelor Subaru Impreza avoid

Stephen & Jack Tilburn Ford Escort RS2500

Doug & Mike Harrison Lancia Fulvia 1600HF

Harry & Stephen Shephard Ford Escort RS2000 Mk 2

Roger Titley & Chris Page BMW 323i

GT Cup Championship and Monoposto classes -

Oulton Park International 10th October 2015. By Mick Herring.

Chamberlain leads Wilcox and championship winner Schulz

© Mick Herring

The final round of the GT Cup championship went down to the wire at Oulton Park's International Circuit with two twenty-five minute races on Saturday yielding two wins for Richard Chamberlain's familiar vivid orange Porsche 935. He didn't have it easy in either race, Darren Nelson's "wide" Ferrari held him off until a mid-race error at the Knickerbrook chicane gifted Chamberlain the win to finish 0.7 seconds behind, thus closing the gap to leaders, Paul Bailey and Andy Schulz. With Paul Bailey's understandable absence Schulz would be confined to race 2 only. Phil Burgan's Audi R8 LMS Ultra was a distant third. James Greenway's Porsche 997 GT3 took GTB honours in fourth from GTC winner Will Plant's Porsche 991 GT3.

© Mick Herring

Adam Wilcox Audi R8, hard won 2nd place in race 2

After a bodywork damaging off-track excursion in qualifying Nigel Hudson's older Audi R8 finished 9th after a strong run from the back of the grid. The rest would have to wait but fortunately Rob Gaffney's 11th overall/2nd in class was enough to seal the GTA class championship with a race to spare. The Ginetta G50 driver would enjoy two close races with Mike Moss' BMW M3 before a broken driveshaft ended his race 2 early.

© Mick Herring

Rebecca Jackson Porsche 997 GT3 Cup

Race 2 provided a 0.8 second victory for Chamberlain from the determined Adam Wilcox (in Nigel Hudson's repaired Audi R8). Initial running was made by Chamberlain and Darren Nelson but Nelson's spin dropped him down, regaining fourth by the end. After five

Tom Webb BMW GTB class BMW M3

laps Chamberlain's tyres, only his fifth set this season, were worn out and, as the race settled down, the trio of Chamberlain, Wilcox and Schulz, who had climbed from the back of the grid to third provided some exciting racing. Schulz's third place clinching the overall championship with his TF Sport Aston Martin. Phil Burgan was the last GTO car placed, in fifth, ahead of Will Plant's GTC Porsche and GTB victor Tom Webb's BMW M3 GTR, Mike Moss' BMW took GTA in 9th but GTB championship winner, David Fairbrother's Porsche 997 GT3 took 4th in class and 14th overall.

The complicated championship and class standings, from the

Mark Smith Porsche 997 GT3 Cup

Darren Nelson Ferrari 458 early lead in race 1

GT Cup website, are as follows:-

Wayne Marrs/Charlie Hollings Ferrari 458 GTC - 1st overall & GTC.

David Fairbrother/James Greenway Porsche 997 GT3 Cup - 2nd and GTB.

Rob Gaffney Ginetta G50 - 4th and GTA.

Andy Schulz/Paul Bailey Aston Martin Vantage GT3 - 6th and GTO.

GTA Champion Rob Gaffney enjoyed racing Mike Moss BMW

Race 1 start Nelson leads Chamberlain

Robin Dawe Vauxhall Lotus inside Classic champion Bryn Tootell Van Dieman RF99

Will Plant GTC Porsche 991 GT3

Mono Classic 2000 Alistair Bell Reynard 883

Jonathan Reed 4th race 2 (Moto) Jedi Mk6

Mono Classic 2000 Will McAteer Reynard 923

© Mick Herring

Mono 2000 Richard Purcell Dallara F301 2 x 4th place

The compact one day meeting at Oulton Park also saw the conclusion of the two Monoposto championships with two fifteen minute races for each category. In the Monoposto 1800, 1600, Moto and DTEC category, Jeremy Timms became champion, winning every race, except for two DNFs, the two at Oulton by convincing margins and fastest lap in both. In race one his 1400cc Dallara F399 headed Richard Gittings' Jedi Mk6 by 27 seconds with Marc Fortune's Dallara F301 and Anthony Gauntlett's Jedi Mk4 in 3rd and 4th, all from the Moto class. In race 2 Jeremy Timms won by 17.2 seconds from 2014 champion Jason Timms' Dallara. Anthony Gauntlett went one better this time to third ahead of Jonathan Reed's Jedi Mk6.

Len Turner Jedi Mk6 Moto

The Mono 2000 and Mono Classic 2000, last year's winner Robbie Watts retained his title with two wins and two fastest laps. His Dallara 302 leading Tony Bishop's Dallara F304 over the line in both races by 3.68 and 22.8 seconds respectively. In race one Chris Davison's Dallara F301 was third ahead of Richard Purcell's similar car. Winning the Classic 2000 class in both races and setting fastest laps in the process, Robin Dawe's Vauxhall Lotus took seventh and fifth overall, with fastest laps in both to secure second place in the Classic 2000 championship.

Mono Moto Des Foley Leastone 1000

Double race winner- champion Jeremy Timms (Moto) Dallara F399

750 Motor Club Donington Park.

3rd-4th October 2015. By Simon & Janet Wright

© Janet Wright

The Civic Cup provided some of the closest racing. Mark Grice, Antony Turner and Robert Howard take redgate 3 abreast

The 750 Motorclub returned home to Donington Park for their final championship meeting of the year at the beginning of October and gave their competitors a run over the full Grand Prix circuit.

The Sunday races started with second race of the weekend for the Demon Tweeks, Yokohama Stock Hatch Championship. The first race on Saturday had seen a win for Toby Bearne in his Ford Fiesta ST, over 33 seconds ahead of Eliot Dunmore in a (BMW) Mini Cooper S who took the Hot Hatch and Super Cooper Class win. Shayne Deegan was a further 11 seconds

The Mini Cooper S pair of Will Sharpe (11) and Eliot Dunmore (69) had quite a battle in the Stock Hatch race

© Janet Wright

Bob Telling (53) and Michael Barrett go Citroen Saxo VTR dancing at Redgate in the Stock Hatch race

behind in 3rd place driving a Citroen Saxo VTR. Sunday saw Bearne win again but this time his win was just under 4 seconds ahead of Shayne Deegan this time driving another Ford Fiesta ST. Will Sharpe was 3rd in a (BMW) Mini Cooper S to win the Super Cooper Class.

The Gaz Shocks Compact Cup for the BMW E36 Compact 318Ti also ran two races for the large grid on Sunday. James Gornall won the first race from Joe Wiggin and Mike Tovey. In the second race Gornal dropped to 4th leaving the win to go to Wiggin from Tovey and Ian Jones was 3rd.

© Simon Wright

BMW Compact Cup Simon Wood BMW 318Ti leads a train through Redgate

The Civic Cup provided two very exciting races on the Sunday with a large field and plenty of action throughout. All Honda Civics from 1990 to the present day are able to compete in two classes, 1600ccc and 2 litre, with performance balanced on using weight and the degree of modification allowed. The lead battle between Adam Shepherd and Carl Swift pulled clear of the rest of the field with both leading the race, but it was Swift who took the win by just over 9 seconds from Shepherd. Steven Laidlaw was a distant 3rd. Will Schryver was the 1600cc class winner in 6th place. Carl Swan had a spin at the chicane and collected Martyn Hathaway in the process. Swan did manage to get his badly damaged Civic to the finish in 25th just behind Hathaway, but Swan did not take the start of the second race. The second race later in the day saw Shepherd get his revenge to beat Swift by just over 2 seconds, with Schryver again winning the 1600cc class.

© Simon Wright

Carl Swan collects Martyn Hathaway as he spins off at the chicane in the Civic Cup race

Now in its second year, the K-Tec Racing Clio 182 Challenge is based on the MKII Renault Clio Sport 182 “Cup”. Again two races both run on the Sunday, saw incedibly close racing with the first win going to James Bark by just 3 hundreths of a

Robert Armitage, Daniel Gibson and Tim Bentley all try 3 wheeling round the Melbourne hairpin in the Racing Clio 182 race

second from George Williams. The second race was equally as close fought as the first race, with Bark finishing 2nd to Patrick Fletcher by just 8 hundredths of a second.

The Millers Oils Toyota MR 2 Championship is for basically standard cars with very little modification allowed. The three classes relate to the Mk 1, Mk 2 and Mk 3 versions of the popular Japanese sports car. The first race of two was before lunch and saw Kristian White win both races in a Mk2 ahead of class winner William Gallacher in a Roadster in race one and Paul Cook in a Mk 2 in race two. Stuart Nicholls won the Roadster class in 12th place in the second race while the other

Race winner leads the field in to the Melbourne hairpin in the Toyota MR2 race

class winner was Merill Readett in a Mk1 in 29th position in race one but was not classified in the second race.

Chaos in the Toyota MR2 race at Melbourne hairpin. 88 Stuart Nicholls retired from the race

The Disklok RGB Championship is for two seater cars either constructed for the championship or a production kit car, powered by a production four stroke motorcycle engine. There are three classes, front engined cars up to 1000 cc, rear or mid-engined cars up to 1000cc and cars over 1,000cc with a maximum power output of 180 bhp. Both races saw the first three in the same

Jason Stowe Sprire GT3 crests the rise at Coppice in the RGB race

position. Scott Mittell won both races in his Mittell MC-52B ahead of John Cutmore and Alastair Boulton both driving Spire GT3 cars. The front engine class in race 1 was won by Matthew Higginson in the AB Arion S2, while in the second race it was

The Toyota MR2 field spread out across the track on the Melbourne loop.Thomas Malings, Martin Farrelly and Alan Cooper side by side chasing Trevor Cooper (23)

Winner Andrew Thorpe Citroen AX GTi battles with Gordon MacMillan Peugeot 205 GTi and Pip Hammond Vauxhall Nova GTE in the Classic Stock Hatch race

David Watson in a MNR GM2 that took the honours.
The Demon Tweeks Yokohama Classic Stock Hatch Championship is for any pre-1992 UK hatchback up to 1600cc or 1400 cc multi valve engine. This provided close racing with a variety of cars and Andrew Thorpe in a Citroen AX GTi took the first race by just half a second from Marcus Ward in a Ford Fiesta XR2i with Pip Hammond in a Vauxhall Nova GTE in 3rd. The second race was even closer with Gordon MacMillan in a Peugeot 205 GTi winning by just 0.01 of a second from Pip Hammond and Andrew Thorpe only 0.25 of a second further back in 3rd.
Bernie's V8s and the SR & GT Challenge was a single forty minute race for V8 cars from the 60's, 70's and 80's, split in to three classes for Modified, FIA/Road Spec and Invitation, plus the SR & GT cars for original or replica pre-1976 Sports racing and GT cars split in to classes by Power to Weight ratio. The race was a walk over for William Smallridge in a Sunbeam Tiger who was over 42

William Smallridge powers his Sunbeam Tiger V8 round Old Hairpin on his way to victory in the Bernie's V8 challenge.

seconds ahead of the SR winning Crossle 9S of Richard De Blaby and they were the only two cars to complete the full race distance. In third place, a lap down was Russell McCarthy in an MGB GT V8.

On Saturday there were a couple of races for Formula Vee, single seater racing cars based around running gear from the 1300cc VW Beetle. Paul Smith in an AHS Dominator won both of the races from Craig Pollard in a Bear GAC. Paul Taylor also driving a Bears GAC was 3rd in the first race and Ian Jordan took 3rd in the second race at the wheel of a Sheane Jordan.

Both of the Spire Sportscars Bikesport race had the same top three with Tim Grey in a Spire GT3 winning both from Philip Cooper in a Radical PR6 and Richard Wise in a Spire GT3.

The Cartek Roadsports Series was a single 45 minute race on Saturday and was won by Tom Bell in a Ford Fiesta ST. Just under 5 seconds behind was Luke Sedzikowski in a BMW E45

John Plant finished 5th in his Allard J2 in Bernie's V8's race and 2nd in the SR class

M3 followed by the similar vehicle of Matthew Bolton in 3rd.

Another single race was the 30 minute race for the Aero Racing Motorsport Morgan Challenge which was won by William Plant in a Morgan 4/4 ahead of Philip Goddard in a Plus 8 and Tom Andrew in an Aero 8.

Bernie's V8's brings together Cheng Lim/Andy Lambert RAM SC, Mark Bowd (SR class) Ford GT40 and Marcus Bicknell/Rob Mason in the Ford Mustang