

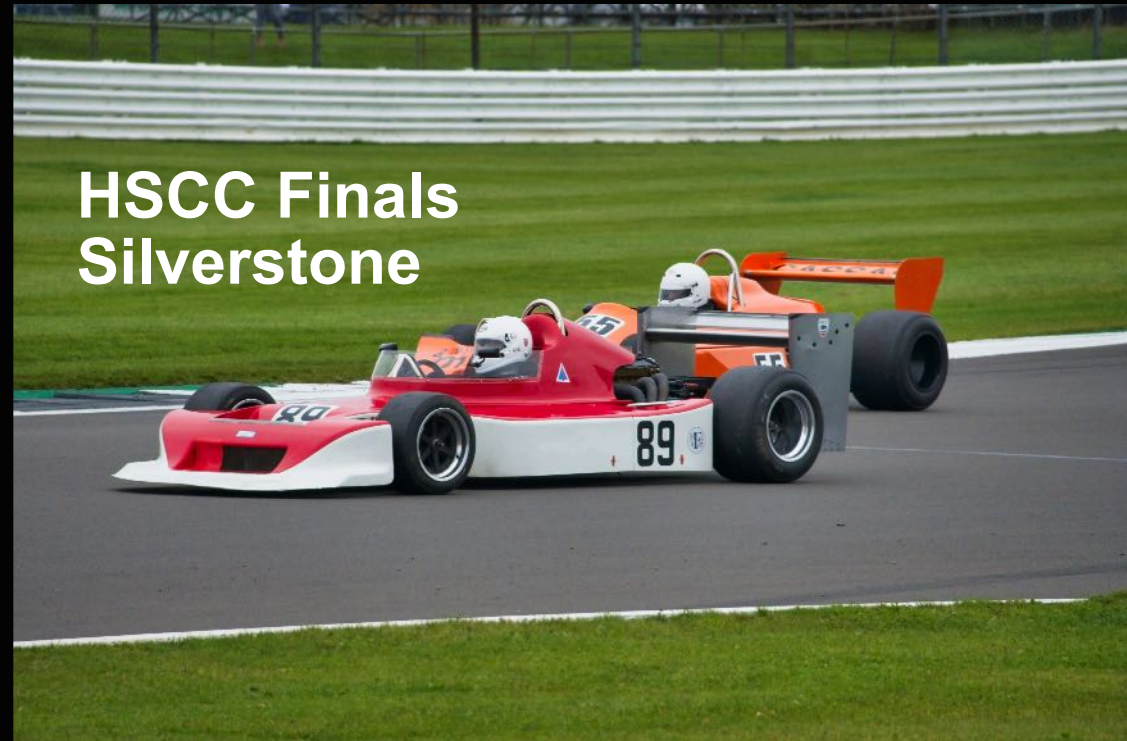
# Classic and Competition Car

Founded 2010

**British GT  
mid-season roundup**



**HSCC Finals  
Silverstone**



**BOC Vintage Hill  
Climb, Prescott**



**750 Motor club,  
Mallory Park**



**Wheels on Wednesday**





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## Front Cover:

Jordan Collard and Patgrick Matthiesen in the McLaren 570S GT4 still in contention for the title with one round to go © Motorsport Imagery.  
Daniel Clayfield in his Formula 2 March 782 at the HSCC Finals, Silverstone © Simon wright  
BOC Vintage Hill Climb Prescott - Charles McEvoy MG F Type Magna F1 © Janet Wright.  
Matt Winter and David Graux round Mallory Park hairpin side by side in the Ma7da race 750 Motor Club Meeting © Simon Wright  
Wheels on Wednesday © Simon Wright

## Our Team

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Pete Austin, Peter McFadyen, Syd Wall, Plus David Goose & Stuart Yates of Motorsport-Imagery.





In next months issue, The RAC Historic Tourist Trophy from Silverstone and the Classic Sports Car Club meeting from Mallory Park. Plus loads more....

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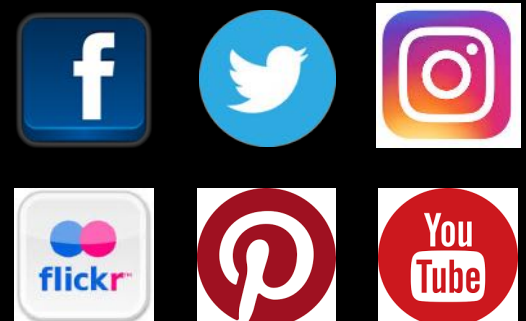
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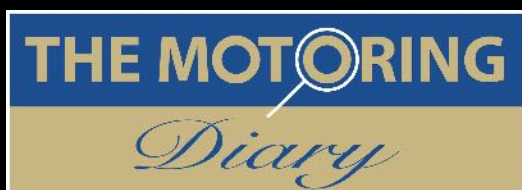
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# Photo of the month

By Simon Wright



The Smith/Ridgway Lotus Elan GTS had a quick spin/slide at Becketts during the Guards Trophy race at the HSCC Finals meeting at Silverstone. The car went on to finish 4<sup>th</sup> in class and 16<sup>th</sup> overall.

© Simon Wright





## Vanwall returns.

Sixty two years since Vanwall claimed the World's first Formula One Constructors Championship Trophy, the name Vanwall is reborn. The Vanwall Group, the successor of the legendary British Vanwall motor racing team of the 1950s, has announced the renaissance of the historic name with plans to build six new continuation cars to celebrate Vanwall's six Formula One wins in 1958. Vanwall had already become the first British built car to win the British Grand Prix with a British driver, with Sir Stirling Moss and Tony Brookes sharing the honours in 1957. The 1958



Vanwall is one of the most important Formula One racing cars ever built in Britain, with its six victories, Vanwall remain the first of only two teams ever to have recorded a maximum points score in a

championship season. In its day, Vanwall was the leader of innovative engineering, with the Colin Chapman designed chassis and aerodynamics by Frank Costin. They also pioneered the use of disc



brakes in Formula One, giving the team the advantage over Ferrari. Six continuation cars of the 1958 championship

winning Vanwall Formula One car are to be painstakingly recreated in partnership with historic racing experts, Hall and Hall. Only five will be offered for sale, with the sixth car forming the core of the Vanwall Historic racing Team. Each car will feature



the powerful 2489cc Vanwall engine which develops 270 bhp.





### All-new Ford Puma ST.

The first Ford performance SUV in Europe features a bespoke chassis which is 40% stiffer twist beam than the fiesta ST to counter the higher centre of gravity, while force vectoring springs support agility.

The power comes from a 1.5 litre EcoBoost engine which develops 197 bhp. Enhanced with sophisticated Sports Technologies, including a unique-in-segment Limited-Slip differential (LSD) option, part of the £950 Performance Pack. The optimised chassis features bespoke twist-beam anti-roll bar and damper configurations, along with steering responses which are 25% faster to help deliver the most agile Ford SUV driving experience. This is also aided by larger brakes and specially developed Michelin Pilot Sport 4S tyres. The car can accelerate from 0-62 mph in 6.7 seconds.

Bold sports styling in an exclusive Mean Green colour scheme, with 19 inch alloys and Recaro seats add to the features. Prices start at £28,495 with the Performance Pack including the LSD costs an additional £950.



### McLaren Hybrid Supercar final testing.

The next generation McLaren High-Performance Hybrid (HPH) has entered the final stages of testing. It will be introduced in the first half of 2021. McLaren's first series production hybrid features an all new V6 petrol engine and pure EV road driving mode. The all new supercar will be the first McLaren built on a new carbon fibre structure known as McLaren Carbon Lightweight Architecture (MCLA). The optimised for high-performance hybrid powertrain is combined with the latest generation driver technologies will ensure trademark McLaren track performance. The new car will sit between the GT and 720S in the McLaren range.







### Allard Continuation.

The first new Allard car for over 60 years is offered for sale at RM Sotheby's London auction. The JR continuation is offered for sale directly from the Allard family, who still own the family car company. The company was originally created in the 1930s, from a love of racing, coach-building and pre-war 'hot-rodding'. The Allard Motor Company was established in Clapham, London from 1946 to 1959.

Hand built by Lloyd, Sydney Allard' grandson, and Alan, Sydney Allard's son, using some original Allard parts and drawings, and body bucks, the car is based on the 1953 JR competition specification to be a tool-room copy of the original. Only seven Allard JRs were originally built between 1953 and 1955. The new JR continuation model is chassis number eight and is estimated to sell for between £180,000 and £240,000. To allow owners to compete, the car will be fitted with a re-engineered version of the original specification Cadillac 331 ci (5428cc) overhead valve V8

engine which produces 300 bhp. The car is also offered with three and four speed gearboxes and a differential final drive with a selection of quick change transfer gears, as well as the option to vary the ratio to suit specific events.



### Elfyn Evans tops WRC points table.

With just two rounds remaining, Welshman Elfyn Evans leads the 2020 FIA World Rally Championship by 14 points, after a 4<sup>th</sup> placed finish on the Rally Italia Sardinia at the beginning of October. His closest rival is his Toyota Gazoo Racing team mate Sébastien Ogier, who finished 3<sup>rd</sup> in Sardinia, who is 14 points behind Evans. There are

two rounds remaining on this years championship, the Renties Ypres Rally Belgium on the 19<sup>th</sup> to 22<sup>nd</sup> of November, and a new event in December based at Monza.







### Happy 50<sup>th</sup> to the VW K70.

Celebrating it's 50<sup>th</sup> anniversary, the K70 was the first Volkswagen to have a water cooled engine and front wheel drive and broke the mould for Volkswagen. The advertising slogan was "Love the VW K70 - because it opens up a new VW era" when the vehicle was launched. This was a new Volkswagen, different to all the others made to that point in time.

The change in drive concept from air cooled rear engine, rear wheel drive of the Beetle, to the new water cooled front engine with front wheel drive would usher in a new successful era including the Volkswagen Golf and Passat. The K70 had a state of the art chassis with independent

suspension and a spacious interior, complete with safety belts for all seats. The long wheelbase also provided good handling..



### Jaguar Racing renews partnership with GKN.

Jaguar Racing and GKN Automotive have renewed a multi-year partnership. As the official eDrive partner, GKN Automotive will work closely with Jaguar Racing's technical partners, applying its driveline and software development expertise to the I-Type 5, Jaguar's new all electric Formula E race-car. GKN will play a crucial role in the electric powertrain development, with advanced powertrain cooling technologies for both inverter and electric motor to enhance system efficiencies. This will also feed into development of GKN Automotive's world leading eDrive technologies for electrified road vehicles.

Season seven of Formula E will start on the 16<sup>th</sup> January 2021 in Santiago, Chile. The GKN Automotive logo will feature on the livery of the 2020/2021 I-TYPE 5 which began testing in the UK at the start of October with Sam Bird driving.





## Hoggard shines in Formula 1 Test.

British rising star Johnathan Hoggard made a big impression in his first test of the Aston Martin Red Bull Racing Formula 1 car at Silverstone. His test was the prize for winning the Aston Martin Autosport BRDC Young driver of the Year award. He completed 21 laps of the Silverstone Grand Prix circuit in an Aston Martin Red Bull Racing RB8, similar to the car the team used to win the FIA Formula 1 Constructors and Drivers World Championships with Sebastian Vettel in 2012.. After a couple of installation laps on a damp circuit in the morning, the team waited for the track to dry before giving him three timed runs, to get the most out of his experience in the 800 bhp V8 3 litre specification car. This test was part of his prize, which also included £200,000, a test in an FIA World Endurance Championship Aston Martin Vantage GTE, full British Racing Drivers' Club (BRDC) membership and an Arai helmet.



## Suzuki Swift 2021.

Suzuki have launched a facelift, third generation, Swift in the UK and Republic of Ireland. It features revised front end styling, a higher standard specification and more emphasis on safety equipment across the range.

All models are now fitted with Suzuki's enhanced 12V hybrid system and is available in SZ-L, SZ-T, SZ5 and SZ56 ALLGRIP grades. The Swift Sport 48V with the 1.4 litre K14D engine had been added earlier in 2020.

The new SZ-L grade becomes the volume selling model and comes with six airbags, Radar Brake Support (automated emergency braking), Adaptive Cruise Control, LED headlights, Air Conditioning, DAB radio, Privacy glass, 16 inch polished alloy wheels, LED daytime running lights and Apple CarPlay/Android Auto as standard.

The K12D 1.2 litre Dual-jet Hybrid four cylinder engine gives a combined fuel consumption of 57.2 mpg (WLTP). A new CVT gearbox is available as an option on SZ-T and SZ5 with 2wd. Prices start from £14,749 for SZ-L model.





# 750 Motor Club Race Meeting Mallory Park 4<sup>th</sup> October 2020. By Simon & Janet Wright.



Martin Cayzer Ford Fiesta XR2i (6<sup>th</sup>) Leading James Haslehurst Peugeot 205GTi (8<sup>th</sup>) and Andy Philpotts Ford Fiesta XR2i(9<sup>th</sup>) in the first Classic Stock Hatch race



The 750 Motor club held their second race meeting of the year at Mallory Park at the beginning of October. This meeting was a saloon and sports car meeting with races for 5Club MX-5, Classic Stock Hatch, Clio 182, MA7DA series and Type-R Trophy series. Wet practice saw several cars explore the grass on the outside of Gerard's and then, on a drying track, qualifying was delayed when Rhys Lewis in his Honda Civic Type R cars appeared to lose control exiting Devils Elbow, took a sharp left turn on the pit straight hitting the barrier head on, spun through 360 degrees and hit the barrier a second time head on further along before ending up half back on the track, damaging part of the crash barrier. While essential repair work was undertaken, the lunch break was brought forward, so as not to lose too much time. After the break, qualifying was completed and the eleven 15 minute race program commenced.

First out of the starting blocks was the first of three 15 minute races for the 5Club MX-5 series. The circuit was still wet as Tom Smith started from Pole position and as the field left the start line David Rickards spun off from the rear of the field, kissing the barrier on the entrance of Gerard's, before continuing. It was Steve Foden who led at the end of the first lap. Smith got in front on the second lap and had a



Steve Foden leads the 5Club MX-5 first race on the first lap

© Janet Wright

close battle with Ben Hancy. The leading pair pulled away from the opposition to take 1<sup>st</sup> and 2<sup>nd</sup> places, just 0.33 of a second apart after a fifteen minute race. Foden hung on to 3<sup>rd</sup> place, nearly eight seconds further back. Jason Greatrex was 4<sup>th</sup>, Matthew Short was 5<sup>th</sup> and Callum Greatrex was 6<sup>th</sup>. Several cars decided to try grass tracking at Gerard's with James McCann in No. 13 having a spin. He managed to find his way back to the track and finished 22<sup>nd</sup>, a lap down. Courtney Milnes was another who spun off at Gerard's and lost time as the wet grass proved difficult to get traction. He did continue and finished 17<sup>th</sup>. Dan Blake managed to do a perfect 360 degree pirouette also at Gerard's and then cut across the grass on the exit of the esses before finishing in 18<sup>th</sup>. Finally the wet track caught out Philip Andrew Barrett who on the seventh lap got sideways to the right, over-corrected left and hit the side of Rob Bond who then collected Marcus Bailey, with all three going off at Gerard's. Bond hit the tyre barrier hard,

Courtney Milnes spun off in the first 5Club MX-5 race as Matthew Pennefather-Neal continues to 16<sup>th</sup> place.



© Simon Wright





Tom Smith (41) laps Chris Pearson (121) on his way to winning the first 5Club MX-5 race

© Simon Wright

head on, and was out of the race. He got out of the car and appeared unhurt. the other two slid sideways into the tyre barrier at a much slower pace and were able to continue but Bailey retired. The track was obviously very slippery as the next two cars to arrive, Adrian Johnson and Jake Dormer, also went wide over the grass before regaining the track.



© Simon Wright

The Demon Tweeks/Yokohama Classic Stock Hatch Championship had two races with a nice and varied field of twenty one cars. Pole position for the first race went to



© Janet Wright

Pip Hammond won the first Classic Stock Hatch race in his Vauxhall Nova GTE



Stuart Place finished 2<sup>nd</sup> in the first Classic Stock hatch race in his Peugeot 205 GTi

© Simon Wright

Pip Hammond in his Vauxhall Nova GTE. He dominated the first race, leading from start to finish. He was initially chased by Andrew Thorpe in his Citroen AX GTi for the



first nine laps, before he slipped back to finish 4<sup>th</sup>. He was replaced in 2<sup>nd</sup> by Stewart Place in his Peugeot 205 GTi who closed up to finish just 1.74 seconds behind the winning Nova. In 3<sup>rd</sup> place was Edward Cooper in another Vauxhall Nova GSi. A pair of Ford Fiesta XR2i took 5<sup>th</sup> and 6<sup>th</sup> with Lee Scott ahead of Martin Cayzer. Finishing 7<sup>th</sup> on the road was Jeff Humphries in a Peugeot 205 GTi but he was disqualified for the car being under weight. With just two laps to go James Hancock had a nasty accident in his Peugeot 205 GTi. He ran wide rounding Gerard's and once he was on the wet grass he was a passenger and hit the tyre barrier hard head on, badly damaging the front of the car.



Scott Edgar grabs an early lead in the Clio 182 first race, with Josh Larkin right behind

© Simon Wright

Next up was the K-Tec Racing Clio 182 Championship first race of the afternoon. The Renault Clio 182 of Josh Larkin started from pole position for the first race but it was Scott Edgar that led the first three laps before Ryan Polley got in-front and stayed there to the chequered flag, also taking fastest lap. Edgar was just over two seconds behind at the finish. Larkin had dropped to 2<sup>nd</sup> at the start but was soon passed by Polley as he moved through from 4<sup>th</sup> on the first lap. Larkin held 3<sup>rd</sup> till the finish. Simon Freeman, Andrew



Eventual winner Ryan Polley (3<sup>rd</sup>) gets up close and personal with Josh Larkin (2<sup>nd</sup>) in the opening stages of the first Clio 182 races of the day.

Harding and Tom Hall made up the top six finishers in the first race.





Race 1 winner Dan Thackeray leads Jack Thomas in the first of the Type-R Trophy races

© Simon Wright

The Tegiwa Type-R Trophy had a small entry. Dan Thackeray was the fastest in qualifying and dominated the first race, leading from start to finish. He was initially challenged by Jack Thomas but after a couple of laps Tate Taverner moved in to 2<sup>nd</sup> and held the position to the chequered flag. Coming in 3<sup>rd</sup> was Daniel Chapman, while Rhys Lewis, Gordon Lam and Warwick Ellis rounded out the top six. After his initial challenge, Thomas dropped out at half distance but was still classified 7<sup>th</sup>.

© Simon Wright



Daniel Chapman leads Tate Taverner through Devils Elbow in the Type-R race



First Ma7da race winner Ben Powney and Jonathan Lisseter battle out for the lead from the hairpin

© Simon Wright

The final category racing was the Yokohama Ma7da Series, which produced the closest qualifying. Pole position was claimed by Jonathan Lisseter by just 0.02 of a second from Ben Powney. With identical cars, the racing was close. Powney led the first lap but Lisseter took the lead on the second lap and managed to stay in-front until the sixth lap when Powney re-took the lead. While Powney managed to stay in the lead, the battle for second was between Lisseter and David Mason who swapped places



© Janet Wright

Joshua Platts and Sam McKee round the lake in the Ma7da race





Daniel Sibbons finished 2<sup>nd</sup> in the first Ma7da race.

until the ninth lap, when Mason dropped back to 10<sup>th</sup> place. But Lisseter was now under pressure from Daniel Sibbons who managed to swoop into 2<sup>nd</sup> place on the last lap. Lisseter finished 3<sup>rd</sup>, while Danny Andrew, Matt Graux and Tom Robinson completed the top six finishers.



You can have any colour as long as it's orange. Joe Dickens and Alex Lewington battle in the 5Club MX-5 race

Race six was the second 5Club MX-5 Cup race and Steve Foden, who finished 3<sup>rd</sup> in the first race, led the Mazda train for all thirteen laps to take victory by just 0.23 of a second. First race winner Tom Smith and Jason Greatrex took turns to lead the chase but at the flag it was Smith in 2<sup>nd</sup> and

Greatrex in 3<sup>rd</sup>. In 4<sup>th</sup> was Callum Greatrex, followed by 5<sup>th</sup> placed Adrian Johnson and 6<sup>th</sup> placed Ben Hancy.

The second Classic Stock Hatch race with 2<sup>nd</sup> Edward Cooper Vauxhall Nova, 3<sup>rd</sup> Pip Hammond Vauxhall Nova and winner Lee Scott Ford Fiesta XR2i



© Simon Wright

The second Demon Tweaks/ Yokohama Classic Stock Hatch race saw first race winner Pip Hammond in the Vauxhall Nova GTE lead the first four laps before he was passed by Lee Scott in a Ford Fiesta XR2i. James Haslehurst in his Peugeot 205 GTi only managed a couple of laps before he went off at Gerard's. Although the track was now dry, he got two wheels on to the wet grass and did a couple of pirouettes before hitting the tyre barrier, damaging the front of the car



© Simon Wright

Jeff Humphries Peugeot 205GTi finished 5<sup>th</sup> in the second Classic 15 Stock Hatch race.



and retiring from the race. Hammond lost 2<sup>nd</sup> to Edward Cooper in another Vauxhall Nova GSi on the seventh lap. They remained in that order to the end of the race with Scott winning by just over a second. A couple of Peugeot 205 GTis took the next two places driven by Stewart Place and Jeff Humphries, while Andrew Thorpe in a Citroen AX GTi finished 6<sup>th</sup>.



Close racing in Clio 182 with Neil Heath leading a bunch down the start straight.

© Janet Wright



Oliver Waind and Stephen Richardson dicing in the Clio 182 race

The final K-Tec Racing Clio 182 Championship race of the day was next. The start was chaotic, as the field turned into Gerard's on the first lap Tom Hall, who was running 4<sup>th</sup> lost control on the inside line and had a spin. All the car behind managed to take avoiding action by taking to the grass. The race was a convincing demonstration run by Ryan Polley who led the entire race, making two out of two wins. He



Justin Griffiths (13<sup>th</sup>) and Stephen Langton (7<sup>th</sup>) in the Clio 182 race

initially led Josh Larkin for three laps before Scott Edgar got through and held 2<sup>nd</sup> place to the end. Larkin took 3<sup>rd</sup> place, repeating the podium from the first race. Taking his second 4<sup>th</sup> place of the day was Simon Freeman, with Oliver Waind in 5<sup>th</sup> and Andrew Harding this time taking 6<sup>th</sup> place. Christopher Noah spun out like so many others at Gerard's on the third lap and hit the tyre barrier in his Renault Clio 182. Although he managed to get moving again, he retired from the race. Simon Vincent was the next to join the smash-fest at Gerard's on lap nine, when he also spun off and hit the tyre barrier, retiring from the race.

The smallest field of the day was the Tegiwa Type-R Trophy race for Honda Civic Type R saloons. In their second race Dan Thackeray led all fifteen laps to take his second victory of the day. Tate Taverner was down in 5<sup>th</sup> at the end of the first lap but on the fifth lap he overtook two





Warwick Ellis finished 5<sup>th</sup> in the second Type-R Trophy race

cars then the next lap moved in to 2<sup>nd</sup> place. He finished nearly three seconds behind the winner to take his second 2<sup>nd</sup> place of the day. Initially in 2<sup>nd</sup> was Rhys Lewis but he dropped out on the sixth lap, but was still classified 7<sup>th</sup>. This left Jack Thomas in 2<sup>nd</sup> place in the early stages but he was passed by Taverner and then on the sixth lap he



Showing signs of damage from his qualifying accident with the barriers, Rhys Lewis managed to finish 4<sup>th</sup> in the first Type-R Trophy race, but retired from the second race.

had a big spin at Gerard's and although he managed to avoid the tyre barrier, it dropped him to the back of the field and finished 6<sup>th</sup>. This allowed Daniel Chapman to take his second 3<sup>rd</sup> place of the day, a repeat podium of the first race. Gordon Lam was 4<sup>th</sup> and Warwick Ellis was 5<sup>th</sup>.



Gordon Lam finished 4<sup>th</sup> in the Type-R Trophy second race

The second Yokohama Ma7da Series race saw Powney take the initial lead of the race, but David Mason was determined to make up for his disappointment from the first race and grabbed the lead on the third lap. Powney retook the lead on lap seven but lost it again on lap twelve. But Mason only managed another two laps in front before Powney again hit the front and took Daniel Sibbons through with him. Mason fought back and managed to take 2<sup>nd</sup> place on the last lap, finishing just 0.25 of a second behind winner Powney, who was another driver taking his second victory of the day. It was very close at the line as



Tom Robinson leads Sam McKee, David Winter, David Jones, Danny Andrew and James Millman in the Ma7da Series



© Janet Wright

the first three crossed the line together, with Sibbons only 0.67 of a second behind the winner in 3<sup>rd</sup> place. The next three places were taken by David Winter, Matt Graux and Jonathan Lisseter.

© Simon Wright



Matt Graux finished 5<sup>th</sup> in the second Ma7da Series race

The final race of the day was the third outing for the 5Club Racing MX5 Cup cars. As expected the race was a thrilling affair with initial leader Marcus Bailey leading the first couple of laps. Then it was the turn of Jason

Greatrex to head the train for a few laps. On the third lap Matthew short dived up the inside going in to Gerard's, getting 3<sup>rd</sup> place for a few yards before running out of track. Once on the grass he slide all the way to the tyre barrier, going in hard, backwards and retiring from the race. The next one to fall foul of the wet grass was Matthew Pennefather-Neal who got a couple of wheels on the grass on the approach to Gerard's, which spun him off and in to the barrier and retirement on lap six. Greatrex lost the lead when he was pushed out on the ninth lap as a result of a rather over optimistic Foden diving down the inside line in to Gerard's, squeezing 2<sup>nd</sup> placed Hancy into race leader Greatrex, causing him to spin in the middle of the track

© Simon Wright



Jason McCann, William Pickard and Joe Dickens in the 5Club MX-5 Cup race

right in front of Hancy. All three ended off on the grass and Greatrex dropped down to finish 7<sup>th</sup>. Hancy finished 8<sup>th</sup> and Foden was eventually 13<sup>th</sup>. This gave the lead to first race winner Tom Smith who stayed there to the end, taking his second win of the day. Bailey took 2<sup>nd</sup> and Callum Greatrex took 3<sup>rd</sup> place at the finish. Adrian Johnson took 4<sup>th</sup>, Richard Baxter was 5<sup>th</sup> and David Abbitt was 6<sup>th</sup>. This was the final visit of the 750 Motor Club to Mallory Park in 2020 and we look forward to seeing them return again in 2021.





Quite a few MX-5 drivers tried grass track racing! Dan Blake goes off at Gerard's.



Classic Stock Hatch action. Paul Brock Ford Fiesta XR2i, Rick Groom Ford Fiesta XR2 and Peter Osgerby Vauxhall Nova GTE

While Rob Bond retired from the first race after hitting the tyre barrier



Stuart Place Peugeot 205 Gti was 4<sup>th</sup> in the second Classic Stock Hatch series.

Lewis Penstone-Smith was 11<sup>th</sup> in the first Ma7da race.



David Mason leads Jonathan Lisseter and Daniel Sibbons in the second Ma7da Series race.



Christopher Noah finished 14<sup>th</sup> in the first Clio 182 race.



# Ferrari Omologata







A unique Ferrari has been spotted lapping the Fiorano test track recently, during an intensive shakedown. The V12 engine note may have been familiar, but the looks were quite unique. The Ferrari Omologata is a new one-off creation, the 10<sup>th</sup> in a line of one-off created cars using the

front-engined Ferrari V12 platform, since the 2009 Ferrari P540 Superfast Aperta. In a specially developed new shade of red just for the livery to match the fiery triple layer Rosso Magma

over darkened carbon fibre finish and racing livery. The car is a clear descendent of Ferrari's great GT tradition spanning seven decades.

It has been commissioned by a discerning European client and is the latest offering in Ferrari's unique coach-building one-off models that is equally at home on the road as well

as the race track, in the hands of a gentleman driver.

The Ferrari Omologata project has taken just over two years to complete,







from initial design sketches. The idea was to create a futuristic design for a timeless shape that is guaranteed to leave a lasting impression. The only bodywork elements kept from the underlying 812 Superfast, were the headlights and windscreen. The objective was to exploit the proportions of the mid-front engine layout to deliver a sleek design, the ideal balance between expressiveness and function, to give the car street presence while maintaining performance. The prominent rear spoiler adds downforce and gives a more aggressive, sporty appearance. Inside the vehicle, the trim

details suggest a strong link to Ferrari's rich racing heritage. The electric blue seats are finished in a combination of leather and Jeans Aunde® fabric complete with a four point racing harness and contrast nicely with the full black interior. In the absence of rear quarter lights and screen, the atmosphere in the cabin is reminiscent of a bygone age. Metal parts on the dashboard and steering wheel are finished with a cracked paint effect associated with the great GT racers of the 1950s and



1960s. The exterior is hand-crafted aluminium bodywork. Performance figures have not been released, but the 812 Superfast, on which it is based has the 6.5 litre Ferrari V12 engine which produces 789 bhp and can accelerate from 0-62 mph in just 2.9 seconds, so you can assume the Omologata will improve on these figures.









# British GT Championship Mid-Season report

Brands Hatch, Donington Park & Snetterton

By David Goose & Stuart Yates of Motorsport Imagery.







GT4 race winner at Brands Hatch, the Academy Motorsport Ford Mustang  
2020 British GT Championship - Mid Season

After the early two rounds in August, the British GT Championship moved to three quick fire rounds at Brands Hatch, Donington Park and Snetterton. In common with most major series, the impact of the Covid pandemic was to condense the championship, 9 races at six rounds, with the final round in early November. Unlike the BTCC and BSB series, the British GT's are not classed as elite sports and therefore fans were allowed in to watch most of the rounds, all be it in limited numbers.

The third round saw the teams descend on Brands Hatch on the last weekend of August. As the season progressed the entry list was also changing, returning for this event were reigning champion Jonny Adam and Andrew Howard who hadn't raced together since 2015, in their Aston Martin Vantage GT3 in Beechdean livery. In another addition to the field, Steller Motorsport were debuting the teams new Audi R8 LMS GT3 in the hands of Richard Williams and Sennan Fielding.

Unfortunately the AF Corse Ferrari would be missing from the Brands Hatch and Donington rounds due to Le Mans commitments.

Steller Motorsport entered the Championship at the Brands Hatch Round with the Audi R8 LMS GT3

© Motorsport-Imagery



Despite his absence from competitive racing for approaching a year, in rain affected conditions for first practice, Adams was almost 3/4 second quicker than anybody else in the session, Jamie Caroline took GT4 practice honours in the Vantage GT4. The afternoon

second practice saw a repeat of the morning session with Adam and Caroline topping the tables. Throughout the day, lap times in mixed conditions were already very close to lap record times. Qualification was a different matter with Jenson Button's team RJN McLaren driven by James Baldwin and



Michael Igoe and Marco Mapelli in their WPI Motorsport Lamborghini Huracan, a good second place in race 2 at Brands hatch

November 2020





Michael O'Brien in their McLaren taking pole position from the Barwell Lamborghini pairing of Sandy Mitchell and Rob Collard. Front row for the GT4 runners was taken by the two TF Sport Aston Martin Vantage's, with Connor O'Brien and Patrick Kibble edging out Jamie Caroline and Dan Vaughan.

Century Motorsport continue to race the BMW M4 in the GT4 class.



© Motorsport-Imagery

Ex BTCC and British GT newcomer Rob Collard and team-mate Sandy Mitchell scored their maiden GT3 victory, after Jenson Team Rocket's RJN's McLaren lost its 30 second race lead advantage during a safety car mid race. The RJN McLaren pairing coming second ahead of RAM Racing's Mercedes Ian Loggie and Yelmur Buurman completing the podium. Top step on the podium was effectively taken by a GT Rookie, second spot by the world's fastest E-Sports racer. At the end of the race, the Barwell pair led the GT3 championship standings.

The GT4 race had four race leaders and four cars fighting for the victory over the closing laps. The two TF Sport Aston Martins fought hard throughout the race but collided in the final few laps, resulting in Patrick Kibble's car ending upon the gravel. After the race teammate Jamie Caroline was handed a 40 second penalty for his part in the accident, leaving the final podium for the GT4 class as Jordan Albert and Matt Cowley in their Academy Motorsport Ford Mustang as victors, with Ben Green and Andrew Gordon-Colebrooke in the Century Motorsport BMW second, and Gus Bowers and Chris Wesemael in the HHC Motorsport McLaren 570S third. Sam Smelt and



James Kell in the Speedworks Toyota continue to run well and finished fourth on the day.

From Brands Hatch the teams headed North West for their second visit of the shortened season to Donington Park. The meeting saw the highest entry list of the season to date for the first three hour race of the season, the first time this format had been run at Donington since 2011. The weather for the second visit to Donington was thankfully much better than the mid August visit. The GT3 practice sessions were dominated by RAM Racings two Mercedes, with the two cars each being fastest in one of the sessions. Session one saw Patrick Kujala fastest from Yelmer Buurman, the top six places taken by the three Mercedes and the three Lamborghini's. In GT4, The Speedworks Toyota took second fastest behind the Academy Motorsport Mustang of Jordan Albert. Practice session two saw Yelmer Buurman in the Mercedes fastest but this time from Phil Keen's Lamborghini, with the James Kell in the Speedworks Toyota quickest of the GT4 runners. GT4 qualifying saw the Academy Motorsport Mustang take pole position in

© Motorsport-Imagery



Adam Balon and Phil Keen remain in contention for this years GT3 title

Popular winners of the sprint race earlier in the nyear at Donington, Nick Jines and scott malvery have only seen limited success this year in the Bentley.



© Motorsport-Imagery

class, whilst James Baldwin and Michael O'Brien in the McLaren taking another pole in GT3.

Even after spinning on the opening lap, Sam de Haan and Patrick Kujala in their RAM Racing Mercedes won the three hour endurance race. Despite the initial setback, the three hour race gave them plenty of time to race their way back to the front. After the early lap safety car instigated by a couple spinning cars, pole-sitter James Baldwin in the McLaren held a seventeen second lead over Rob Collard's Lamborghini at the first round of pitstops just after 45 minutes into the race. At the first pitstop when Sam De Haan handed over the RAM Mercedes to Patrick Kujala they were already back up to 6th place despite the first lap spin. Collard pitted late after the hour mark but team-mate Sandy Mitchell only ran for twenty minutes before suffering a slow puncture, having to make another pitstop and effectively ending his chances of a race win. Early in the race, during the first safety car period, Barwell pitted the second Lamborghini and Phil Keen had taken over the driving from Adam Balon, putting them very much out of sequence, a strategy that they hoped would reap dividends at the finish line. At the end of the race, Phil





Lewis Proctor and Ollie Wilkinson in the McLaren, betaen into 3rd place in the first race at Snetterton by 0.081 second

Keen ended just over three seconds behind the race winner. Keen set a new GT3 lap record during the race and won the Sunoco Fastest lap award in the process. GT4 honours went to Jordan Collard and Patrik Matthiesen in the HHC McLaren, their very straightforward



Connor O'Brien and Patrick Kibble, TF Sport Aston Martin Vantage GT4

approach to pit stop strategy proving successful in the end. Qualifying in second place, they knew from the start that the Mustang would have to serve a success penalty of 20 seconds at their last pitstop, as a result of their victory at Brands hatch in the previous race. The Mustang was fastest from the start, leading from the two HHC McLaren's, the two TF Sport Aston Martin's pitted at the

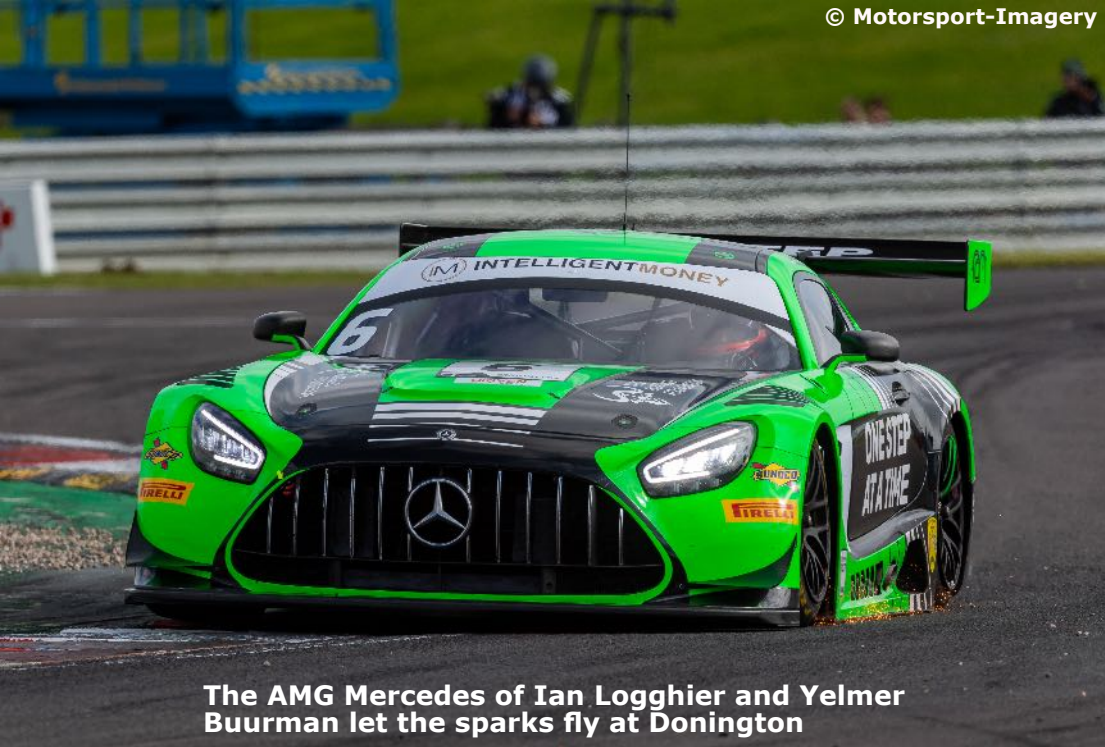


Adam Hatfield and Ben Hurst in the Century Motorsport BMW M4

end of the first lap during the safety car period and ran the full race out of sequence. It nearly worked for the two Aston's but in the end they could only manage 3rd and 4th behind the HHC McLaren and the Mustang. The two Aston teams were however rewarded with top two places in the drivers standings as they left Donington, with the Mustang team in third.

In the GT3 class, Sam De Haan and Patrick Kujala ( RAM Mercedes) led, with Sandy Mitchell and Rob Collard ( Barwell Lamborghini) in second, with Adam Balon and Phil





**The AMG Mercedes of Ian Logghier and Yelmer Buurman let the sparks fly at Donington**

Keen (Barwell Lamborghini) in third. In theory, if everything went their way at the next round, the title could be decided before the teams leave Snetterton two weeks later.

The first weekend in October saw the teams arrive at the Norfolk circuit for the penultimate round of the 2020 season and two one hour races would hopefully set up a cliffhanger for the final round at Silverstone in November. At the back of a lot of peoples minds was that the covid rates around the country were increasing rapidly and it was better to have the points in the bag in case the final round was cancelled for any reason due to the pandemic.

Wet conditions on practice day favoured the Lamborghini's, with Phil Keen and Sandy Mitchell setting the pace throughout the morning session. The afternoon session saw Keen again lead the way but was pressed hard by the Mercedes of Patrick Kujala. In the Gt4's,



**The WPI Motor Lamborghini Huracan, Michael Igoe had several Italian team-mates through the season**

Jordan Collard's HHC McLaren was quickest in both sessions ahead of Jamie Caroline in the TF Sport Aston Martin. Qualifying saw Championship rivals Sam De Haan and Sandy Mitchell share GT3 poles, whilst Jordan Collard and Matt Cowley shared GT4 honours.

Seven races into the season and seven different GT3 winners as Jack Mitchell and Jordan Witt claimed a



**Dean MacDonald and Angus Fender in the 2 Seas Motorsport McLaren 720S GT3**

maiden victory in the first of the races. In very wet conditions, the 2 Seas Motorsport's McLaren won the race that had been started behind the safety car due to the bad weather.



HHC Motorsport McLaren 570S GT4 trying to keep up with the 720S GT3 big brother



© Motorsport-Imagery

From the start, Jordan Witt quickly overtook Rob Collard and Sam de Haan in the opening laps and built up a small lead which they held up to the pit stops, the cars emerged and Jack Mitchell continued the good work and won by just under eight seconds. Behind the leaders, Optimum Motorsports McLaren driven by Ollie Wilkinson looked to have secured second place but an inspired and perfectly

timed drive from Sandy Mitchell in the Barwell Lamborghini overturned a 20 second deficit at the pit stops, to take second place away at the final drag to the finish line by just 0.081 seconds.

In the GT4 class, the TF Sport Aston Martin of Jamie Caroline and Dan Vaughan secured their maiden victory,

© Motorsport-Imagery



Jan Klingelbweg and Warren Hughes, Balfé Motorsport McLaren 570S GT4

Consistently quick at most of the rounds, Sam Smelt and James Kell in the Speedworks Toyota Supra GT4



© Motorsport-Imagery

and in so doing, a valuable championship lead. Jordan Collard in the HHC McLaren initially fought the Aston's hard and built up a four second lead, but with a 10 second success penalty from the precious round, Dan Vaughan kept a close eye on the McLaren knowing all he had to do was match their pace to be ahead of them after the pitstops. Jamie Caroline took over after the pitstops and built up a very comfortable 17 second lead at the chequered flag.



Race two saw Adam Balon and Phil Keen in the Lamborghini become the first team to win more than one race this season. In weather conditions that seemed to suit the Lamborghini Huracan, they effectively dominated the front of the race. At the pitstops, the Barwell Lamborghini of Mitchell and Collard suffered seatbelt issues that cost them 20 seconds, a strong drive in the second half of the race by Michael Igoe giving the WPI Motorsport Lamborghini team a very creditable second place in the race. The Seat Belt issue that affected the



© Motorsport-Imagery

**Making a welcome return to the grid, the Aston Martin Vantage AMR GT3 of Michael Brown and Matt Manderson**

second Barwell Lamborghini at the pitstops dropped them down the order, eventually finishing the race in fifth place.

Realistically, the GT3 championship is now between three teams, with Sam de Haan and Patrick Kujala ( Mercedes) on top, with a slender lead over Rob Collard and Sandy Mitchell (Lamborghini) and Adam Balon and Phil Keen (Lamborghini), any of the three could win the title if results go their way. It is therefore the Mercedes crews title to lose, win at Silverstone and the title is theirs.

The second GT4 race saw victory go to the HHC McLaren



© Motorsport-Imagery

team of Patrick Matthiesen and Jordan Collard to set up a thrilling last day title decider at Silverstone. Both of the TF Sport Aston Martin crews of Dan Vaughan and Jamie Caroline, Connor O'Brien and Patrick Kibble as well as HHC McLaren's Jordan Collard and Patrik Matthiesen being contenders for this years GT4 crown.



© Motorsport-Imagery

**Richard and Sam Neary in the Team Abba Racing Mercedes AMG GT3**



Dan Vaughan and Jamie Caroline in the TF Sport Aston Martin Vantage GT4, a series of good results gave them top spot in the drivers table with one round to go



Race victors in the Donington Park endurance race, Sam de Haan and Patrick Kujala in the RAM Racing Mercedes AMG GT3

After the race at Snetterton, it was announced that F1 world champion Jenson Button would make his British GT Championship debut at the final round of the season at Silverstone in early November. Button will race with team co-owner Chris Buncombe in one of their RJN McLaren 720S cars. It will be the first time that Button has raced at Silverstone since the 2016 British Grand Prix and

Buncombe will be racing in the GT's again for the first time in two years.

James Baldwin and Michael O'Brien, will be joined by Jenson Button at Silverstone in a sister car



Stewart Proctor and Joe Osborne, Balfe Motorsport McLaren 720S GT3



# BOC Vintage Long Course Event

Prescott Hill Climb.

26<sup>th</sup> September 2020.

By Simon & Janet Wright.



Nicholas Topliss driving ERA R4D set the fastest time of the day, but only managed 2<sup>nd</sup> in his class on handicap.



Class 1 Stephen Jones  
Austin Ulster Sports



The Bugatti Owners Club (BOC) organised a vintage hill climb meeting attended by many members of the Vintage Sports Car Club (VSCC), using the long course layout at Prescott. The original VSCC hill Climb meetings at Prescott have traditionally used the short course, which they originally used, but they have been running a second event using the long course layout for several years now. With an entry of just over a hundred cars, the field was divided into the usual classes, based on car type and engine size. The event was also run as a handicap, to allow all cars an equal chance to win their class.

Not surprisingly, the Fastest Time of the Day (FTD) went to one of the single seater racing cars, with Nicholas

Topliss taking ERA R4D to the top of the hill in just 49.41 seconds. He was just over half a second faster than Ian Baxter in the Alta 61 I.S. single seat racing car who recorded a best time of 49.94 seconds. However,

© Janet Wright



Ian Baxter was 2<sup>nd</sup> fastest in the Alta 61 I S Single seater



The Racing car class 1501 to 3000cc was won on handicap by Richaed Archbell in the GC AC Rebeiro



© Simon Wright

they were both beaten in their class, racing Cars 1501 to 3000cc, by Richard Archbell in the GC AC Rabelro, whose time of 55.95 seconds beat his handicap time by 0.55, giving hime 1<sup>st</sup> in Class, with Topliss classified 2<sup>nd</sup> in class. Going back to the start, Class 1 was for Standard and

Modified Sports Cars and Saloon Cars up to 750cc. This was won by Julia Wolstenholme driving an Austin EA Sport, with a best time of 74.65 seconds, beating her handicap by 1.35. William Marsh took 2<sup>nd</sup> in class in his Austin 7

© Janet Wright



Class 2 1st Andrew Baker  
Riley Brooklands

Class 2 was for Standard and Modified Sports and Saloon cars 751 to 1100cc unsupercharged and up to 750cc supercharged. This class had more entries and was won by Andrew Baker in a Riley Brooklands with a best time of 67.35 seconds, beating his handicap by 0.65. In 2<sup>nd</sup> place was Scott Hughes in another Riley Brooklands and making it a Riley lock-out was 3<sup>rd</sup> placed David Ralls in a Riley 9 Lynx.

Moving on to Class 3 for Standard and Modified Sports and Saloon cars 1101 to 1500cc



© Simon Wright

Class 3 1st Richard White Wolseley Hornet



© Simon Wright

Class 1 1st Julia Wolstenholme  
Austin Ea Sports





**Class 15 Edmund Burgess Bugatti Type 51**



**Class 15 Ben Fidler ERA B Type**



**Class 14 second fastest Michael James Riley 12 4 Special**



**Class 13 Mark Atkinson Austin 7 Special Slippery Anne**



**Class 13 Rick Pearmain Austin Seven**



unsupercharged and 7561 to 1100cc supercharged cars, it was victory for Richard White in a Wolseley Hornet. His best time was 80.74 seconds, beating his handicap by 0.26. The Lea Francis S Type Ulster of Colin Poynter was 2<sup>nd</sup> in class

**Class 4 1st Terry Crabb Alfa Romeo 6C 1750 GS**



© Janet Wright

Class 4 for Sports cars standard and modified 1501 to 2000cc and up to 1500cc supercharged only had one competitor and therefore no award was given. Terry Crabb still took his Alfa Romeo 6C 1750 GS up the hill in a best time of 67.2 seconds, which was 5.2 seconds slower than his handicap.

The fastest car in Class 5 for Sports cars standard and modified 2001 to 3000cc and up to 2000cc supercharged also didn't get an award as there were only two competitors. The fastest in the class was

© Simon Wright



**Class 5 fastest Patrick Blakeney Edwards Frazer Nash Super Sports**

Patrick Blakeney-Edwards in his Frazer Nash Super Sports, whose best time of 54.40 seconds was just 0.10 of a second faster than his handicap.

**Class 6 1st John Guyatt Talbot Lago T150C**

© Janet Wright



In Class 6 for Sports cars standard and modified over 3000cc, 1<sup>st</sup> place went to John Guyatt in a Talbot Lago T150C, with a time of 60.16 seconds, 0.84 faster than his handicap.

The oldest cars were out next in Class 7 for Edwardian cars. Ian Balmforth took 1<sup>st</sup> place in the Hudson Super Six Racer, with a time of 67.88 seconds, 1.12 seconds faster than his handicap.



© Simon Wright

**Class 7 1st Ian Balmforth Hudson Super Six Racer**



**Class 8 1st Ian Muir  
Riley Brooklands  
replica**

© Simon Wright



Class 8 for Special Sports cars and saloon cars up to 1100cc unsupercharged and up to 750cc supercharged was an Austin vs Riley battle with three Riley drivers up against seven Austin 7 drivers. Honours went to Ian Muir who was 1<sup>st</sup> in a Riley Brooklands replica who beat his handicap by 2.54 with a time of 69.96 seconds. Although setting a faster time up the hill, Benjamin Craven was 2<sup>nd</sup> in an Austin Seven, who only beat his handicap by 1.56 seconds. In 3<sup>rd</sup> place was Timothy Stamper in a Riley Brooklands who beat his handicap by 1.19 seconds.

**Class 9 1st Barbara Lerigo Riley Special**



© Simon Wright

The Special Sports Cars and Saloons 1101 to 1500cc unsupercharged and 751 to 1100cc supercharged Class 9 was a mainly Riley class with Barbara Lerigo taking 1<sup>st</sup> place in a Riley Special with a time of 62.28 seconds,

beating her handicap by 1.22 seconds. Mike James was much faster in his Riley 12 4 TT replica but only beat his handicap by 0.54 of a second for 2<sup>nd</sup> place in the class. In 3<sup>rd</sup> place was Christopher Downham in a Riley Ulster Imp Replica.

© Janet Wright



**Class 10 1st Jack Bond Alvis  
Silver Eagle sports**

With probably the largest entry, Class 10 for Special Sports Cars and Saloons 1501 to 3000cc unsupercharged and 1101 to 2250cc supercharged saw Jack Bond take 1<sup>st</sup> in his Alvis Silver Eagle Sports with a time of 62.34 seconds, beating his handicap by 2.66 seconds. In 2<sup>nd</sup> was Richard Newton in an MG J2 Riley Special with a faster time, but only beat his handicap by 2.02 seconds. In 3<sup>rd</sup> place was Jeremy Brewster in a Frazer Nash Geoghegan Special and 4<sup>th</sup> went to William Irving in an Alvis 12 50. There were not enough entries for an award in Class 11 for Special Sports Cars and Saloons over 3000cc unsupercharged and over 2250cc supercharged. The



Class 11 Trevor  
Hirst Alvis Firefly  
Special-IMG\_2718

© Janet Wright



fastest time in the class was set by Trevor Hirst in an Alvis Firefly Special with a best time of 64.42 seconds.

© Simon Wright

Class 13 1st Chris Aspin  
Austin Seven Ulster Rep



Now we enter the Racing car classes, with Class 13 for Pre 1941 Racing cars up to 1100cc. Chris Aspin took the class in his Austin Seven Ulster Rep with a time of 63.33 seconds, beating the handicap by 2.67 seconds. 2<sup>nd</sup> place went to the much faster Alasdair Shotton in a Morgan Super Aero, who was 0.02 slower than his handicap time. Class 14 for Pre 1941 Racing Cars 1101 to 1500cc, was another with insufficient entries for an award. Michael

Class 14 fastest  
Andrew Craven  
MG Riley

© Janet Wright



James in a Riley 12 4 Special was fastest with a time of 54.74 seconds.

Class 16 for Racing Cars over 3000cc again only had two entries and didn't qualify for an award. Julian Grimwade in his Frazer Nash Single seater was fastest in the class with a time of 53.10 seconds but Tom Richardson in the Gypsy GN Special was better on handicap.

© Simon Wright



Class 16 Fastest Julian Grimwade Frazer Nash  
Single Seat.





**Class INV 1st Alex Simpson  
Alvis Goodwin Special**



The final class was a no handicap Invitation class which saw Alex Simpson take 1<sup>st</sup> place in an Alvis Goodwin Special, with a best time of 54.02 seconds.







Class 13 2nd Alasdair Shotton  
Morgan Super Aero

© Simon Wright



Class 10 Simon Skelding  
AC 16 80 Special

© Simon Wright



Class 3 Stewart Rich  
GN Anzani

© Janet Wright



Class 1 Daniel Hunter  
Austin Ulster

© Simon Wright



Class 2 Frank Ashley  
MG M Type

© Janet Wright



Class 7  
Jeremy Flann Curtiss  
Le Zebre Special

© Simon Wright



Class 2 Alexander Jones Fiat Balilla 508S

© Simon Wright



Class 3 Tim Kneller  
Riley TT Sprite

© Janet Wright



Class 3 2nd Colin Poynter  
Lea Francis S Type Ulster

© Janet Wright



# HERO Summer Trial

25<sup>th</sup>-27<sup>th</sup> September 2020

By David Goose & Stuart

Yates of Motorsport Imagery.

Concours d'Elegance Winners  
William Garrett & Simon  
Garrett TVR Taimar





**Overall Winners David Liddell & Edward Liddell Triumph TR4**



**3rd place overall Angus McQueen & Mike Cochrane BMW 323i**

**HERO Summer Trial, 25<sup>th</sup>-27<sup>th</sup> September 2020**

Even with the country in the grip of the Covid outbreak it was good to see the HERO Summer Trial take place. This year saw the event move to a different area of the country, having been in the Peak District the last two years. Telford in Shropshire would be base in 2020, only a short drive from the Welsh border along with plenty of mountainous terrain making this interesting.

About 400 miles awaits for the competitors, spread over three days. A Friday afternoon prologue would get the event underway

followed by a full day Saturday, concluding with a short day Sunday.

41 cars took to the start line Friday for Leg 1 which would comprise of four regularities and three tests. The overall route took the rally cars clockwise around Shrewsbury before returning to Telford via a new test venue.

At the end of the day just 6 seconds separated the first two cars, Angus McQueen and Mike Cochrane (BMW 323i) ahead of Per and Peter Neville (Volvo 144). In third place were David and Edward Liddell in their TR4.



**2nd place overall Piers Barclay & Nicholas Harries Triumph TR3**



Leg 1 was designed to gently ease the crews into the three days with the hills and scenery starting in earnest the following morning.

The action on Saturday, Leg 2 would take place around the South Shropshire Hills and take in places such as



**Peter Moore & Angus Rochford - Riley Special**

© Motorsport-Imagery

Ludlow, Wenlock Edge and Clun Forest. For many of the drivers it would be the first time on these roads.

Angus McQueen and Mike Cochrane, the overnight leaders had “traffic” problems, in the form of a road laying



**Anthony & Judy Darwent top down and blue skies - Austin Healey 100-4**

© Motorsport-Imagery

machine, which cost them and several others around 20 seconds. After dropping back in the standings, by the end of the day they had managed to get back up to third place.

Traffic again proved to be an issue on the Long Mynd Range, this time the victims were new leaders David and Edward Liddell in their TR4 after they came across a car



**Early morning on Leg 2 for Stuart Macleod & David Bartholomew - Porsche 911E Targa**

© Motorsport-Imagery



Stephen Hardwick & David Moyle - Datsun 240Z

© Motorsport-Imagery



in the middle of the road that would not move. Total time lost, around 96 seconds.

At lunch, Piers Barclay driving the Triumph TR3 owned by Nicholas Harries who was navigating, were in third place, but by the end of Saturday they had moved up into

© Motorsport-Imagery



The Volvo 144 of Per & Peter Neville took the to 5th overall

Problems for James & Sarah Darwent in the Alfa Romeo Giulia Sprint GT

© Motorsport-Imagery



second.

Both were hopeful of staying in the top ten but as Nicholas added; " We would be quite disappointed if we dropped down the rankings at this stage."

David and Melanie Roberts in their Porsche 911 Carrera were making steady progress back up the field after dropping badly from seventh yesterday after being stuck behind another car. They were now back up in eleventh place.

After a shorter Leg 3 it was David and Edward Liddell, Triumph TR4 who took first overall, runners up were

© Motorsport-Imagery



The MG B of Mark Lillington & Lesley Sibley lead a que





Amanda Johnson & Andy Ballantyne in the early morning dappled sun

Nicholas Harries and Piers Barclay, Triumph TR3 and third overall went to Angus McQueen and Mike Cochrane, BMW 323i

A very pleased David and Edward commented on hitting lots of traffic on day 1, then were very pleased with only losing 60 seconds on day 2. Day three had a scare with them nearly missing a 'Heavy Goods Vehicle' sign on the last regularity.

Nicholas and Peirs were delighted at a second place, with Nicholas claiming "It is more than we expected so we are both very happy with the podium."



Patrick & Christopher Shaw - MG B GT



Chris Pearson & Rob Faulkner - Volvo 122 Amazon



A solid 12th place overall for John King & Tracy King in their Triumph Dolomite Sprint



Third placed crew, Angus McQueen and Mike Cochrane were driving the BMW 323i which has been in the McQueen family since 1983, with Angus blaming any failings during the event theirs and not the car. Having lead on the first day, dropped to ninth halfway through day two and back to third at the end of day. Mike said "We've only been doing it for 18 months, we've done a few events so this feels great as we



© Motorsport-Imagery

weren't even expecting a top ten!"

Thanks must be given to all the organisers and officials lead by Clerk of the Course Guy Woodcock with all competitors saying what a superb event it was.

A quote from the HERO site:

Summer Trial 2020 will burn bright in many rally folk's memory as one of the best three day events for a long while. It had the weather, a challenging and scenic route but most of all it was run safely and efficiently by HERO-ERA

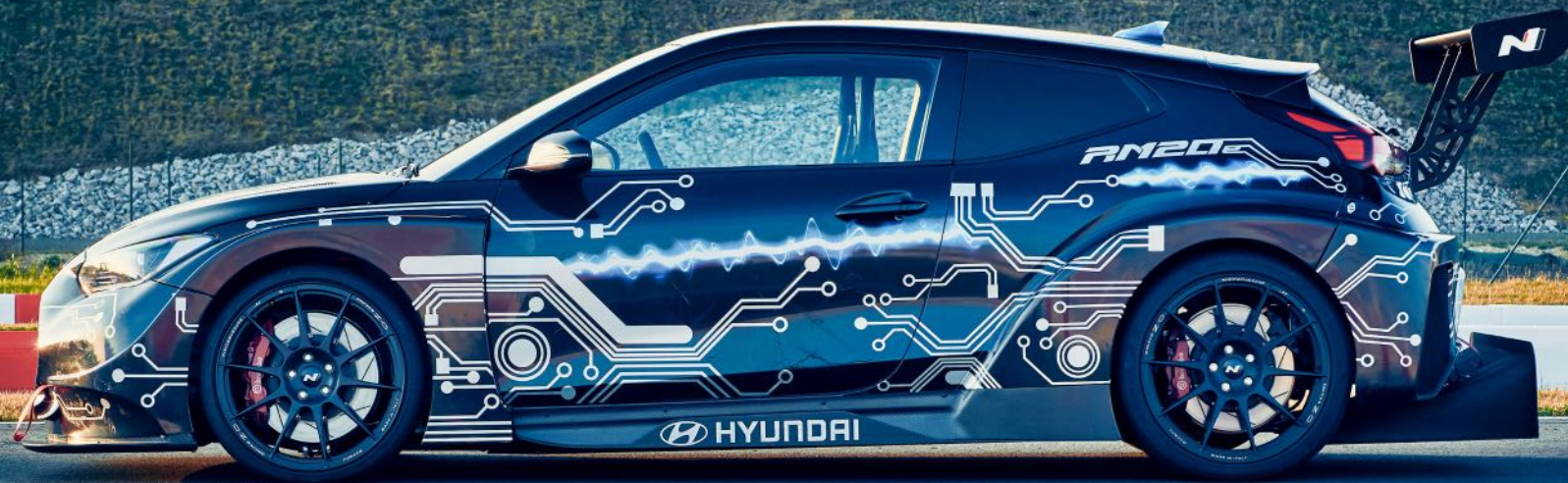
At home in the countryside Ian & Joyce Collier - Jaguar XJS  
November 2020



# Hyundai RM20e







### Electrified Hyundai RM20e

Hyundai have introduced the next generation electrified RM20e Racing Midship Sports Car at the Beijing International Automotive Exhibition 2020. The RM refers to the prototype model's "Racing Midship" rear-drive, midship powertrain configuration, which yields ideal

handling, balance and agility from a low polar-moment of inertia. This signifies the electric based high-performance potential for the Hyundai N brand.

The RM platform is a "rolling lab" for testing high performance technologies, with outstanding connection to the track at all speeds and driving conditions. This

inherent balance and grip is essential to help connect the 810 hp and 708 lb/ft of torque to the road surface. This gives the car electrifying performance, 0-62 mph in less than 3 seconds and 0-124 mph in just 9.88 seconds. It has a top speed of 155 mph, speed limited for public road driving.. This gives it race car levels of performance, balance, braking and grip, while retaining daily driver quietness, responsiveness and road-going capability. The state of the art electrified powertrain ensures zero emissions.

Hyundai Motor N's high performance technologies are honed at the iconic Nürburgring Nordschleife circuit. Each car taking part in Hyundai Motor's accelerated durability tests will lap the track 420 to 480 times in both wet and dry conditions, simulating over 100,000 miles of severe driving in just four







coupé style high -performance sports prototype. It has an electrified powertrain consisting of 4 148kW motors (596kW total power) 800V motor, equivalent to 810 hp. This is mounted in the middle of the vehicle and drives the rear wheels. Aerodynamically, it has a front splitter, large rear wing and rear air diffuser. The front suspension is MacPherson struts and the rear is double wishbone, with conventional gas-pressure dampers.

weeks. The Nürburgring consists of a lap length of 13 miles and 73 corners and is considered to be one of the World's most challenging circuits. It is also the home to Hyundai Motor's own 3,600 square meter testing centre, which is operated by the Hyundai Motor Europe Technical Centre. In 2019, Hyundai's first electric race car was developed for the eTCR electric Touring Car Series, the Veloster N eTCR. The RM20e is a two seater, two door





# HSCC Finals, 17<sup>th</sup> - 18<sup>th</sup> October 2020. Silverstone National circuit. By Simon & Janet Wright with additional photos by Pete Austin



Historic Road Sports race winner Kevin Kivlochan in his AC Cobra leading 3<sup>rd</sup> placed Robin Pearce in a Morgan Plus 8



The Historic Sports Car Club (HSCC) have managed to run a limited season this year after Motorsport UK managed to arrange for limited race meetings to take place under Covid-19 regulations. The annual season Finals meeting took place at Silverstone in the middle of October, unfortunately with no spectators present. The two day meeting managed to round off the majority of HSCC series, with double races for quite a few of the championships. Using the 1.6 mile Silverstone National circuit allowed for maximum number of races round the short course layout.



© Pete Austin

**Historic F Junior A-C Race 1 - Ray Mallock (U2 Mk2) 1st**

Race 1 The weekend started with the first of two Historic Formula Junior Races for Class A-C. Ray Mallock driving a U2 Mk2 started from pole position for the Saturday race and dominated proceedings, leading from start to finish. He slowly pulled away from Keith Pickering over the

twenty minute race, to win by nearly six seconds. Pickering, driving a Britannia FJ, had been briefly challenged for 2<sup>nd</sup> by Michael Hibberd in his Lola Mk2 before retiring on the sixth lap. Pickering also won his class. In 3<sup>rd</sup> was Nic Carlton-Smith in a Kieft FJ. The other three class winners were 10<sup>th</sup> placed Graham Barron in a Gemini Mk2, 17<sup>th</sup> placed Peter Edbrooke in a Lotus 18 and 18<sup>th</sup> placed Roger Woodbridge in a Volpini FJ. The second race started racing on Sunday morning and was another perfect demonstration by Mallock from start to finish in the U2 Mk2. This time he was chased home by Michael Hibberd in the Lola Mk2 who had a brief battle with Chris Drake in a Terrier Mk4 before Drake retired on lap 9. Carlton-Smith took another 3<sup>rd</sup> place, but this time he also won his class. The only other class winner in this race was Woodbridge taking his second of the weekend in the Volpini FJ in 17<sup>th</sup> place.



**Historic Touring Cars Race 1 - Dan Williamson (Ford Falcon) 1st**

© Pete Austin

Race 2 The second race of the weekend was the first of two on Saturday for the Historic Touring Car Championship. On pole position was Richard Dutton at the wheel of a Ford Lotus Cortina, heading the twenty five car field. Unfortunately the race lost one car before the start as Neil Wood withdrew his Ford Anglia 105E from the event. The twenty minute race saw Dutton lead the first



couple of laps before Dan Williamson in his mighty Ford Falcon took the lead and pulled a slight advantage. He won by just over two seconds from Dutton, with both of them winning their respective classes. Making it a Ford 1-2-3 was Alan Greenhalgh in another Ford Falcon in 3<sup>rd</sup> place, well behind the leading pair. The unusual Pontiac Firebird of Alistair Fazekas took a class winning 4<sup>th</sup> place overall. Another Ford Lotus Cortina driven by Bob Bullen also won its class in 9<sup>th</sup> place. He was ahead of Nick Paddy in his class winning Morris Mini Cooper S in 10<sup>th</sup> place. The 15<sup>th</sup> placed Singer Chamois of Steve Platts also took a class win ahead of Roger Godfrey who also won his class at the wheel of his Austin Mini Cooper S in 16<sup>th</sup> place. The final class winner was Andrew Davenall in an Austin A105.

Ford 1-2-3 was cemented by the class winning 3<sup>rd</sup> placed Ford Mustang of Alex Thistlethwayte. Alistair Fazekas took another class winning 4<sup>th</sup> place in the Pontiac Firebird. Roger Godfrey in his Mini, Steve Platts in the Austin A105 and Andrew Davenall in the Austin A105 also repeated their class wins in 13<sup>th</sup> 14<sup>th</sup> and 17<sup>th</sup> positions. The other class winners in this race were 9<sup>th</sup> placed Dan Wheeler in an Austin Mini Cooper S, 15<sup>th</sup> placed Robyn Slater at the wheel of a Ford Lotus Cortina and 16<sup>th</sup> placed Paul Wallis in his Alfa Romeo Giulia Sprint GT.

Historic Touring Cars Race 2 - Richard Dutton (Ford Lotus Cortina) 1st



© Pete Austin

They were out again for the eighth and final race of Saturday, with Dutton starting again from pole position. This time he made up for his defeat in the first race, by leading from start to finish. His winning margin was 2.689 seconds over Neil Brown in another Ford Lotus Cortina, who had shadowed him for the entire race. Again, another

Classic F3 Race 1 - Conor Murphy (March 803B) 1st



© Pete Austin

Race 3 The Classic Formula 3 Championship had a race each day. The series covers Formula 3 cars built and raced between 1971 and 1984 using 2 litre or 1600cc engines used in period. There are also classes for Formula Ford 2000 built before 1984 and Formula Super Vee with water cooled engines built before 1981. On Saturday Conor Murphy in his March 803B started from pole position but was trailing behind Tony Hancock in a Lola T670 at the end of the first lap. He soon got in front but by lap twelve Andy Smith in a March 783 had passed him to lead for the next six laps. When Smith retired on lap seventeen due to gearbox problems, Murphy retook the



lead which he held until the chequered flag, taking his debut victory by over eighteen seconds. In 2<sup>nd</sup> place was Benn Tilley in a March 743 and 3<sup>rd</sup> went to Steve Maxted in a Ralt RT3. There were four other class winners in the race. In 9<sup>th</sup> place was Murray Shepherd in a Van Diemen RF82, winning the Formula Ford 2000 class. The Reynard SF81 of Graham Fennimore was 10<sup>th</sup> and took class F2K A. Even with a 30 second penalty for not having a working transponder, Nigel Lackford still won class F2K B in his Jamun T6. The final class winner was John Stapleton in the Tui BH2 in 20<sup>th</sup> position.

Sundays race saw Andy Smith start from pole position in his March 783 and he made no doubt of the result by leading the entire race until it was red flagged. Hancock in the Lola T670 took a distant 2<sup>nd</sup> with Tilley 3<sup>rd</sup> in his March 743. Shepherd took a second Formula Ford 2000 class win in 9<sup>th</sup>. Class F2K A in this race went to Drew Cameron driving a Royale RP27 in 14<sup>th</sup> while the F2K B class went to Erie Minhinnick driving a Lola T580 in 18<sup>th</sup> position.

way by Andrew Hibberd in a Lotus 22 and the pair were well clear of the rest of the field. In a class Winning 3<sup>rd</sup> place was Peter de la Roche in his Lola Mk3. The other class winner was 15<sup>th</sup> placed Roger Fowler in a Lola T60. Their second race on Sunday was an almost exact repeat of Saturdays race, with Jackson taking a second win from Andrew Hibberd, with De La Roche taking another class winning 3<sup>rd</sup> place. Even Fowler kept his 15<sup>th</sup> position to take another class win.

Race 5 Probably the star race category for the meeting was the Historic Formula 2 International Series. The series is open to Formula 2, Formula B and Formula Atlantic cars from 1967 to 1978 running in original specification. The series is split into five classes with no

**Historic F Junior D-H Double race winner  
Cameron Jackson (Brabham BT2) 1st**



© Pete Austin

Race 4 The Fourth race on Saturday was for Formula Junior Class D-H. Starting from pole position was Cam Jackson in a Brabham BT2 and he led from start to finish to win by just over three seconds. He was chased all the

**Historic Formula 2 race winner  
Andy Smith in his March 742**

© Janet Wright



overall champion at the end of the season. Class A is for the Jochen Rindt Trophy for 1600cc Formula 2 cars built before 1972. Class B is for the Vern Schuppan Trophy for Formula Atlantic or Formula B cars raced before 1976 and up to 1600cc. Class C is for the Giles Villeneuve Trophy for Formula Atlantic or Formula B cars up to 1600cc built between 1976 and 1978, but excluding ground effect cars. Class D is the Bruno Giacomelli Trophy for Formula 2 cars up to 2 litre built between 1972 and 1978 but excluding ground effect cars. Finally Class E Jim Clark Trophy for Formula 2 or Formula Atlantic cars without aerodynamic



Historic Formula 2 race - double Formula Atlantic class  
C winner Callum Grant March 79B leads Brian Morris  
March 782, Frazer Gibney Chevron B40 and Formula 2  
Class D winner Chris Lillingston-Price in the Tecno T70



© Simon Wright

devices and built after 1966. After his disappointment of retiring for the Classic Formula 3 race earlier in the day, Andy Smith started the Formula 2 race in his March 742 from pole position. This time he had no mechanical problems and dominated the race, winning by over twenty three seconds from Matt Wrigley in his March 782. Adding a bit of variety to the field, Matthew Watts was 3<sup>rd</sup> in a Martini Mk19/22. In 5<sup>th</sup> place Callum Grant in a March 79B took the Giles Villeneuve class win, while 7<sup>th</sup> placed Cam Jackson in a March 712 was the Jochen Rindt class winner. The Vern Schuppan class winner was Clive Wood in a Chevron B34 in 11<sup>th</sup> overall. Finally, the Jim Clark class winner was Simon Langman in a Brabham BT30 in 18<sup>th</sup> position.

The Sunday race was almost a repeat performance, with

Smith taking a second Formula 2 victory by over twenty eight seconds from Wrigley. This time, in 3<sup>rd</sup> place was Rob Wheldon in another March, a 762. Grant, Wood and Langman all took second class wins, with Chris Lillingston-Price in a Tecno T70 winning the Jochen Rindt class in 9<sup>th</sup> place.

Race 6 The HSCC 70's Road Sports Championship had their single race on Saturday. Pole position went to Dave Karaskas in his TVR 3000M to lead the 30 car grid away for their twenty five minute race on Saturday afternoon. Storming through from the second row of the grid, Kevin Kivochan lead from start to finish to take victory by over six seconds. After an initial challenge by John Williams in a Porsche 911 SC and then Jeremy Clark in his Lotus Elan S4, Karaskas, who had dropped down to 5<sup>th</sup> of the



Historic Formula 2 Class winner Simon Langman Brabham BT30 in both races



© Janet Wright

Historic Formula 2 Matthew Watts Martini Mk19/22 3<sup>rd</sup> Race 1



© Simon Wright

Historic Formula 2 Formula Atlantic Class winner Clive Wood Chevron B34



© Janet Wright

Historic Formula 2 John Evans Modus M1 2<sup>nd</sup> in class race 2



© Simon Wright

© Simon Wright

Historic Formula 2 Nick Pancisi March 712 2<sup>nd</sup> in class race 2



© Simon Wright



Historic Formula 2 Rob Wheldon March 762 (3<sup>rd</sup>) dives out from behind Mark Dwyer March 742 (4<sup>th</sup>) in race 2

Historic Formula 2 Peter Williams Ralt RT1 8<sup>th</sup> in class race 2



© Janet Wright

Historic Formula 2 class winner Chris Lillingston-Price Tecno T70 race 2



© Simon Wright

Historic Formula 2 Matt Wrigley March 782 2<sup>nd</sup> in both races



© Simon Wright





© Pete Austin

first lap, got back up to 2<sup>nd</sup> on the sixth lap and chased the leader for the rest of the race. Karaskas won his class in 2<sup>nd</sup> place, ahead of another class winner, Nic Strong who was 3<sup>rd</sup> overall in his Marcos 3000GT. Clark made it four class winners in the top four in his Lotus Elan S4. The other class winner in the race was 11<sup>th</sup> placed Antony

Double FF2000 winner Benn Simms in his Reynard SF77



Ross in his Alfa Romeo 1750 Spider Veloce, a lap down on the overall winner.

Race 7 The Historic Formula Ford 2000 Championship also had its two races split over Saturday and Sunday. Benn Simms put his Reynard SF77 on pole position in qualifying by just a thousandth of a second (0.001) from Callum Grant in a Delta T81. Although the twenty minute race, the pair were together, with Simms finally taking the

Historic Formula Ford 2000 class winner Stuart Pearson Lola T50 leads Graham Ridgeway Reynard SF78 and Andrew Smith Royale RP27



© Janet Wright



flag just over two seconds ahead of Grant. They were over six seconds clear of 3<sup>rd</sup> placed Ian Pearson in his Royale RP30. The other class winner was 11<sup>th</sup> placed Stuart Pearson at the wheel of a Lola T580. On Sunday, after the race had to be restarted, the shortened fifteen minute race saw Simms take another win. After an initial challenge by Grant for the first few laps, Grant was forced to retire with transmission problems. This left Graham Fennymore leading the chase in his Reynard SF81. He finished 2<sup>nd</sup>, over ten seconds behind Simms, and with 3<sup>rd</sup> placed Ian Pearson right on his gearbox. Pearson took another class win in his Lola T580, this time in 5<sup>th</sup> position overall.

**Classic Clubmans double winner was John Harrison in his Mallock Mk21**



© Janet Wright

Race 11 The Classic Clubmans Championship had a good entry and Mark Charteris driving a Mallock Mk20/21 took pole position for the first twenty minute race on Sunday. He led the first seven laps before retiring. This gave the



© Simon Wright

**Classic Clubmans Invitation class winner Alan Davenport in his Centaur Mk14B-17**

**Classic Clubmans Sports 2000 class winner Hugo Besley Tiga SC82.**



© Janet Wright

lead to John Harrison in another Mallock Mk21. He dominated the race, lapping all but the top three, and won by over forty five seconds from Anthony Denham in a Phantom P80 CKM. The only other car to complete the full race distance was 3<sup>rd</sup> placed Adrian Holey in a Mallock Mk 20B. A lap down and in 4<sup>th</sup> place was Invitation class winner Alan Davenport in a Centaur Mk14B-17. There was only one Sports 2000 class entry, so Hugo Besley driving a Tiga SC82 won the class in 5<sup>th</sup> place. The final class



© Simon Wright



winner was Tom Eustace in a Mallock Mk18 in 6<sup>th</sup> place. The second race, later in the day, was another driving demonstration by Harrison, who again lapped everybody up to 4<sup>th</sup> and Denham, taking 2<sup>nd</sup> again, was still almost forty seconds behind at the finish. Repeating the first race, Holey was 3<sup>rd</sup>, Davenport was 4<sup>th</sup> and Besley was 5<sup>th</sup>.



**Guards Trophy race winner Luke Stevens Ginetta G16 ahead of the class winning Lenham P69 Spider of R & B Tusting.**

© Simon Wright

Race 15 The Guards Trophy race was a single forty minute race on Sunday. Pole position was claimed by the Lenham P69 Spyder of Robert & Ben Tusting. Having led the opening lap, Robert had a spin and dropped a few places, leaving Luke Stevens in a Ginetta G16 to come through in the lead on the second lap. On the tenth lap

**Guards Trophy class winner Richard Piper in the Brahma B2 ahead of Andy Somerton in a Lotus Elan S1 and the class winning Elva Mk7S of Wainwright/Pancisi**



© Janet Wright



**Guards Trophy class winning Lotus Elan shapecraft of Schryver/Weller finished 13<sup>th</sup>**

© Simon Wright

Andy Newall at the wheel of a Chevron B6 got into the lead, but next time round Stevens was back in the lead. On lap fifteen, the swapped places again and Newall stayed in front for three laps before taking his pit stop, a lap after Stevens. This promoted Richard Piper in a Brahma B2 into the lead for a couple of laps before his pitstop. Now it was Philip Nelson's time to shine in his Chevron B8 GT for a couple of laps until it was his turn to pit. After the pit stops it was Stevens back in the lead with Newall back in 2<sup>nd</sup> place. They remained in that order for the rest of the race with the gap fluctuating between seven and ten seconds depending on traffic. At the Flag Stevens was over seven second ahead of Newall. In 3<sup>rd</sup> place was another Ginetta G16 driven by father and son Graeme and James Dodd.

Finishing in 6<sup>th</sup> place, the Tusting's Lenham still took a class win. The other class winners were Wainwright and Pancisi driving an Elva Mk7S in 10<sup>th</sup>, Piper in the Brahma in 12<sup>th</sup>, and the Schryver and Weller Lotus Elan Shapecraft in 13<sup>th</sup>. After the race, Luke Stevens handed his trophy over to George Douglas, the car owner of the Ginetta, who had allowed his younger, and faster co-driver to run the whole race.

Race 17 The final race of the weekend was the Historic Road Sports Championship only race of the day. The AC Cobra of Kevin Kivlochan was on pole position for the start



Historic Road Sports Class winner Bradley Burns Marcos 1800GT leads Jonathan Rose Lotus Elan S1, with the unusual yellow Bolwell Nagari in the background.



© Simon Wright

of the twenty five minute race, which he led from start to finish. Robin Pearce in a Morgan Plus 8 chased him most of the way until lap nineteen, when he was passed by Richard Plant in another Morgan Plus 8, who went on to finish 2<sup>nd</sup>, just over two seconds behind Kivlochan. Pearce finished 3<sup>rd</sup>. Class winning Bradley Burns in a Marcos

1800GT finished 4<sup>th</sup> and 5<sup>th</sup> placed Mark Godfrey in a Ginetta G4 also won his class. One lap down, in 15<sup>th</sup> place, Antony Ross in the Alfa Romeo 1750 Spider Veloce won his class and the final class winner was Mark Shears in a Morgan +4 in 23<sup>rd</sup>.

© Janet Wright



Historic Road Sports Class winner Mark Shears Morgan +4

© Simon Wright



Historic Road Sports Class winner Mark Godfrey Ginetta G4





Historic Formula Junior Class D-H Steve Allen spun his Lotus 20 in the second race at Luffield.

© Simon Wright



Historic Formula Ford 2000 Abbey Harris Royale RP30 and Michael Conway Royale RP27 caused a red flag on Sunday

© Simon Wright



Historic Formula Ford 2000 Brian Morris Reynard SF79 spun at Becketts in the restarted race on Sunday.

© Janet Wright



It was slippy at Becketts during the Guards Trophy. The Chevron B8 of Lillingston-Price had a spin.

© Simon Wright



Guy Grant was another to spin at Becketts in the Guards Trophy Race in his TVR Grantura. He still finished 2<sup>nd</sup> in class.

© Simon Wright



The Coleman Chevron B8 ended its race at Luffield - Guards Trophy.

© Janet Wright



Philip Hart took out the pit lane entrance board with his Mallock Mk20 in the Classic Clubmans race.



Richard Plant took the very wide line at Brooklands on his way to 2<sup>nd</sup> place in the Historic Road Sports race in his Morgan Plus 8

© Simon Wright



Callum Grant locks up in his Delta 81 as he is chased by Ian Pearson in his Royale RP30 during the Historic FF2000 race

© Simon Wright





**Wheels on  
Wednesday**  
Spetchley Park Gardens  
26<sup>th</sup> August 2020  
By Simon & Janet Wright.





Suzuki Jimny

© Simon Wright

# All that Glitters



Hummer H2

© Janet Wright



McLaren 570 GT

© Janet Wright



© Simon Wright





Lamborghini Huracan

© Simon Wright

The final Wheels on Wednesday meeting took place at Spetchley Park Gardens at the end of August. There was another meeting scheduled for September but that got re-arranged to a weekend meet due to new Covid-19 regulations coming in to force, restricting gatherings to a maximum of six people.

It was a lovely Wednesday afternoon/evening with the sun shining on the gathering of exotic, classic and enthusiasts cars. As usual there was a good selection of modern super cars and sports cars present. Italian marques were well represented with Alfa Romeo, Ferrari, Lamborghini and Lancia cars in attendance.

The Ferrari 488 Pista Spider looked stunning in its black with silver pinstripes colour scheme. This is Ferrari's 50<sup>th</sup>



© Simon Wright

open top model and is the prancing horse's highest performance spider ever produced. It was first unveiled at the 2018 Pebble Beach Concours d'Elegance. It has a record breaking power-to-weight ratio of 1.92 kg/hp and combines race developed technologies with the joy of open air driving to deliver an exhilarating experience behind the wheel. It has a racing pedigree as it is derived from two racing cars, the 488 Challenge and the 488 GTE, which won the GT class of the FIA World Endurance Championship in 2017, giving Ferrari it's fifth GT



© Janet Wright



Manufacturers title since 2012. Its powerful V8 twin-turbocharged, dry sump engine produces 710 bhp and is mated to a F1 Seven-Speed Dual Clutch transmission system. This allows the car to accelerate from 0-62 mph in just 2.8 seconds and has a top speed of 211 mph. By comparison, the 1990 Ferrari Testarossa is a classic icon, with its distinctive slats across the side doors into the rear side ducts feeding air to side





testarossa

© Simon Wright

radiators and the normally aspirated, flat 12, mid-rear mounted 5 litre engine. It has four valves per cylinder and lubricated by a dry sump system. It produces 285 hp and maximum torque of 361 lbs/ft. Top speed is estimated at 180 mph and it can accelerate from 0-62 mph in 5.8 seconds and do the standing quarter mile in 13.5 seconds. Production ran between 1984 and 1996 at Maranello in Italy. The Pininfarina designed model was built until 1991, with two model revisions following, the 512 TR and the F512 M, both of which were produced between 1992 and 1996. Almost 10,000 cars were built, making it the most mass-produced Ferrari model ever built. The Lancia Delta HF Integrale 16v may not have the sweeping lines of the Ferrari's but it certainly has the



integrale  
HF 16v

© Janet Wright

performance. It was developed for rallying and made its debut at the 1989 Geneva Motor Show and then made a winning debut on the 1989 San Remo Rally. The car features a raised centre on the bonnet to accommodate the new 16 valve engine and wider wheels and tyres. The turbocharged 2 litre, 16 valve engine produces 197 hp, giving a maximum speed of 137 mph and can accelerate from 0-62 mph in 5.7 seconds.

While European and Japanese cars tend to use smaller, turbocharged engines, the Americans have always favoured the large capacity engines. The 1997 Dodge Viper GTS is a coupe version of the Viper RT/10 and is a typical example of the American muscle car, with its 8 litre V10 normally aspirated engine. The Viper is an American sports car manufactured by Dodge from 1992



© Simon Wright

through to 2017, with a couple of short breaks in between. In Europe the car was sold under the Chrysler banner and mainly referred to as a Viper. The car at Worcester is a second generation vehicle. The 8 litre V10 engine produces 450 hp with 490 lb/ft torque. It also came with air conditioning, power windows and power door locks as standard. The original Viper had a







© Simon Wright

top speed of 165 mph and could accelerate from 0-60 mph in 4.2 seconds and do the quarter mile in 12.6 seconds.

Its not just the Americans that opt for large V8 engines, there was a nice pair of British V8s parked together. However, they both used the V8 engine from the Ford Mustang. The cars are brothers under the skin, but with different names. The Rover 75 and the MG ZT are two

versions of the luxury British V8 saloon. The body shape is almost identical but the two cars have distinctive features to identify their individuality. The Rover 75 was originally built at the Rover Group headquarters at Cowley, but after BMW sold Rover, the model was built at Longbridge under the MG Rover Group. The Rover 75 was produced between 1998 and 2005. The 75 V8 was launched at the 2004 Geneva Motor Show and used a re-engineered version of the Ford 4.6 litre V8 engine. Only 900 V8 models were produced in either Rover or MG versions. The 2003 MG ZT has four separate headlights and a split grille, while the 2005 Rover 75 has two twin headlights and a different shaped grille. The MG ZT was based on the Rover 75 and was produced from 2001 to 2005 at the MG Headquarters at Longbridge. Changes from the Rover was the front bumper, which now had an integrated grille, revised seating and dashboard, upgraded suspension and brakes, plus revised engine tuning. The engine produced 256 bhp, had a top speed of 155 mph and could accelerate from 0-62 mph in 6.2 seconds. An unusual car was the 1984 Nissan Cherry Pulsar Turbo.



© Simon Wright



© Janet Wright





© Simon Wright

The original Pulsar model was first introduced in 1978 as a transverse front wheel drive hatchback. The N12 version ran from 1982 to 1986. The turbocharged 1488cc four cylinder

petrol engine model was launched in May 1983 and produced 113 bhp. It was attached to a manual 5 speed transmission system. It had a top speed of 115 mph and could accelerate from 0-62 mph in 8.9 seconds. This was Nissan's attempt to break into the popular GTi market, but had little impact, as the normal Dunlop tyres and a peaky power delivery caused torque steer and drivers also complained about the harsh ride.

A local classic came in the form of a beautiful white Morris Marina 1.3 Coupe. Built by British Leyland at Cowley, this model was introduced to replace the Morris Minor. Compared to its company rivals, the Austin Maxi and Austin Allegro, both of which were front wheel drive and used Hydrolastic/hydragas suspension, it was a



© Simon Wright



conventional design to compete with the Ford Escort. It used the A-Series four cylinder 1.3 litre engine, as used in the Mini and Allegro, but mounted longitudinally,



© Simon Wright

connected to a four speed manual gearbox, derived from the Triumph Toledo, driving the rear wheels. It featured torsion bar suspension on the front and leaf spring suspension on the rear. The engine produced 60 hp and had a top speed of 82 mph and could accelerate from 0-50 mph in 12.5 seconds and do the standing Quarter mile in 22 seconds.

An immaculate red 1961 Renault 4CV was attracting a lot of attention. Over 1.1 million were built between 1946 and 1961, mainly using the 750cc OHV engine which produced 20 bhp. It was a simple, reliable and economic car to own. Because Britain had import quotas on cars until 1959, many manufacturers



© Janet Wright

had local assembly plants in the UK. This car is the last that was built at Acton, in London, before the facility was





© Janet Wright

closed in 1961. This car has been modified from the original, with bright red paint replacing the original dull grey finish. The interior has also been upgraded to a higher quality than the original. Further modifications include fitting a R5 1.4 litre engine running a twin choke downdraft Weber carburettor, attached to an R8 gearbox. It also has an R8 Gordini braking system. Another eye catching car was a bright yellow 1996



© Simon Wright

Honda NSX two seater mid-engined sports car. The origin of the NSX goes back to 1984, when Honda committed to producing a sports car that could equal or beat the V8 Ferrari 328 sports car. The NSX was the World's first mass-



© Simon Wright

produced car to feature an all aluminium body. It was powered by an all aluminium 3 litre DOHC 48 valve V6 VTEC (Variable Valve Timing and Lift Electronic Control) transverse mounted engine, connected to a 5 speed manual transmission driving the rear wheels. It produces 270 hp and has a top speed of 168 mph, accelerating from 0-60 mph in 5.7 seconds.. The car also has 4 channel anti-lock brakes and electric power steering. Its development was aided by the Late Formula 1 World Champion Ayrton Senna, in the final stages. We now look forward to the Wheels On Wednesday evening meetings starting again in 2021.





Line-up of classic British Sports cars - Austin Healey, MG Midget, Triumph TR4 A IRS and MG B roadster

© Janet Wright



© Simon Wright

Always plenty of good food on offer.



© Simon Wright

1946 Ford Super Deluxe





Rat Pack Rover100

© Simon Wright



© Janet Wright

Always a good turn out of motorcycles



Mercedes Benz  
280 SE 4.5

© Simon Wright



TVR Vixen

© Simon Wright



The Rolls Royce of Coffee

© Janet Wright



1997 Bentley Turbo

© Simon Wright



Alfa Romeo GTV

© Janet Wright



BMW 850i

© Simon Wright





# BRSCC Fun Cup Finals

Oulton Park

17<sup>th</sup> October 2020

By David Goose & Stuart Yates of  
Motorsport Imagery.

© Motorsport-Imagery

Harry Mailer set off to build a big lead  
from the start





Fun Cup Team JPR GT Radial

## BRSCC Fun Cup Finals

17th Of October saw the Fun Cup return to Oulton Park for its traditional end of season finale. The 2020 season, although shorter in both rounds and meetings, once again came down to the final round to crown the champions of 2020. The meeting included the Fun Cup, Gti Production Cup, Ford ST-XR Challenge and Superkarts.

The Fun Cup was the headline series for the meeting, with a four hour race in the afternoon. Although the cars resemble an old fashioned VW Beetle, they are in fact space framed single seaters, powered by a VW 1800cc petrol



2020 Runners up, Fun Cup Team 7 WASPP



© Motorsport-Imagery

Team Uvio Hofmanns Lotus, 3rd place in this years championship  
November 2020

engine with a Sadev sequential gearbox. The cars are equipped with paddle shift gear change and are much quicker than they look. All cars are made to an identical specification with no performance modifications allowed. The Championship was first launched in 2002, with races throughout the UK season of between 3 and 8 hours, plus usually a European 25 hour race, the series



has always attracted more than its fair share of high quality guest drivers. Unlike most series, the grid for the race is drawn from a hat, with the main title contenders, by chance being drawn in the 2nd half of the 26 car grid. At the start Harry Mailer in the number 49, Make Happen Racing Car, decided to set a very strong pace, after the first half hour he was over 35 seconds in the lead, however this was a 4



Fun Cup Team Viking

© Motorsport-Imagery

hour race. Team Uvio Hoffmans Lotus needed to win the race to take the title and were running a strong second after half an hour, but a stop-go penalty for exceeding track limits, a small coming together and after 4 hours they finished eighth, not good enough on the day to take the title.

This left two teams with a chance to win this years title. Team's Axiometrics and Team 7 WASPP who were both running in the top ten with less than an hour to go.

Veteran Fun Cup Campaigners,  
Team CCS Media



© Motorsport-Imagery

Axiometrics car stalled in the pits during the last pit-stop and the advantage was handed to the WASPP car. For the last half hour, Riley Phillips in the Axiometrics car took control of the race and passed the cars in front of him to take the victory on the day and the title for 2020, the fast starting Make Happen Racing Car finished second only 3 seconds behind the winner after 4 hours of racing. Team Uvio Hoffman Lotus finished 8th on the day and the 2019 champions came third in this years championship, behind the Team 7 WASPP car.

The Hyperdrive Ford ST-XR Challenge saw Will Heslop retain his title that he won in 2019. Nine rounds over four meetings saw a very condensed calendar for the Fords, the two final rounds at Oulton Park. Heslop won both



© Motorsport-Imagery

Second place for the season for Chris Grimes in the Fiesta ST





Will Heslop, 2020 ST-XR Champion and double race winner at Oulton Park

races and with his joker round being used in the first race, he scored a maximum points haul over the weekends races. Mark Robinson had been in contention for 2nd place at the start of the Oulton meeting, but due to Covid restrictions, he was unable to attend the meeting and



Michael Blackburn, a good second place in race 2 in his Fiesta ST

Chris Grimes took advantage to claim second place for the season. Robinson took third place overall despite his absence. Grimes finished third in the race behind Michael Blackburn, despite a 10 second jump start penalty, highlighting the dominance of the front three on the day.



The second race of the race-day saw the top three from race one finish line astern, the three cars separated by just over half a second

Two races on the day for the TeeKay Couplings Production Gti Championship. With two rounds to go at Donington in November, Martin Walsh led the Championship after Oulton Park by just 2 points from Simon Hill, but 25 points clear of Simon Vercoe and Adam Hance. Both Hill and Walsh each won one of the days races, most of the field now running the Mk5 Golf Gti, with just two of the older model Mk2 Gti's entered.



Martyn Walsh, left Oulton Park with a race win and two point title lead



© Motorsport-Imagery



Adam Hance in his Mk5 Golf gti

© Motorsport-Imagery



Simon Hill, race winner and second place in the championship, just 2 points behind the leader

© Motorsport-Imagery



Simon Vercoe in his Golf Gti

© Motorsport-Imagery





Gary Potkinsin the Vortex Anderson



Liam Morleyin the VM Anderson, winner of both of the days races

Quickest racing on the day were the UK Superkarts, with the top 13 qualifiers completing a lap of Oulton Park International Circuit in an average of more than 90mph, the fastest qualifying lap at 99.99mph. Compare this to the recent



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Elliott Marks on the Honda Anderson SuperKart

British GT qualification lap of Phil Keen / Adam Balon in the Lamborghini Huracan where they took pole at position at an average speed of 103.71, just emphasises the speed of these karts. Liam Morley won both races averaging over 100 mph in the second race.



# Archive Photo of the Month.

By Pete Austin.

This month's archive image was taken during the 1971 BOAC 1000kms at Brands Hatch. The winning Alfa Romeo T33/3 of Andrea de Adamich (driving here) and Henri Pescarolo is shown passing the Lola T210 of David Weir and Mike Walton which finished 14th.





# BARC Race Meeting

Mallory Park, 11<sup>th</sup> October 2020.

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



Plenty of close racing in the 2CV Classic championship with Lien Davies leading Alec Graham and Pete Sparrow in the first race.





Alex Cursley in the Lancaster Insurance Hyundai Coupe led from the start

The British Automobile Racing Club (BARC) held their final Championship race meeting at Mallory Park for 2020 at the beginning of October. The programme was mainly tin-tops with the addition of two races for the HSCC Historic F3 championship, making a return to the circuit in the first time for over a decade..

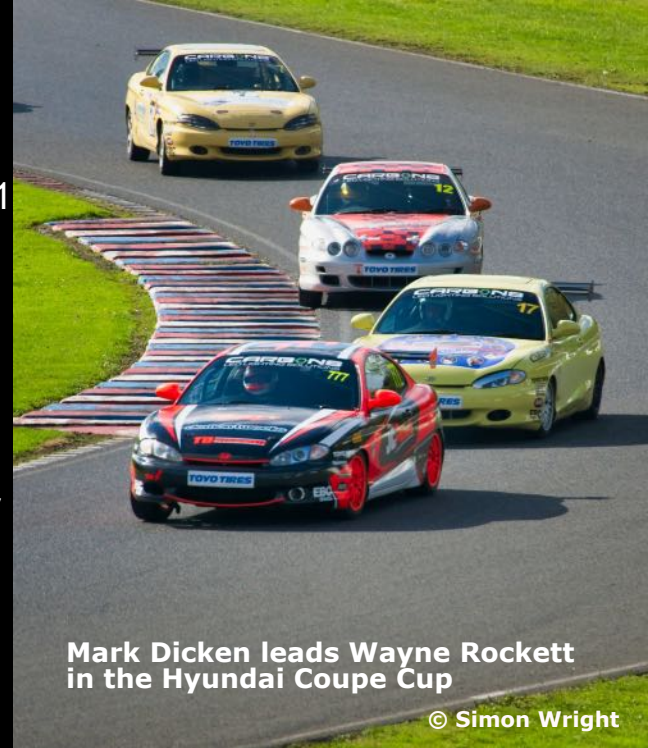
After morning qualifying, the races started after the lunch break with the first of two Carbon8 Hyundai Coupe Cup races. Qualifying had seen Mark Dicken gain pole



James Goodwin and Spencer Hirons head for the hairpin in the Hyundai Coupe Cup

© Simon Wright

position. However, it was Alex Cursley who took led every lap and took victory by just 0.311 of a second from Kevin Smiles. Taking the last podium position was Wayne Rockett, only a further 0.491 of a second further back. Pole man Dicken had chased Cursley hard for the first thirteen laps before being passed by both 12 and 17 and by the flag was nearly nine seconds back in 4<sup>th</sup> place. He was followed by Matt Mitter and Kevin Middleton.



Mark Dicken leads Wayne Rockett in the Hyundai Coupe Cup

© Simon Wright



Daren Ford leads Barny Francis, who is showing battle damage to his Hyundai Coupe in the Cup race

© Simon Wright





Michael Pensavalle was quick all day in the BMW M3 E46

The Kumho BMW Championship was combined with the Uncle Luke's BARC Saloons for their two races of the afternoon. The BMW cars were the fastest with Michael Pensavalle taking pole position in his BMW M3 E46. The fastest of the BARC saloons was Paul Nevill in his Ford Escort RS2000 in 8<sup>th</sup> place on the combined grid. At the

Jasver Sapra BMW E46 being passed by BARC Saloon winner Paul Nevill in his Ford Escort RS2000



© Janet Wright

start, Bryan Bransom got two wheels of his BMW E36 M3 on the grass on the outside of Gerrards and slowly pirouetted across the grass and slide slowly sideways into the tyre barrier. He managed to get going again, with just

a damaged front spoiler but lost at least a lap. He eventually finished in 21<sup>st</sup> place, two laps down. At the front it was Pensavalle in the lead for the first six laps before Brad Sheehan in another BMW E46 M3 took the lead and Pensavalle dropped down to 4<sup>th</sup> and eventually retired on lap nine. Richard Clarke made a fiery exit on the fourth lap when there was a fire



© Janet Wright

Richard Clarke had a fiery exit in his Ford Fiesta

on his Ford Fiesta. Flames could be seen under the car and he stopped it by the Marshalls post on the back straight, where extinguishers were quickly applied under the bonnet. Sheehan led until the thirteenth lap when he came up to lap Terry Stephens in his Peugeot 308 on the



© Motorsport-Imagery

Terry Stephens Peugeot 308 Exits Shaws Corner before his accident



James Card won both Kumho BMW races in his BMW E46 M3



© Janet Wright



Class winner Adam Chamberlain Vauxhall Astra leads Todd Garner Renault Clio out of the hairpin

victory to James Card in his BMW E46 M3, nearly twelve seconds ahead of Jason West in his BMW M3 E46 and Michael Vitulli was 3<sup>rd</sup> in his BMW M3 CSL, both from the Invitation class. In 4<sup>th</sup> place and winning the BARC Saloons class, was Paul Nevill in his Ford Escort RS2000. The other BMW class winners were 7<sup>th</sup> placed Russell Dack in his BMW E46 Compact and 18<sup>th</sup> placed Ralph Kirk in his BMW 328 Coupe. In the BARC Saloons, the other class winner was 9<sup>th</sup> placed Adam Chamberlain in his Vauxhall Astra

approach to the hairpin. As he went to pass, the two cars touched and both shot off sideways, on to the grass and into the barrier. The Peugeot bounced back and was left facing the wrong way on the edge of the track. This caused the race to be red flagged. Although the results

Kumho BMW Class C winner Ralph Kirk in his BMW 328 Coupe goes round the outside of 25 Trevor Ford in his BMW M3 E36



© Simon Wright

were taken from the lap before, Sheehan and Stephens were not running when the race was red flagged and therefore were not classified. This gave race



© Simon Wright

2<sup>nd</sup> placed Jason West won the Invitation Class in his BMW M3 E46



HSCC Historic Formula 3 race winner Ian Bankhurst - Alexis Mk8

© Simon Wright



© Janet Wright

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The HSCC Historic Formula 3 added some single seater racing car action to the event. Nearly half the grid consisted of Brabham F3 cars of various vintage, but it was the Alexis Mk8 of Ian Bankhurst that took pole position. He then led the first ten laps before Simon Armer in a March 703 went passed. Behind the leaders, on the seventh lap Peter Hamilton, running 5th in a Tecno spun



The moment in went wrong for race leader Steve Seaman when he spun his Brabham BT21 and was collected by Simon Armer in the March 703. Race winner Ian Bankhurst Alexis Mk8 slips round the back

Gil Duffy Brabham BT21B finished 8<sup>th</sup> in the first Historic F3 race



© Janet Wright



© Simon Wright

on the entrance to Gerard's and was clipped by Paul Waine in a De Sanctis F3 69, resulting in both cars retiring. Two laps later Paul Booth in a Brabham BT21 managed to do the same spin on the entrance to Gerard's and although he didn't hit anything, he also retired from the race. There may have been oil on the track as Gil Duffy also managed a spin at the same spot in another Brabham BT21B but managed to continue and finished 8<sup>th</sup>. Armer remained in front until the hairpin of lap fifteen when Steve Seaman in a Brabham BT21 dived in to the lead, lost control at the hairpin and spun right across the front of Armer, who collided with him. The two interlocked wheels, with the two cars facing different directions. The





Peter Hamilton in the Tecno at speed along the start finish straight before retiring from the first race.

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© Simon Wright



Ewen Sergison Merlyn Mk10/14 finished 3<sup>rd</sup> in the first Historic Formula 3 race.

© Janet Wright



Paul Waine gets out of shape at the hairpin in the De Sanctis F3 69 before retiring from the first Historic Formula 3 race.

© Janet Wright



Keith Messer in the Vesey Ford finished 2<sup>nd</sup> in the first 83 race





Andrew Tart in the Merlyn Mk9 4<sup>th</sup> in first HSCC Historic F3 race

rest of the field managed to avoid the two stopped cars and the race was red flagged. Both Armer and Seaman were not classified as finishers as they were not running when the red flag was brought out. This gave victory to Bankhurst in the Alexis. Coming through the carnage for 2<sup>nd</sup> place was Keith Messer in the Vesey Ford and 3<sup>rd</sup> place went to Ewen Sergison in a Merlyn Mk10/14. Andrew Tart in a Merlyn Mk9, Mike Walker in a Brabham BT21 and Leif Bosson in a Brabham BT28 rounded out the top six.



Eventual winner 97 Pete Sparrow battles with 92 Nick Roads (finished 2<sup>nd</sup>) and 17 Alec Graham (finished 6<sup>th</sup>) in the 2CV Classic Race

The 2CV PARTS.COM Classic Racing Championship might not feature the fastest cars, but it does produce some very close racing. These cars might look like the traditional Citroen 2CV but they did not display the normal soft suspension body roll that is typical of the original road cars. They were very stable round both the hairpin and the fast, sweeping Gerard's bend. Showing how close they



The class winning Ginetta G8 of Bill Cowing in the second HSCC Historic F3 race



Battle for 3<sup>rd</sup> with James Dartiailh (4<sup>th</sup>) leading Lien Davies (3<sup>rd</sup>) in the 2CV Classic race.





The 2Cv's seem to all take the same line, its just a totally different line to all the other classes. Michael Fox finished 13<sup>th</sup> in the first 2CV Classic.

are in performance, Pete Sparrow claimed pole position by just 0.024 of a second from Alec Graham. The race was a typical slip streamer, with a train of cars swapping positions. Lien Davies led the first lap then dropped to 3<sup>rd</sup> behind Graham and Sandro Proietti, By lap three Davies was 2<sup>nd</sup> behind Graham and chaos behind as Proietti was right on the bumper of the leader and got out of shape going round Gerard's. He went sailing on to the grass and James Dartialh and David O'Keeffe both ended up taking to the grass in a mass avoidance manoeuvre, though they

Nigel Hollis finished 10<sup>th</sup> in the 2CV Classic race



all avoided contact. By lap four Davies was back in the lead for two laps. Then it was the turn of Sparrow to lead, which he managed to maintain until the end of the race. Nick Roads slotted in to 2<sup>nd</sup> on lap seven with Davies down to 3<sup>rd</sup>. Roads held on to 2<sup>nd</sup> for the rest of the race, finishing just 0.765 of a second behind the winner after eighteen laps. Davies battled the rest of the race with James Dartialh, the pair both having turns at being 3<sup>rd</sup> but Davies got 3<sup>rd</sup> back on the last lap. Behind 4<sup>th</sup> placed Dartialh came Glenn Oswin in 5<sup>th</sup> and Graham in 6<sup>th</sup>. The





Classique class was won again by Richard Knight in 14<sup>th</sup>.



Start of the Kumho BMW and Uncle Luke's BARC Saloon race

© Simon Wright

The Kumho Tyres BMW Championship with Uncle Luke's BARC Saloons were back for their second race of the day. This time the race ran its full distance of twenty minutes. James Card dominated the race, leading from start to finish in his BMW E46 M3 to take a second victory. He was followed by Jason West who also took his second class victory of the day, repeating the first race results for the first two. In this race, Jasver Sapra took 3<sup>rd</sup> in his BMW



Andrew Smith Honda Civic (DNF) leads Trevor Ford BMW M3 E36 (12<sup>th</sup>) and Ralph Kirk BMW 328 Coupe (13<sup>th</sup>) in the BMW & BARC Saloon race

© Simon Wright

E46 and 2<sup>nd</sup> in class. Russell Dack took another class win in his BMW E46 Compact in 5<sup>th</sup>, but a lap behind the race winner. He was ahead of the BARC Saloon winner, Paul Nevill taking his second victory of the day in his Ford Escort RS2000. Also making it two out of two class wins was Adam Chamberlain in the Vauxhall Astra in 7<sup>th</sup> overall. The final BMW class winner was Ralph Kirk, another double class winner on the day, in his BMW 328 Coupe.



Russell Dack took his second class win of the day in his BMW E46 Compact

© Simon Wright



Simon Ward Vauxhall Astra (10<sup>th</sup>) leads Kevin Smiles Honda Civic (9<sup>th</sup>) down the start straight

© Janet Wright





Michael Vitulli has a massive off in the BMW M3 CSL.

Bryan Bransom was certainly having an eventful meeting in his BMW E36 M3. After having a spin at Gerard's in the first race, he managed to spin off at the esses in the second race and parked his BMW in the gravel on the exit, under Devils Elbow on the twelfth lap.

The fastest accident of the day occurred the following lap when Michael Vitulli went straight on from the start straight on to the grass and Gerard's and hit the tyre barrier head on. He thought he was still doing around sixty miles per hour when he hit the tyre barrier. The front of the BMW was destroyed but the driver walked away, rather slowly. Nigel Williams also had a hairy moment as he lost control of his BMW M3 E36 exiting Devils Elbow and ended up stuck in the gravel trap next to the paddock.

The Historic F3 cars returned for their second race of the day, with Steve Seaman in the Brabham BT21 on pole position. After his accident in the first



Leif Bosson in the stunning Brabham BT28 HSCC Historic F3

race Simon Armer did not take the start for the second race. From the start, it was Ewen Sergison in the Merlyn Mk10/14 that took the lead, which he held for sixteen laps

© Janet Wright

before retiring just two laps from the finish. This gave a second victory to Ian Bankhurst in the Alexis Mk8. Over twenty one seconds behind him was 2<sup>nd</sup> placed Keith Messer in the Vesey Ford, while Andrew Tart was classified 3<sup>rd</sup> in the Merlyn Mk9. Steve Seaman driving a Brabham BT21, Gil Duffy at the wheel of a Brabham BT21B and Leif Bosson driving a Brabham BT28 completed the top six for







Richard Knight took two class wins in the Classique class of the 2CV Classic Racing Championship.

© Simon Wright

the second race. The 2CV parts.Com Classic Racing Championship were back again and Pete Sparrow was again on pole position by just 0.058 of a second from Lien Davies. It was Davies that led the first lap from Sparrow, but on the second lap Sparrow moved in to the lead, where he remained until the chequered flag, for his second victory of the day. Luca

Roy Eastwood (7<sup>th</sup>) leads Luca Proietti (DNF) in the 2CV Classic race



© Motorsport-Imagery

Proietti, Alec Graham and Davies were swapping places for 2<sup>nd</sup> through most of the race until Davies retired on lap nine. Graham then managed to hold on to 2<sup>nd</sup> place from Graham Roads to the flag. Nick Crispin had joined the battle for 2<sup>nd</sup> place but finished 4<sup>th</sup> at the end. He was followed home by Glenn Oswin and Mick Storey. Richard



© Janet Wright





The Hyundai field forms up on the grid for the start of the race

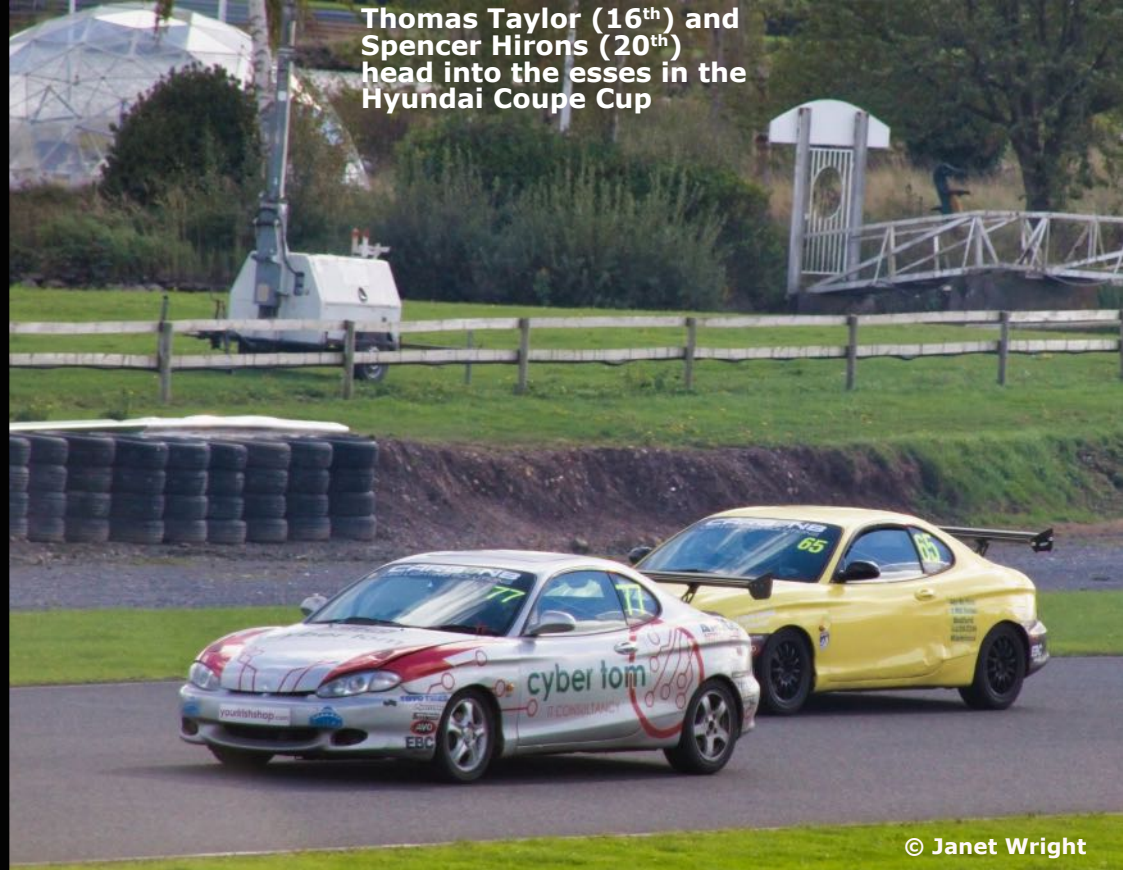
Knight again took the Classique class in 13<sup>th</sup> place. The final race of the meeting was the second race for the Carbon8 Hyundai Coupe Cup cars. It proved to be another perfect performance for first race winner Alex Cursley, who led every lap to win by just 0.361 of a second. Mark Dickens made up for his disappointment in the first race by taking 2<sup>nd</sup> place after starting from 4<sup>th</sup> place on the grid. He had quite a race, swapping places with Wayne Rockett



Zac Hughes in the Hyundai Coupe retired on the 2<sup>nd</sup> lap

© Motorsport-Imagery

Thomas Taylor (16<sup>th</sup>) and Spencer Hiron (20<sup>th</sup>) head into the esses in the Hyundai Coupe Cup



© Janet Wright

and Kevin Smiles through most of the race and grabbing 2<sup>nd</sup> on the last lap. Rockett took 3<sup>rd</sup> and Smiles 4<sup>th</sup>. Mitter



© Janet Wright

Nick Flowers (17<sup>th</sup>) and Eddie O Kane (14<sup>th</sup>) Hyundai Coupe Cup



# Closing Shot.

By David Goose of  
Motorsport Imagery



As the sun sets on another 'short' season of racing, Make Happy Racing's Harry Mailer took an early lead in the Fun Cup race at Oulton Park in the middle of October.