

Classic and Competition Car

Founded 2010



RAC Historic Tourist Trophy



Wheels on the Weekend

CSCC Mallory Park

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Front Cover:

Joss Ronchetti Talbot Sunbeam Lotus, Parker-Morris/Morris Peugeot 309 Gti, Malcolm Harding Ford Escort and Jack Harper Triumph Spitfire - Special Saloon & Modsports race CSCC Mallory Park © Janet Wright.

RAC Historic Tourist Trophy, Silverstone - Smithies/Clarkson/Pangborn Cobra Daytona © Simon Wright.

Wheels on the Weekend - Alfa Romeo Spider 1.6 © Simon Wright.

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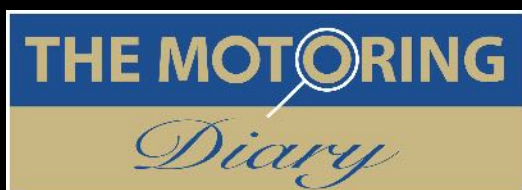


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Photo of the month

By Simon Wright



Ric Wood shoots flame in the Nissan Skyline GT-R at Silverstone during the Historic Touring Car Challenge & Tony Dron Trophy with U2TC and STCC race. He finished 4th overall

Motorsport returns. News



Following the second national lock-down in England, Motorsport UK have announced that motorsport is set to return from 2nd December 2020, subject to any local restrictions which may apply with the

Tier system which will be applied across England. The Government have said that limited numbers of spectators will be allowed at sporting events in venues within a Tier 1 or 2 region. Any events in Tier 3 are not allowed spectators.



© Janet Wright

Plum Pudding race meeting cancelled.

The very popular annual race meeting at Mallory Park on Boxing day, December 26th, has been cancelled. Following the recent announcement from the UK Government, Leicestershire has been placed into Tier 3 from Wednesday 2nd December 2020. This means that Mallory Park can remain open, but events must take place behind closed doors, with no spectators. As a result the circuit have confirmed that they regret that the running of the annual Plum Pudding event on Boxing Day will not be run in 2020.

Race Retro Show Postponed.

The misery continues in to 2021 as another event bites the dust - In accordance with the current Government guidelines, Reis Race Retro will NOT be held in its usual February dates in 2021 and is postponed until further notice. The Silverstone Auctions Race Retro Sale will still take place on Friday 5th and Saturday 6th March 2021.



© Simon Wright



© Simon Wright



© Citroën Italy

Citroën win Italian Rally Championship.

Andrea Crugnola and Pietro Omoto and the Citroën C3 R5 to the top of the podium at the 11th Tuscan Rewind and are crowned 2020 Italian Rally Champions.



© Citroën Italy



New Maserati Ghibli Hybrid

The first electrified vehicle in Maserati's history.

The new Ghibli Hybrid is one of the most ambitious projects for Maserati in a step forward towards the brand's future. With over 100,000 cars built since it was introduced in 2013, the Ghibli saloon perfectly reflects the manufacturer's brand. The challenge facing Maserati was to enter the World of electrification without changing the company's core philosophy and values. The result is the best possible hybrid, retaining the unmistakable sound that has always distinguished every Maserati. They have chosen the colour blue to represent all cars with hybrid technology in the Maserati range, so the air ducts, brake callipers and the oval badge containing the Trident on the rear pillar are all blue. On the interior the embroidered seams on the seats are also blue. Maserati have chosen a hybrid solution to improve performance while also reducing fuel consumption and cutting emissions. The technology exploits the kinetic energy the car accumulates when in motion and transforms it to electricity during deceleration and braking and stores it in a battery. The 2 litre 4 cylinder turbo engine with an electrical supercharger supported by the battery produces 330 hp. This gives a top speed of 255 km/h and acceleration from 0-62 mph in 5.7 seconds.

RBW EV Roadster.

Midlands Classic motoring manufacturer RBW EV Classic Cars have revealed their pre-production model of its stylish electric classic roadster. The design was inspired by the MG B Roadster of the 1960s

The RBW takes the original design and enhances it for the 21st century, using a brand new Heritage body shell from British Motor Heritage. Power is provided by a patented electric powertrain system which has been developed over a three year period in conjunction with Continental Engineering Services (CES) and ZyteK Automotive. They are both part of Continental AG which provides the World Championship winning technology applied to Formula E racing cars.

The patented system places the electric motor at the rear of the car and Hyperdrive Innovation's lithium-ion battery under the bonnet at the front, which gives perfectly balanced weight distribution for better handling. It features coil over damper independent suspension on each corner. It has a top speed of 80 mph, can accelerate from 0-60 mph in 9 seconds and has a range of 160 miles.

The RBW system has been tested and has achieved European Regulation No 100 of the Economic Commission, which confirms RBW as a recognised automotive worldwide manufacturer.

The limited edition hand crafted cars are limited to just 30 and will feature a multi-function dashboard with a 7 inch multi-touchscreen. Prices start from £90,000 plus taxes.



© Janet Wright

Fast Ford Favourite.

Father and son team, Grahame & Oliver Bryant raced a fantastic replica of the successful Malcolm Gartlan, Wiggins Teape sponsored Ford Capri RS2600. Originally raced by Brian Muir and John Miles in the 1972 British and European Touring Car Championships. The original car was not as reliable as they hoped, with Muir taking just two victories in the British Saloon Car Championship in 1972 before switching to BMW for 1973.

This replica was built from an original RS2600 road car, making it more rare than most other racing RS2600s which are usually built up from any early Capri shell. Grahame & Oliver finish 6th overall and 2nd in class in the Historic Touring Car Challenge race at Silverstone during the RAC Historic Tourist Trophy meeting.



© Simon Wright



Rosberg tests Electric VW racer.

2016 Formula 1 World Champion Nico Rosberg tested the Volkswagen ID.R electric sports car at the Nürburgring Grand Prix circuit in the middle of October. Rosberg is passionate about electromobility, has invested heavily in future technologies and has founded the Greentech Festival. Even with poor weather at the Nürburgring, Rosberg found the performance of the record breaking car had similar performance to what he had experienced in Formula 1 cars. The ID.R currently holds lap records at five circuits on three continents, as well as all-time records at Pikes Peak in America, Goodwood Hill in England and Tianmen Mountain in China. It also holds the fully-electric car lap record at the Nürburgring Nordschleife circuit.



New MOKE.

The Hendy Group have been appointed as the UK dealer for the new MOKE, which is back in the UK 56 years after it was first introduced. The south coast group are delighted to have been selected as the UK dealer for such an iconic car. MOKE International own the trademark for MOKE and is engineering and producing components in the UK before final assembly in France.

The first MOKE cars will be delivered to customers in the UK later in the year as part of a 56 limited edition version. The new MOKE special edition shares much of its chassis design with the original Austin Mini based vehicle, but with updated suspension and a new 1.1 litre, four cylinder engine which produces 66 bhp. It also has the option of a manual or automatic transmission and improved brakes over the original. It is larger than the original and will be available in a choice of 14 colours along with chrome detailing, union jack badge and numbered plaque.



National Motor Museum Workshop open for business.

The workshop at the National Motor Museum, Beaulieu is opening its doors to historic vehicles owned by enthusiasts, as its engineers draw upon decades of experience to expertly maintain customers' cherished cars.

For almost fifty years, the workshop engineers have kept the National Motor Museum's prestigious vehicles in perfect order, working on everything for Land Speed Record breakers, legendary racing cars, unique luxury limousines and more. Now the workshop engineers are offering the same quality of service to private owners of historic vehicles, from Veteran and Vintage cars all the way through to pre-1970's classic cars.

If your historic vehicle is in need of care or repair, you can contact the workshop team by emailing workshop@beaulieu.co.uk to discuss your requirements.



Kia Picanto upgrade.

Kia Motors have made substantial upgrades to its smallest model, the Kia Picanto. There is a refreshed design for all models, including GT-Line and X-Line variants. An efficient new 'Smartstream' petrol powertrain lineup is available along with a new Automated Manual Transmission option for drivers requiring an auto.

High-tech safety features include Lane Following Assist and Forward Collision-Avoidance Assist plus an advanced Infotainment system. New interior colour customisation



options are also available. The car should be available in the UK shortly, prices to be announced and include a 7 year, 100,000 mile warranty.



McLaren Elva.

The latest product in the McLaren Ultimate Series line is the new McLaren Elva, which is now in the final stages of its testing and development programme, ahead of its first customer deliveries.

The Elva is designed to give the purest form of driving thrills. Powered by a twin turbo V8 4 litre engine which develops over 800 bhp mounted in the lightest McLaren Automotive car yet, the Elva has phenomenal acceleration matched to excellent handling. It can accelerate from 0-200 km/h (124mph) in just 6.7 seconds. To aid the driving experience is the innovative Active Air Management System (AAMS) which provides a virtual canopy over the Elva's seamlessly-integrated cockpit by deflecting the air over the cockpit, creating a heightened sensory experience, which is

further enhanced by a stirring soundtrack from the car's finely-tuned exhaust.

The McLaren Elva Gulf Theme by MSO made its public debut at the recent Goodwood SpeedWeek to celebrate a new partnership between McLaren and the iconic Gulf Oil brand. This renews a historic union between the two companies that started back in the late 1960s when Gulf branding appeared on McLaren's Formula 1, Can-Am and Indy cars from 1968 to 1973. Twenty years later, the McLaren F1 GTR run by customer team GTC carried the famous Gulf livery in global GT racing, including the Le Mans 24 Hours race. McLaren Automotive Customers will have the opportunity to purchase a Gulf liveried McLaren direct from McLaren Special Operations (MSO).

The McLaren Elva joins the McLaren P1, McLaren Senna



and the McLaren Speedtail in McLaren's Ultimate series. It also links McLaren's heritage to its present and future and recalls the McLaren Elva sports racers of the 1960s. These were among the first sports cars designed and raced by Bruce McLaren and the company he founded. Only 149 examples of the McLaren Elva will be available for customers to order, making it one of the rarest McLaren's ever produced.

See Lando Norris test a McLaren Elva round Silverstone <https://www.youtube.com/watch?v=wk4E7P8YeQ&feature=youtu.be>



RAC Historic Tourist Trophy

Silverstone Grand Prix circuit

25th October 2020

By Simon & Janet Wright.



The 2nd placed Willmott/Jordan Shelby Cobra leads the field down the hanger straight at the start of the 3 hour RAC Historic Tourist Trophy race

Having lost the majority of its 2020 season due to the global pandemic, Motor Racing Legends managed to put on a last minute meeting at Silverstone at the end of October. Using the full Grand Prix circuit, they arranged a three race meeting on Sunday 25th October 2020. The main event was a brand new event for the **Royal Automobile Club Historic Tourist Trophy**, a three hour race for Pre-'66 GTs, Touring Cars and Fifties Sports Cars. The race was run as three classes; Pre '66 GT and Touring Cars, Pre '63 GTs and Pre '61 Sports Racing Cars. This allowed everything for Jaguar E-Types and

Qualifying was a lock-out of the front row for Shelby Cobras with the Julian Thomas and Calum Lockie 1965 Shelby Daytona Cobra on pole position from the Shelby Cobra GT of Willmott and Jordan. The race started after the lunch break, at 1:53 pm and finishing at 4:55 pm. The two Shelby Cobras shot off from the start with Thomas/Lockie car leading from Willmott/Jordan and by the fifth lap they were already lapping the slower cars. By lap eleven the Roger Wills/David Clark Lotus 15 had moved in to 2nd place but then slipped back to 3rd a few laps later. Willmott/Jordan closed the gap on the leader again, which had opened up to nearly six seconds due to traffic. At the one hour mark it was Thomas/Lockie leading by just 0.404 of a second from Willmott/Jordan who were well clear of the lass leading Lotus 15 of Wills/Clark. The rest of the field had been lapped at least once. A couple of laps after the one hour mark, the 2nd placed Shelby Cobra pitted for a regular pit stop. This raised Wills/Clark into 2nd place and they were nearly thirty seconds behind the leader. Thomas/Lockie managed to stay out until lap twenty eight, when 1st and 2nd both pitted. This gave the lead to Evans/Littlejohn/Twyman for a single lap before Thomas/Lockie retook the lead. The little Lotus Elan of Evans/Littlejohn/Twyman was still holding a distant 2nd place, around ninety seconds back. It took until lap thirty six before the other Shelby Cobra of Willmott/Jordan got back in to 2nd place and they were closing the gap on the leader. With traffic, the gap seemed steady around the thirty second mark.

At the two hour mark, Thomas/Lockie had a lead of 32.819 seconds from Willmott/Jordan, with the Kent/Ward Jaguar E-Type not far behind in 3rd place. The Lotus 15 of

RAC Historic TT winning Shelby Cobra of Julian Thomas and Calum Lockie



Cobras to Ford Mustangs and Falcons, Austin Healys and MGBs and Lister Jaguars and Lotus 15s. Entrants formed teams of three cars, one from each class, and the RAC Historic Tourist Trophy was awarded to the overall winning team. Each car could have up to three drivers. The event was run from the International pits at the Wing.

© Janet Wright



The RAC Historic TT field stream in to club corner at the start

© Simon Wright

Wills/Clark was still leading class 1 in 4th place, followed by the class leading Evans/Littlejohn/Twyman Lotus Elan in 5th. The only other car still on the lead lap was the Aston Martin DP214 of Goldsmith/Short/Wilds. Willmott/Jordan were first to make their second pit stop on lap forty four. They lost two laps during this stop. This elevated the Kent/Ward Jaguar E-Type in to 2nd place until they pitted on lap forty eight when the Goldsmith/Short/Wilds Aston Martin was promoted to 2nd as they also pitted. This gave Thomas/Lockie a two lap lead over the entire field until they pitted on lap fifty four. When they returned, still in the lead, there were now six cars back on the lead lap, with Kent/Ward in the Jaguar E-Type still in 2nd and the other Shelby Cobra of Willmott/Jordan was now back in to 3rd place. The Thomas/Lockie Cobra continued to work its way through traffic to take an easy victory at the end of the 3 hours, winning by over a minute and a half. The real excitement was behind as the battle for 2nd got intense. With just minutes to go, the E-Type of Kent/Ward and the Willmott/Jordan Cobra were together and with only minutes remaining, the Cobra of Willmott/Jordan got through to take 2nd place by over five seconds at the chequered flag. The Jaguar E-Type of Kent/Ward took a

safe 3rd place from the AC Cobra of Oliver Bryant and Grahame Bryant in 4th. The Lotus Elan of Evans/Littlejohn/Twyman took the Class 3 victory in 6th place, the last car to complete the full race distance. They were followed home by the Class 1 winning Lotus 15 of Wills/Clark in 7th, one lap down on the winners. The last class winners were P & G Pochciol and Hanson in their Jaguar E-Type, finishing 20th overall, four laps down on the winners.



© Janet Wright

The 6th placed, class winning Lotus Elan of Evans/Littlejohn/Twyman chasing the Cottingham/Stanley/Girado Tojeiro Jaguar



Jaguar new and old. The class winning E-Type of P & G Pochciol and Hanson 20th ahead of the C-Type of Cussons/Hall/Turner 43rd



The AC Cobra of Cottingham/Cook/Redding leads a pack down the Hanger straight on its way to 10th



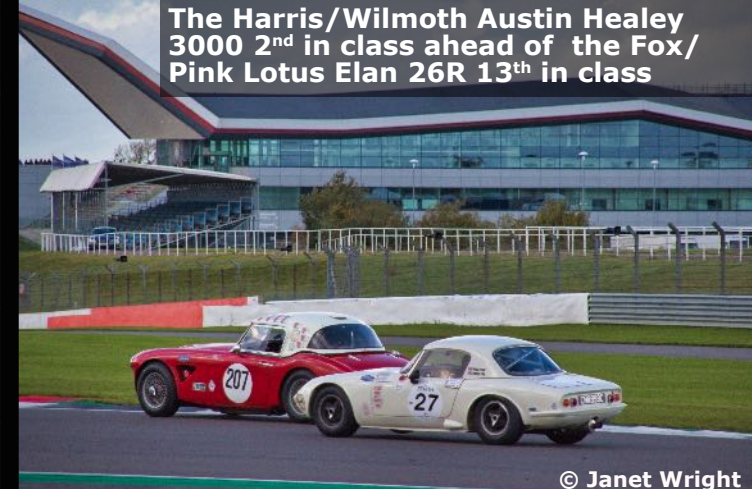
The Cegga Ferrari 250TR of Cooke / Cooper finished 6th in class



The Lotus Elite of Gordon/Finburg finished 36th ahead of the Alfa Romeo GTA of Hartogs/Nuthall in 40th



8th placed Aston Martin DP214 of Goldsmith/Short/Wilds



The Porsche 911 of Mahmoud/Smith/Turner 10th in class leads a pack into Stowe



The Ford Falcon Sprint of Ward/Chester finished 23rd.

RAC Historic TT winning Ecurie Triple C team



Class winners Roger Wills and David Cook Lotus 15 7th



© Janet Wright

32nd placed Austin Healey 3000 of Karsten Le Blanc and Chris Milner



38th placed Ford Mustang of Georg Kjallgren and Jeremy Cooke

© Simon Wright

The Final Classification and award was based on teams of three cars and the winners were Ecurie Triple C, which consisted of the 7th placed Roger Wills and David Clark 1958 Lotus 15, the 32nd placed Karsten Le Blanc and Chris Milner Austin Healey 3000 and the 38th placed Georg Kjallgren and Jeremy Cooke Ford Mustang who completed a total of 176 laps. In 2nd place were Six Pack

Six Pack



Wakeman/Blakeney-Edwards Ac Cobra

© Janet Wright

© Simon Wright



Maeers/Martin Cooper Monaco



© Simon Wright

Fiskin/Franchitti Jaguar E-Type

that consisted of the Wakeman/Blakeney-Edwards AC Cobra, the Maeers/Martin Cooper Monaco and the Fiskin/Franchitti Jaguar E-Type, who completed a total of 173 laps. The Premium Bonds took 3rd with the Bond/Grey Lotus Elan 26R, the D. Wenham/A. Wenham, Morgan Plus 4 and the Hall/O'Shea/Smith Jaguar E-Type, who completed 171 laps between them. Some way behind in 4th place were Anglo American Icons who completed a total of 124 laps. They consisted of the A & D Ross-Jones and Hales Triumph TR4, the Austin Healey 100/4 of Matthews/

Oliver & Grahame Bryant finished 4th in the AC Cobra in the RAC Historic Tourist Trophy race



© Janet Wright

Griffith and finally the Ford Falcon of Tordoff/Woolmer. Just one lap further behind were The 5th placed Cats Whiskers consisting of Donnor/Smith in a Jaguar E-Type SL, P & G Pochicol and Hanson in a Jaguar E-Type and the Jaguar C-Type of Friedrichs/Pearson.

© Simon Wright

The first race on the day was the **Woodcote Trophy and Stirling Moss Trophy**, a combined one hour race which started at 10:35 after morning qualifying. The super aerodynamic Lister Costin Chevrolet of Milner/Greensall started from pole position but it was the other Lister Costin of Donnor/Smith from the front row, that grabbed the early lead, while the pole-man had dropped to 4th. Mark Cole in his Lotus 11 initially grabbed 2nd but was passed almost straight away by Rudiger Friedrichs in a Jaguar C-Type who did his best to stay with the leader. The order remained the same at the front for the first seven laps before Friedrichs Jaguar dropped back to 4th as Cole went back in to 2nd, followed



© Simon Wright

The class winning Lotus 11 of Mark Cole in the Stirling Moss Trophy, 3rd overall



Stirling Moss Trophy winner Milner/Greensall Lister Costin Chevrolet ahead of Pochicol/Hanson Jaguar C-Type 3rd in Woodcote Trophy class

Woodcote Trophy winner and 4th overall the Cooper T38 of Wakeman/Blakeney-Edwards ahead of Class winner Rudiger Friedrichs Jaguar C-Type 5th



© Simon Wright

by the Spiers/Needell Lister Jaguar Knobbly. The first to pit was the leading Lister Costin of Donnor/Smith and also Cole in the Lotus 11 on lap nine, which promoted Friedrichs in to the lead for one lap until he also dived in for his pit stop. Now the Cooper Monaco of J & B Maers was in the lead as they then also pitted. The Lister Jaguar Knobbly of Spiers/Needell was the last of the leading bunch to pit and as things then settled down again, the Lister Costin of Donnor/Smith was back in the lead with the Lister Costin Chevrolet of Milner/Greensall now in 2nd

place and starting to close the gap on the leader. By lap nineteen, Milner/Greensall swept through in to the lead, with Donnor/Smith right behind. They remained in that order to the finish, with Milner/Greensall winning by just 0.214 of a second at the flag from Donnor/Smith. Way back in 3rd was a class winning Cole in the Lotus 11 over a minute and a half behind. After the race there was an adjustment made by the Clerk of the course which promoted the Wakeman/Blakeney-Edwards in a Cooper



Woodcote Trophy class winning Lister Bristol Flat Iron of Bond/Gray finished 18th.

© Janet Wright



Stirling Moss Trophy Class winning J & B Maers Cooper Monaco finished 9th.

© Simon Wright



Steve Brooks Jaguar D-Type 2nd in class and 7th overall Woodcote Trophy

© Janet Wright



Mahmoud/Audi were 13th and 4th in class in their Lister Knobbly Stirling Moss Trophy

© Simon Wright



Josh Ward Frazer Nash Le Mans Rep 2nd in class Woodcote Trophy 23rd overall

© Simon Wright



© Janet Wright

Paul Griffin Connaught ALSR 21st overall and 2nd in class Woodcote Trophy



Jaguar XK140 of R & H Willmott 20th and the Jaguar XK150 of Marc Gordon 25th

© Janet Wright



Maserati 300S of M & L Halusa were 17th and 2nd in class in Woodcote Trophy

© Simon Wright



© Simon Wright

Bernardo Hartogs Lotus 15 Series 3 finished 11th ahead of 10th placed Ian Dalglish Lotus 17 Stirling Moss Trophy 19



Woodcote Trophy class winners Bernberg/Ugo Cooper T39 Bobtail 16th Chased by another class winner Jonathan Abecassis Austin Healey 100/4 15th. © Simon Wright

T38 to a class winning 4th place. The Jaguar C-Type of Rudiger Friedrichs was 5th overall and won its class, and J & B Maers also took a class win in their 9th placed Cooper Monaco. There were four more class winners, Reed/Snowden in 14th driving an Aston Martin DB2, Jonathan Abecassis in 15th driving an Austin Healey 100/4, Bernberg/Ugo in 16th driving a Cooper T39 Bobtail and finally Bond/Gray in 18th driving a Lister Bristol Flat Iron.



14th placed Aston Martin DB2 of Reed/Snwden won its class in the Woodcote Trophy race. © Simon Wright



Fords dominated the Historic Touring Car & Tony Dron Trophy. The Spiers/Needell Ford Capri won the Tony Dron Trophy, finishing 13th overall. The green Ford Lotus Cortina of Shovlin/Dickenson finished 2nd in UTC class in 16th overall

The second race on the programme was another one hour combined race for the Historic Touring Car Challenge with Tony Dron Trophy and Sixties Touring Car Challenge with U2TC. This had a stunning entry of more modern saloon cars and saw Julien Thomas and Calum Lockie out together again, this time in a Ford Sierra RS500, which they put on pole position. They just beat David Tomlin in another Ford Sierra RS500, making an all Ford front row. Thomas/Lockie made the most of pole position to lead the first lap but next time through Tomlin was in-front as the two Sierra RS500s circulated together. They were initially chased by Steve Dance in a Ford Capri and Mark Wright



The K & T Clarke Rover Vitesse won its class in the Historic Touring car race, 10th overall, while 19th placed Simon Evans Austin Mini Cooper S won its class in the U2TC



Historic Touring Car Challenge winner David Tomlin Ford Sierra RS500 chasing the 3rd placed Ford Sierra RS500 of Julian Thomas and Calum Lockie

in another Ford Sierra Cosworth RS500 who swapped places on the fourth lap and by lap eight Wright had passed Thomas/Lockie for 2nd place. Tomlin was the first of the leaders to pit on lap eleven, dropping back to 5th while Wright took the lead with Thomas/Lockie still not far behind. Lap thirteen saw Wright pit and Thomas/Lockie

went back into the lead with Tomlin back to 2nd but well over a minute behind. On lap fifteen Thomas/Lockie made their pit stop, which handed the lead back to Wright, with Tomlin not far behind and closing the gap. By the twenty

© Janet Wright



U2TC winner Balfe/Ashton Ford Cortina 15th overall



Historic Touring Car class winning Alfa Romeo GTV6 of I & F Guest

© Simon Wright

The class winning Alfa Romeo Alfasud Sprint of Geoff Gordon finished 18th in the historic Touring Cars, followed by Simon Blanckley in a Triumph Dolomite Sprint who finished 12th



© Janet Wright

third lap Tomlin was in the lead and pulling away from Wright. By the chequered flag Tomlin had opened up a lead of over twenty seven seconds to take victory from Wright. Thomas Lockie made it a Sierra RS500 1-2-3. The only other car on the same lap was 4th placed Ric Wood in his Nissan Skyline GT-R. One lap down, in 5th place, was the class winning Kent/Ward Broadspeed Ford Cologne Capri which was over fifty seconds clear of the 6th placed Grahame & Oliver Bryant Ford Capri RS2600, 2nd in class. Continuing the Ford domination of the race, the next class winner was the 7th placed Caton/Shaw Ford Escort, two laps behind the winner. They were nearly twenty five seconds ahead of the 8th placed Mann/Coyne Ford Escort Mk1 RS2000, who



The class winning Ford Escort Mk1 of Caton/Shaw in the Historic Touring Cars, finished 8th overall.

© Simon Wright

were 2nd in class. The next class winners were K & T Clarke in their Rover Vitesse who finished 10th and the 13th placed Spiers/Needell in a Ford Capri, the U2TC Class



© Simon Wright

The Class winning Ford Broadspeed Cologne Capri of Kent/Ward finished 5th overall
December 2020

winner were Balfe/Ashton in a Ford Cortina in 15th. Breaking the mainly Ford class winners were a pair of Alfa Romeo victories. Geoff Gordon driving an Alfa Romeo Alfasud Sprint won his class in 18th and the 22nd placed Alfa Romeo GTV6 of L & F Guest also were class winners. The final class winner Simon Evans who finished 19th in his Austin Mini Cooper S.



© Simon Wright

Simon Garrad retired the Nissan R32 from the Historic Touring Car race



© Janet Wright

Jonathan Gomm took 3rd in class in the Ford Escort RS1600 Mk1 Historic Touring Cars



© Simon Wright

Mark Wright finished 2nd Ford Sierra Cosworth RS500 Historic Touring Car race



The Rover SD1 of Wakeman/Blakeney-Edwards retired from the Historic Touring Car race.

© Simon Wright



Andreas Halusa retired the Alfa Romeo GTA from the U2TC race.



© Janet Wright

Two of British Leyland's finest, The Broadspeed Jaguar XJ12C of Pochciol/Wrigley finished 9th, 3rd in class and the Triumph Dolomite Sprint of Simon Blanckley finished 12th, 4th in class.



© Simon Wright

Ford Capri of Pochciol/Hanson 2nd in class Tony Dron Trophy, 14th overall. 23

Ford Fiesta ST Edition.





A new, special edition of the Fiesta ST has been unveiled by Ford. The new Fiesta ST Edition will deliver the most agile driving experience with customisable suspension and weight-optimised wheels for tailored responsiveness. The three door only model is designed for performance driving enthusiasts and features adjustable suspension for ultimate road and track performance.



It is easily identifiable with its unique Azura Blue exterior finish and high gloss black detailing of certain features of the car, including the rear diffuser, roof spoiler and for the first time, the ST badges. The exclusive interior features carbon fibre effect detailing around the

instrument cluster surround and dashboard, including the air vent surrounds, bespoke blue stitching and a new flat bottomed Ford Performance steering wheel which includes a dedicated



button to access Sport Drive Mode. The ST-branded Recaro sport seats are heated and have adjustable lumbar support. It also features an 8 inch colour touchscreen which includes Apple CarPlay and Android

Auto free-of-charge. A standard FordPass Connect modem enables a range of functions to make the ownership experience easier. As well as Live Traffic updates, customers can also remotely control certain



vehicle features from any location via a smartphone. These include Door Lock/Unlock, vehicle locator and vehicle status for checking fuel level, alarm status, tyre pressures, oil life and more. There is also a wireless charging pad to charge smartphones while on the move.



Powered by Ford's 1.5 litre EcoBoost turbocharged, fuel-injected petrol engine with twin-independent Variable Cam timing, it produces 197 bhp (200PS) at 6000 rpm and 290Nm of torque. This gives a top speed of 143 mph and an acceleration of 0-62 mph in 6.5 seconds. It is also economic, a combination of port fuel injection and direct fuel injection working alongside Ford's innovative cylinder de-activation technology delivers 46.3 mpg NEDC (42.8 mpg WLTP) and CO2 emissions from 135g/km NEDC (149g/km WLTP). The Quaife Limited-Slip Differential (LSD) optimises front-end traction, enhancing cornering ability and delivering maximum grip on the exit of corners.

It works with Ford's enhanced Torque vectoring Control technology to improve road holding and reduce understeer. The system applies braking force to the inside front wheel when cornering to deliver optimal grip in both wet and dry conditions.

The two-way adjustable coil-over suspension system features twin tube stainless steel damper housings and powder-coated springs finished in Ford Performance Blue. Ride height is lowered by 15mm at the front and 10mm at the rear and is adjustable. Twelve 'bump' settings - the degree of upward damper movement allowed as the wheel make contact with a bump in the road, and 16 rebound settings - the speed at which the damper returns to position after the upward movement, put the driver in control of cornering response.

The Ford Performance flow-formed 18 inch alloy wheels offer a weight reduction of almost 2kg per wheel compared to standard Fiesta ST alloy wheels. The 10 spoke wheels retain their tensile strength and offer greater shock resistance than a traditional cast wheel despite using less material. The flow-forming process applies pressure to the wheels inner barrel as it spins after being cast. This stretches and compresses the aluminium.



These lighter wheels follow the profile of the road surface more effectively and reduce the demand on dampers and springs, improving tyre contact with the road for improved grip and response. The Edition model offers the Fiesta ST's Normal, Sport and Track selectable Drive Modes, with Sport mode now activated directly from a dedicated button on the steering wheel. Launch control is also available along with a



switchable three mode electronic stability control system as standard.

The model has been extensively developed and tested at the Nurburgring in Germany by Ford Performance and has

been fine tuned to optimise balance and control through corners.

Only 500 will be built for Europe, with 300 of these for the UK market, built to order. The Ford Fiesta ST Edition is priced at £27,075





Wheels on the Weekend
Spetchley Park Gardens
5th September 2020
By Simon & Janet Wright.

**An unusual pair of Porsche 914 sports cars.
The green is a 2.2 and the Martini is a 1.8**

Our final visit to Spetchley Park in 2020 was the Wheels on the Weekend meeting at the beginning of September. It is nice to look back on a lovely sunny day and the gathering of motoring enthusiasts, celebrating their desire to enjoy their interest in what has been a difficult year. The selection of vehicles present was quite amazing, from the humble Mini, through luxury Bentley saloons, trucks and motorcycles.

Many car clubs used the event to meet up with fellow enthusiasts, all socially distanced, so there were groups of cars all parked together. The group of Westfield sports



© Janet Wright

cars were a colourful bunch, lined up together. The Westfield factory is not too far away from Worcester, based in Kingswinford in the West Midlands. They manufacture both factory built and kit versions of several two seater open top sports cars, mainly based on a Lotus Seven inspired design. They have developed their own design, and although they might appear similar to the Caterham version of the Lotus 7, there are significant differences in the construction. Westfield prefer to use glass-fibre bodies, where Caterham use aluminium. Westfield also use independent rear suspension and a wider chassis. One of their latest vehicles uses the ever

popular Mazda MX-5 as a donor vehicle, while another popular donor vehicle for kits is the Ford Sierra and also the Honda S2000 engine and gearbox are used in the company's MegaS2000 kit. A very popular option is the Suzuki Hayabusa motorcycle engine with a six-speed sequential gearbox.



© Simon Wright

Always popular, Porsche have produced hundreds of thousands of sports cars over the years, many as a continual development of the iconic 911. However, the Boxster was a new model introduced in 1996, as a mid-engined two seater roadster sports car and the Cayman is the fastback coupe version. The fourth generation model was introduced in 2016 as the Porsche 718 Boxster and 718 Cayman. The name originally came from the 2.5 litre flat six 'boxer' engine. This was upgraded to 2.7 litre in 2000 and the latest S version uses a 3.2 litre engine. When the 718 was introduced in 2016, the engine was switched from the naturally aspirated flat 6 to a flat 4 turbocharged unit.

There was an impressive lineup of modern Ford Mustangs, with three coupes flanked by a couple of



© Simon Wright

convertibles. The first couple were fifth generation models, built between 2005 and 2014. The green convertible was built in 2005, with a 4 litre V6 cast iron block engine which produced 210 hp. The black hard top was a 2007 Shelby GT version with the 4.7 litre aluminium block 3 valve modular V8 engine that produced 300 hp. The last in the line was a Roush 2015 sixth generation with fancy graphs

under the bonnet with a 3.7 litre V6 engine which produced 300 hp. The red and blue cars were both 2017 sixth generation models with the 4.9 litre V8 engine which produced 435 hp. The Volkswagen enthusiasts had provided a much more interesting line-up. Instead of having the same model, they had three very different cars lined up together. The red 1961 Volkswagen Karmann Ghia is a 2+2 Coupe Sports car which was produced by Volkswagen between 1957 and 1974. It used the chassis and mechanicals from the Type 1 Volkswagen Beetle, with a body styled by Italian Carrozzeria Ghia and hand built bodywork by German coach-building house Karmann. Over its production cycle, over 445,000 were built. It is powered by an 1192cc four stroke air cooled flat 4 engine which produces 34 hp and 60.8 lb/ft of torque, giving it a top speed of 75 mph. The Volkswagen Camper is another iconic Volkswagen. The second generation Volkswagen Type 2 was made between 1967 and 1979 and used a 1.6 litre engine which produced 47 bhp fitted in the rear of the vehicle. The T2c model continued after this time and was built in Mexico for the South and Central American markets, with the 1.6 air



© Janet Wright

cooled engine version for the Brazilian market. Production continued until 2005 with the air cooled engine and then switched to a 1.4 litre water cooled engine from the Volkswagen Go! Until production ceased in 2013. Finally there was an iconic 1967 Volkswagen Beetle. This was the best selling car in the World until the late 1990s. It was the first model to sell twenty million vehicles sold between 1938 and 2003, beating the Ford Model T and Lada Classic. Officially it has been beaten by the Toyota Corolla at over 44 million, but many people think this is not a fair comparison as the Corolla when first introduced was a rear wheel drive car, the current versions are front wheel drive and mechanically unrelated to the original model. The Original Beetle is officially the Volkswagen Type 1 and is a two door, rear engined economy car. The 1.2 litre engine produces 40 bhp and 65 lb/ft of torque. There were many individual car owners who had also turned up on the day. One of the most stunning was a red 2004 Noble M12 GTO 3R. The Noble M12 is a two door, two seater sports car with a transversely mounted rear-mid-engine design driving the rear wheels. The M12 was produced between 2000 and 2008 in South Africa by Noble Automotive. It is powered by a 3 litre Garrett T25



© Simon Wright

twin-turbocharged Ford Duratec V6 engine, producing 352 bhp and 350 lb/ft of torque, connected to a 6 speed manual transmission. The M12 has a full steel roll cage, steel frame and fibreglass composite clam shell body parts. This keeps the weight down to 2,381 lb (1,080 kg). This gives the M12 GTO-3R a top speed of 185 mph and a 0-60 mph acceleration time of 3.5 seconds.



© Janet Wright

The 2017 Tornado GT40 is an exact visual replica of the famous Ford GT40 Mk1 which dominated the Le Mans 24 Hours during the late 1960s. The body can be a composite laminate of either Glass Reinforced Fibre or Carbon fibre which is attached to a chassis comprised of tubular spaceframe/Aluminium monocoque/carbon monocoque. The popular engine is the 5 litre Ford Coyote V8 from the Ford Mustang which produces 412 bhp in standard form or 624 bhp supercharged. With the standard Ford V8, the Tornado has a top speed of 165 mph and a 0-60 mph time of 5 seconds. The White 2009 Dodge Viper SRT-10 ACR convertible is a real American muscle car. The ACR made a come back to the Viper line-up after the 2008 model year. It had drastic upgrades over the original vehicle, including street legal



© Simon Wright

racing tyres - Michelin Pilot Sports Cups Ultra-High Performance Sports tyres. Other upgrades included two-piece brake rotors, adjustable suspension and significant aerodynamic enhancements. These included a front splitter, canards and a carbon fibre adjustable rear wing. The aerodynamic upgrades produce up to 1,000 pounds of downforce at 150 mph, about ten times more than the standard Viper SRT-10 can produce at the same speed. It is powered by an 8.4 litre V10 engine which produces 600 hp and 560 lb/ft torque. Weight is reduced by 40 lbs by removing the air conditioning, radio, speakers, amplifier, boot carpet, bonnet sound deadening and the tyre inflator.



© Janet Wright

In 2011 the Dodge Viper SRT10 ACR set a lap time of 7 minutes 12.13 seconds around the Nurburgring Nordschleife circuit, the sixth fastest time for a production, street legal car ever recorded.

Coming more up to date was a 2016 McLaren 570S in an usual purple colour. The 570S had the lightest weight in its class



© Janet Wright

and the highest power to weight ratio when launched, thanks to the carbon-fibre MonoCell II chassis which weighs just 75 kg. The mid-mounted 3.8 litre twin-turbo V8 engine delivers 570PS or 562 bhp and can accelerate the coupe from 0-62 mph in 3.2 seconds and from 0-124 mph



© Simon Wright

in just 9.5 seconds. The car also features an Active Dynamic Panel in the cockpit which allows the choice of Normal, Sport and Track modes. This brings the adaptive dampers in to action, intelligently adjusting the firmness of the cars suspension to suit whatever driving surface you might encounter. Also as you move up through each mode, you gain faster gear changes and more responsive acceleration. There is also Electronic Stability Control (ESC) to provide optimum handling in all conditions.



At the other end of the motoring market, there was a superb silver 1961 Bentley S2 Rolls Silver Cloud. The Bentley S2 was produced between 1959 and 1962, during which time, 2308 were built. It is powered by the Rolls Royce-Bentley L series aluminium 6.2 litre V8 engine connected to a fully automatic transmission. The additional power from the new V8 engine also allowed for improved air conditioning. Power-assisted steering was standard along with electrically operated ride control and a

new dashboard and steering wheel were introduced. Electric rear window demisters and press button window lifts were also included.



Finally, the other extreme was a 1973 Burnt yellow coloured Morris Mini Clubman. The humble Mini revolutionised motoring for the masses when it was first introduced at the end of 1959. The small, economy car produced by British Motor Corporation (BMC) had the A Series engine mounted transversely across the front of the car, driving the front wheels. This left plenty of cabin space to sit four adults comfortably, although many World records would be set with many more people crammed in to the small car, with 27 the current World record. With its unique rubber cone suspension system, the car had exceptional handling and with a choice of 850cc, 998cc, 1071cc or 1275cc engines, it could also offer a range of performance and economy. The square fronted Mini Clubman was introduced in 1969 and remained in production until 1980. It was always offered as an

alternative to the original Mini and was originally meant as a replacement for the Wolseley Hornet and Riley Elf versions of the original Mini. The cars were built at both Longbridge and Cowley. The Mini suspension was changed in 1964 to a Hydrolastic system as also used in the Austin 1100 and 1300 saloons. In 1969 the Mini switched back to the original rubber cone system to reduce costs, but the hydrolastic system remained until 1971 on the Clubman, when it was replaced with the original rubber cone system. In total over 5,387,862 Minis were built between 1959 and 2000.



© Simon Wright

An interesting car was a gold coloured 1996 Toyota Supra RZ HKS T04R GT3000 widebody. This is designed to resemble the Toyota TRD 3000GT that was successful in the Japanese GT Championship in period. The Toyota Supra was produced between 1978 and 2002 as a Sports car and Grand Tourer. It was a traditional front engine rear

wheel drive configuration, powered by a 3 litre straight six engine, with both normally aspirated (220 hp) and twin turbo (326 hp) versions. The turbocharged version could accelerate from 0-60 mph in 4.6 seconds and cover the ¼ mile in 13.1 seconds, with a top speed of 160 mph. The Supra used the twin turbocharges in sequential mode instead of parallel. This means that the exhaust gases are routed through the first turbo to reduce lag and gave boost and enhanced torque from around 1,800 rpm. Then at 3,500 rpm some of the exhaust gases are routed through the second turbo to provide pre-boost before kicking in at 4,000 rpm. This is a fourth generation vehicle (A80) which first appeared in April 1993.

With winter now closing in and the majority of events have been postponed due to the pandemic, we look forward to 2021 and hope that come the spring we will be able to return to Spetchley Park for more of these wonderful car meetings. Check out their web site www.wheelsonwednesday.co.uk



Always plenty of variety. Sunbeam Alpine, Ford Escort Mk2, Renault Clio and Triumph TR7 convertible.

© Janet Wright



2005 International Navistar CXT 7300

© Janet Wright



1937 5.8 litre Ford Flathead V8 and a 5 litre 1953 Ford Prefect

© Simon Wright



Pontiac Trans Am

© Simon Wright



Nice line-up of MG sport cars

© Simon Wright



Austin A40

© Janet Wright



Hotrod

© Simon Wright



Revive trade stand

© Janet Wright



1972 BMW 2000

© Simon Wright

2020/21 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series Round 1.
MG Classic meeting, Manfeild Circuit Chris Amon
14-15 November 2020

Photos by:
Fast Company/Matt Smith Photography



Two thirds and a seventh place is not a bad result for Michael's older sister Anna, in her series debut in the car Michael Collins drove to victory in the 2019/20 SAS Autoparts MSC Series



Rnd 1 21 SAS MSC F5000 series R1 winner Michael Collins leads at end of lap 1 from Kevin Ingram-11r

COLLINS AND WINDELBURN SHARE NZ F5000 SERIES SPOILS AT MANFEILD

Defending SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series title holder Michael Collins (Leda LT27/ GM1) got his 2020/21 series campaign off to a winning start and finish at the opening round at the 35th annual MG Classic race meeting at Feilding's Circuit Manfeild Chris Amon over the November 14-15 weekend. When - back in 1972 - famed New Zealand racing driver

and racing car designer and builder Graham McRae gave Kiwi fans their first taste of his then radical new Leda LT27 (or GM1 as he referred to it) painted in the signature hot-pink colour of his main sponsor at the time, US fuel additive manufacturer STP, it was at the nearby Levin circuit where the Wellington ace gave the car (Leda LT27 001) its first win. History then goes on to record that McRae drove 001 to three more round wins plus the overall Tasman Series crown in 1972 before shipping the car to the US to tackle the L&M Continental Series – which he also won.

McRae returned with a new - also STP pink - GM1 to again win the Tasman Series in 1973, on-selling 001 to fellow Wellingtonian Dexter Dunlop who ran it – painted black this time – locally before it was seriously damaged in a trailer fire. Fortunately 001 is one of two McRae cars now owned by Queenstown couple Alistair and Vicky Hey, and after winning the

2019/20 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series in the other Hey car – Leda LT27 004 – Christchurch-based driver Michael Collins will now drive 001 in its original eye-searing 'hot pink' STP colours in this season's SAS Autoparts MSC series.

Older sister Anna, 28, who like her younger brother Michael, 25, has an NZ championship-level background in karts and Formula Ford single-seaters, has been drafted into the Hey/Collins families team line-up to drive 004.

On the first day of competition at the opening round of the 2020/21 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series at the long-running MG Classic motor

racing meeting at Manfeild Circuit Chris Amon in fact, anyone who had been at the Tasman Series round at the (long since abandoned) Levin circuit on January 1 for the 13th annual Levin International meeting could be excused for a strong feeling of Deja Vue.

You see, just like Graham McRae did at the Levin circuit that hot summer's day 48 years ago Michael Collins repeated in the rebuilt 001 at Manfeild Circuit Chris Amon today; qualifying the bright pink STP GM1 on pole then going on to win the first 6-lap race of the weekend unchallenged.

Also impressing both with his single lap pace in the qualifying session in the morning at his race pace in the weekend's first category race in the early afternoon was

local ace Kevin Ingram (Lola T332).

After winning the NZ Formula Ford championship title in 1983 in a car he literally built and maintained himself, Ingram was lost to driving for the next 25-30 years and it was only when he had sold a local (Feilding) business and 'retired' that he decided that 'the itch needed scratching again.'

Since buying his Lola T332 from former series title holder Ian Clements three seasons ago Ingram reckons he has been working on two fronts ;

1. Learning what a powerful wings and slicks car likes, in terms of set up and driver input, and
2. Trying to teach himself to step up so that he can play his part in the equation.

His performance, qualifying in second place and finishing second in the race just 2.63 seconds behind Michael Collins suggests that he has made some real progress over the offseason on both fronts.

Six laps of the distinctive 3.033km Manfeild circuit is considered a sprint race – yet it is it is amazing how much action you can fit into those 6 laps when you're talking about a full field of classic stock-block V8-powered F5000 single seaters.

After qualifying third quickest, for instance, the man behind series sponsor SAS Autoparts, David Banks (Talon MR1/A), was looking like a serious podium prospect for the first 4 laps anyway – before he broke a half (drive) shaft and was forced to pit and pull out of the race. Son Codie Banks (Lola T332) – who qualified fifth quickest – and fellow Aucklander Glenn Richards (Lola T400) who did well to qualify fourth fastest - also had issues during the race, Banks Jr with his car's clutch, Richards with the ignition of his, both slowing and allowing



Shayne Windelburn (Lola T400) won the first of the series' new handicap races on Sunday morning

Anna Collins (who set the seventh quickest lap time in qualifying) to work her way up to fourth place then third for what amounted to a dream debut for the second member of the Collins family to now be competing in the series. Fourth was Russell Greer in the ex Graeme Lawrence Lola T332, a car which for many years held the ultimate lap record - a low 1.02 – at Manfeild.

In fifth place was Aucklander Shayne Windelburn (Lola T400) having put in an absolute swash-buckler of a drive from the back row of the grid thanks to missing the morning qualifying session.

Category and series stalwart Tony Roberts (high-wing McLaren M10A) was back to his best in the now four-strong Class A category for older cars, finishing sixth and beating arch-rival Frank Karl (McLaren M10B) to the finish line.

Eighth was a recovering Glenn Richards in his ex-Eppie Weitz Lola T400, ninth local ace Tim Rush in his rare McLaren M22, and tenth the other category newcomer making his race debut, Toby Annabell in his recently acquired McLaren M10B.

Unfortunately neither David Banks nor Tony Galbraith would be on the grid for the Sunday races.

Banks' Talon was too badly damaged when the half shaft broke in the first race, while Tony Galbraith's Lola T332, only freshly re-built after a major crash at the Skope Classic meeting last year, suffered 'meeting-over' engine damage in qualifying.

Collins also won Sunday's 10-lap feature final in the afternoon though with Kevin Ingram out with a gearbox issue on the first lap competition this time came from Race 2 winner Shayne Windelburn (Lola T400) from Auckland.



Codie Banks (#50 Lola T332) was slowed by a clutch issue in today's race.

Widely regarded – around the world, not just here in NZ – for his knowledge and passion for 'all things F5000' – Shayne Windelburn, who runs the family gearbox and automatic transmission business on Auckland's North Shore - is also an accomplished, and very quick driver. For the new handicap initiative Race 2 was run under the order of the drivers' best lap times of the weekend was reversed and the field split into six timed groups, each flagged off rolling start style.

Unfortunately, early race leader – and one of two newcomers to the SAS Autoparts MSC series making their debut at the MG Classic meeting - Toby Annabell from Hawera in nearby Taranaki in a Class A McLaren M10B - was an early retirement thanks to a fuel issue.



David Banks (Talon MR1/A) was quick but unlucky to break a half shaft on Saturday

Fellow Class A runners Tony Roberts (high-wing McLaren M10A) and Frank Karl (McLaren M10B) then each briefly held the lead before both were overwhelmed by a hard charging Windelburn (who had started the race half way up the order), and Tim Rush in his Class A McLaren with category veteran Russell Greer (Lola T332) just hanging on to third place from a fast-finishing Michael Collins. But that Collins, 24, reckons, was OK too.

“You can’t win every race you start, and I think it’s a good thing that the committee that runs the series is at least looking at – and now obviously trying out – some different starting formats. I know I was trying fairly hard to make up the deficit they gave me.”

For his part Shayne Windelburn was buzzing – as much about finishing second to Michael Collins in the feature

final on Sunday afternoon, as he was winning the handicap race earlier in the day.

“I actually prefer the longer races because I get more time driving the car. And the more time I get behind the wheel the better I seem to go.

Obviously I didn’t help my case by missing qualifying and having to start the first race from the back of the grid, but my son Joshua had a big running thing on at his school on Friday which obviously neither he nor I wanted him to miss, so we drove down on Saturday morning.

“We still got here in time for the race on Saturday and getting the win this morning was a real bonus.”

The other driver to make a big impression at the meeting was Anna Collins, driving the other Hey family-owned Leda LT27, the car which her younger brother Michael has been driving for the past three seasons.

Like Michael, Anna has a solid driving CV from 10 year racing karts at an Island and National level before spending the past five years contesting both the NZ Formula Ford championship and the South Island F1600 series.

Though she said that her plan at Manfeild was to ‘ease my way into the car and category’ the 28-year-old from Christchurch came away with two third places – in the scratch races – and seventh place on the handicap one on Sunday morning.

Not bad for a first attempt.

“Well, a first for the series anyway. I was lucky enough to get a race run in the car at the Wigram Revival meeting at Ruapuna last month but there is still a lot more for me to learn about the car itself and how I can get the most out of it.”

Category and series stalwart Tony Roberts (high-wing McLaren M10A) was back to his best in the now four-



Michael Collins (#22 Leda LT27/GM1 001) taking the chequered flag in the feature race

strong Class A category for older cars, twice leading home 2019/20 category winner Frank Karl (McLaren M10B) to the finish line and starting and finishing all three races. Compared to Karl's two finishes and 1 DNF.

There is now a break of just over two months until the second round of the 2020/21 SAS Autoparts MSC NZ F5000 series at the annual Taupo Historic GP meeting featuring Ford in late January in the New Year, Hopefully that will give the man behind series sponsor SAS Autoparts, David Banks (Talon MR1/A), the time to repair the damage to his car after a half (drive) shaft broke in the first race at Manfeild and put him out for the rest of the weekend.

The SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series is organised and run with the support of sponsors SAS Autoparts, MSC, NZ Express Transport, Bonney's Specialised Bulk Transport, Mobil Lubricants, Pacifica, Avon Tyres, Webdesign and Supercharge Batteries.

2020/21 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series Round 1 MG Classic meeting Manfeild Circuit Chris Amon Sat-Sun Nov 14-15 2020

Race 1 (Sat pm 6 laps)

1. Michael Collins (Leda LT27/GM1) 6m29.55
2. Kevin Ingram (Lola T332) +2.63s
3. Anna Collins (Leda LT27) +24.43s
4. Russell Greer (Lola T332) +26.13s
5. Shayne Windelburn (Lola T400) +30.58s
6. Tony Roberts (McLaren M10A) +36.22s
7. Frank Karl (McLaren M10B) +37.01s
8. Glenn Richards (Lola T400) +40.50s
9. Tim Rush (McLaren M22) +44.68s
10. Toby Annabell (McLaren M10B) +59.47s

© Fast Company/Matt Smith Photography



Toby Annabell (#9 McLaren M10B) is another new face in the SAS Autoparts MSC series this season

11. Codie Banks (Lola T332) +2 laps
DNF. David Banks (Talon MR1/A (half shaft broke) +2 laps
DNS Tony Galbraith (Lola T332) engine

Race 2 (6 laps Sun am rolling handicap start)

1. Shayne Windelburn (Lola T400) 7m14.00
2. Tim Rush (McLaren M22) +3.32s
3. Russell Greer (Lola T332) +4.39s
4. Michal Collins (Leda LT27/GM1) +4.70s
5. Kevin Ingram (Lola T332) +7.06s
6. Tony Roberts (McLaren M10A) +9.34s
7. Anna Collins (Leda LT24) +18.09s

8. Glenn Richards (Lola T400) +31.39s
9. Codie Banks (Lola T332) +51.59s
DNF: Frank Karl (McLaren M10B) 4 laps (Misfire) Toby
Annabell (McLaren M10B) 3 laps (fuel).

Race 3 10 laps Sun pm rolling start with grid based on finishing order of R1)

1. Michael Collins (Leda LT27/GM1)
2. Shayne Windelburn (Lola T400) +8.13s
3. Anna Collins (Leda LT27) +16.37s
4. Glenn Richards (Lola T400) +19.38s
5. Russell Greer (Lola T332) +20.53s
6. Codie Banks (Lola T332) +20.91s
7. Tim Rush (McLaren M22)+38.62s
8. Tony Roberts (McLaren M10A) +43.42s
9. Frank Karl (McLaren M10B) +66.01s
DNF: Toby Annabell (McLaren M10B) 7 laps
(fuel) Kevin Ingram (Lola T332) 1 lap (gearbox)

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Calendar

**Rnd 1: 13-15 Nov 2020 - MG Classic,
Circuit Chris Amon Manfeild Feilding
NZ.**

Rnd 2: 22-24 Jan 2021 - Taupo Historic Grand
Prix featuring Ford, Bruce McLaren Motorsport
Park Taupo NZ.

Rnd 3: 05-07 Feb 2021 - Skope Classic - Mike
Pero Motorsport Park Ruapuna Christchurch NZ.

Rnd 4: 20-21 Mar 2021- HRC Legends of Speed
Hampton Downs Waikato NZ

*Prepared by FAST COMPANY of behalf of the
New Zealand Formula 5000 Association
www.F5000.co.nz*

Third on debut in the car Michael Collins drove to victory in the 2019/20 SAS Autoparts
MSC series was his older sister Anna Collins

If you thought the aerodynamics on current Grand Prix cars are ugly do you remember the so called 'X wings' tried by some of the teams in 1998? The idea was that they would still give downforce when closely following another car. However they were deemed dangerous and soon banned. Ralf Schumacher is shown testing the device on the Jordan at Silverstone.



**Archive Photo
of the Month.**

By Pete Austin.

This Time Last Year. The Lancaster Insurance Classic Motor Show with Discovery. National Exhibition Centre (NEC), Birmingham. 8th-10th November 2019. By Simon & Janet Wright.





© Janet Wright

Normally, at this time of year, we would have been enjoying our annual trip to the Classic Motor Show at the NEC. Unfortunately, this year the event was cancelled, like lots of other events, due to the Covid-19 pandemic. So lets take another look at last years fantastic event and remember better times. This new report is an addition to our original report which appears in Classic and Competition Car 111 December 2019 issue, which can be read or downloaded from our previous issues page on our web site at www.classicandcompetitioncar.com

The 2019 show was the 35th anniversary of the Classic Motor Show and had over 3,000 cars on display. One of the oldest at the show was on the AC Owners Club stand. The original company was

named Autocars and Accessories and they first produced a three wheeled delivery vehicle - The Auto Carrier in 1904. Three years later they produced a passenger version, with a passenger seat in place of the original cargo box. This is a 1910 AC Sociable, described at the time as "One of the most popular cycle cars on the road, both for pleasure and business". It has a 634cc single cylinder A-type engine with an AC carburettor. It was air cooled by fans driven by the twin flywheels. The transmission was a 2 speed epicyclic unit contained in the rear hub, with no reverse. The engine was fitted just in front of the hub and had rear chain drive. Next to it on the stand was a 1979 AC 3000ME, a mid-engined two-door sports car coupé which first appeared at the 1973 London Motor Show. Production didn't begin until 1979 and lasted until 1984. It was powered by a 3 litre Ford Essex V6 engine which produced 138 bhp and 192 lb/ft of torque. It was mounted transversely behind the



© Simon Wright

seats and attached via a triplex chain to a 5 speed manual transmission, which was also mounted transversely. The chassis had a central tub made of folded sheet steel with an integrated roll-over bar, with subframes fitted to the front and rear. The body was made of glass-reinforced plastic (GRP). The front and rear suspension consisted of upper and lower A-arms with



© Simon Wright

coil springs and telescopic shock-absorbers. The configuration incorporated anti-dive and anti-squat geometry. No anti-roll bars were fitted. The braking system used dual hydraulic circuits. The car also featured electric windows, a sunshine roof panel, Pilkington Sundym laminated glass, an adjustable steering column and a radio with a powered Ariel. By the time the model reached production, it was already showing its age compared to the new Lotus Esprit and the original list price of £11,300 soon went up to £13,238 by 1980. By 1984 production was halted with less than 80 cars built. The car and AC name were then licensed to a company registered as AC (Scotland) plc. They only produced an additional 30 vehicles to the original 3000ME specification. They can be identified from the original cars by their body-coloured air intakes and grilles.

A rare car on the Alvis Owner Club Stand was the Willowbrook Alvis TC108/G, one of only four known surviving cars out of just fifteen built by Willowbrook Ltd, Loughborough, based on only 37 TC108/G chassis. In

1955 the TC108/G was displayed at the Geneva Motor Show with the Graber sculptured design from a TA21. It was also shown at the 1956 Earls Court motor show. In 1957 Alvis decided to continue with the Graber design, under license, with Willowbrook selected to build the cars due to their experience and skill in handwork construction. The TC108/G used the same chassis as the TC21/100 with the six cylinder 3 litre engine. In March 1957, "Autocar Road Test" achieved a top speed of 103 mph with an acceleration from 0-60 mph in 13.5 seconds, which was Gran Turismo performance at the time. It also achieved 18 mpg fuel consumption. However, the car was quite expensive, £2,776 in 1956, rising to £3,451 by March



© Janet Wright

1957 and it failed to sell in any volume, which may not be surprising when the Grey Lady model it replaced only cost £1,775. The car did have a few unusual features, including a 'Germanic' painted glass fibre facia panel and ½ inch resin-bonded plywood floor to reduce road noise and also cast alloy windscreen pillars.

Meguiar's always showcase the best of the classic car scene by bringing together the individual Meguiar's winners from different classic car shows during the year to pick the Best of the Best. One of the class winners from



© Janet Wright

The Sporting Bears were offering rides in various supercars and classic vehicles to raise money for charity.



© Simon Wright

R90KET Fiat Coupé 20 Valve Turbo Time Attack



© Simon Wright

Crayford Convertible Ford Cortina



© Janet Wright

1950 Rover P5 75 Cyclops



© Simon Wright

The Craftsman built by Lamb Engineering as a tribute to the Miller V8 Indianapolis car of the 1920s. This has a French Flathead V8 engine/



© Janet Wright

housed the intercoolers and teardrop mirrors. It also had a new dual-flow exhaust system, larger brakes with drilled discs and revised power steering.

Another Meguiar's class winner was a 1965 Austin 1800 Mk1, Show & Shine Winner from the Landcrab Owner's Club International. The Austin 1800 (ADO17) was a large 4 door family car produced by the British Motor Corporation (BMC) between 1964 and 1975. It was a larger follow up to the successful Mini and Austin 1100 saloons. It used the B-Series straight four 1798cc engine fitted transversely across the car, driving the front wheels. The interior had several unusual features, including a ribbon speedometer, a chrome "umbrella handle" handbrake under the dashboard parcel shelf and the two front seats formed a front bench seat, as they met in the middle. It also followed its two smaller siblings by using

the Porsche Owners Club was a stunning silver 1995 Porsche 911 Turbo Type 993 owned by Paul King from Staffordshire. The 993 was manufactured between January 1994 and early 1998, with the turbo model introduced in 1995. It was the last model of the air-cooled 911 models using the 3.6 litre air cooled twin turbocharged flat 6 engine which produced 402 hp. This gave it a top speed of 180 mph and an acceleration of 0-62 mph in 4.5 seconds. It was a much improved model compared to its predecessor, the 964. Porsche said the 993 was designed from the ground up, including the engine. Only 20% of parts were carried forward. A new light alloy subframe with coil and wishbone suspension, and an all new multi-link system to prevent lift-off oversteer previous encountered. The 993 was also the first Porsche 911 to get a six speed manual transmission and power was increased by the addition of the VarioRam system which added additional power in the mid-range, giving a 15% improvement. The external design retained the basic 911 shape, but with more flared wheel arches, a smoother front and rear bumper design, an enlarged whale tail rear wing which



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Hydrostatic suspension. The braking system was also interesting as it had a form of inertia-controlled braking, where a valve transferred braking force between the front and rear axles as a function of sensing deceleration rather

than a function of fluid pressure. Just after the model was launched, reclining front seats and the option of an arm rest in the middle of the rear seats were added to the vehicle specification. The model underwent various development in the early days due to several problems, including the simple oil dipstick, which caused problems with owners over filling the oil and the car then burning the excess oil and producing smoke from the exhaust. Unfortunately the car never sold in the number expected, reaching a high of 40,000 a year, when BMC had produced for 200,000 a year.



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Another Meguiar's high-light was the 1963 Mini 57 Heinz Crayford Convertible, car of the year from the Crayford Convertible Car Club. The car has an unusual story. In 1966 the Heinz 57 Varieties Food Company held one of its regular food competitions, and they commissioned 57 unique prize convertibles to be made by Crayford of Westerham, who had launched a convertible Mini in 1963, a World first. All 57 prize cars were registered LLH 808D

through LLH 862D in order, half were toga white and the other half were birch grey. All the cars came with a Brexton picnic set in bone china, a tartan picnic rug, a kettle powered from the boot and a Max Factor make-up tray in the dashboard, plus a radio. Celebrity cook Clement Freud picked the 56 ladies and one gent winners. This car LLH 853D was won in April 1966 by Mrs Wynn Foot from Southampton. It stayed in her family until her son-in-law got divorced and the car passed to Janet & Trevor Ripley at the 59 Mini Register. It was then sold at the Silverstone Classic meeting auction in 2013 to the current owner, Terry Snow.

Another rare car was the 1990 1.8 litre Volkswagen Scirocco Cabriolet Mk2. The conversion was done in 1992 by the German firm Bieber, through their agents Marlin Sports Cars in Devon. The conversion cost around £2250 at the time. The car was originally black, but the current owner had it resprayed Viper Green and had a bespoke hood made, but in heavy rain there is no where for the hood to seal around the door windows, and when the hood is down it stows where the back seats were, so they



© Janet Wright



A pair of Sunbeam Tiger V8 sports-cars

© Simon Wright



The Restoration Theatre was always popular

© Janet Wright



50 years of the Triumph TR6 celebration

© Simon Wright



Audi R8 LMP1 2000. This model won 63 races from 80 starts

© Simon Wright



Austin A90 Atlantic Convertible

© Simon Wright



Jowett Kestrel 1933. Total 2,685 built

© Janet Wright



1966 Unipower GT

© Janet Wright



Pel Trident 1965 Built from Isle of Man

© Janet Wright



© Simon Wright

were removed. It is thought that only a handful of conversions were done at the time, and that only five remain across the World. The second generation Scirocco was produced between 1981 and 1992, during which time over 291,000 were built. Eleven different engines were offered on the model, with the 1.8 litre engine producing 137 bhp.

Volvo have produced many reliable and rugged cars. The



© Janet Wright

Volvo Amazon proved to be a popular rally car in the 1960s. There was a fine example of the road car on display at the show. The 1966 Volvo 122S Amazon is a four door saloon fitted with a 1782cc straight four engine with twin SU Carburettors, producing 100 bhp. It is attached to a 4 speed manual transmission with overdrive. It has a top speed of 109 mph and can accelerate from 0-60 mph in 14.3 seconds. This car was restored over thirty years ago and won numerous concours awards over several years, including the first World Benson & Hedges International Concours winner 1989.



© Simon Wright

Cannock and District Car Club had a nice red 1971 GTM on their stand. This is a Mini based kit car that was originally known as the Cox GTM when it first appeared in 1967. The original design was inspired by the Ferrari Dino. GTM stands for Grand Touring Mini. In 1969 the original Cox brothers sold the rights to the design to Howard Heerey after building just fifty cars and the Cox part of the name was then dropped to just GTM. The two door coupé sports car uses a 1275cc A series engine from the British Leyland Mini, mounted behind the driver, driving the rear wheels. The semi-monocoque chassis is made from sheet steel, with two front mini subframes complete with rubber cone suspension. The rear subframe holds the engine and gearbox, while the front subframe has the steering rack, radiator and fuel tank. Heerey's Midland Garage built around 170 cars. By 1971 a third version was made, which can be identified by having a front bumper from a Mini. This version also replaced the rear subframe with a lighter and easier to manufacture, spaceframe design which also allowed the radiator to be mounted next to the engine instead of at the front of the car. The body is made

from high quality glass reinforced plastic, with a laminated front windscreen and a perspex Rear window. The Vauxhall Chevette was a popular car in the late 1970s and early 80s and when Vauxhall decided to go International rallying they wanted a more high



© Simon Wright

performance version of their popular hatchback. So in 1979 they produced the Vauxhall Chevette HS which achieved some notable results including the Drivers championship in 1979 and the manufacturers championship in 1981. In 1980 they introduced the HSR. This had a fibreglass body kit added to the Chevette HS to produce extra downforce. Only 36 cars were produced, six of them being modified HS's. All the cars were hand built. They could accelerate from 0-60 mph in 6.8 seconds and reach a top speed of 122 mph thanks to the 2.3 litre slant-four, 16 valve DOHC engine which produced 150 bhp. They also had rear disc brakes fitted and modifications to

the rear suspension mounts and a twin plate clutch. They originally cost £7,500 and are now (2019) estimated to be worth £45,000.

The Opel GT was first introduced in 1968 and continued until 1973. It is a two seater front engined, rear wheel drive sports car manufactured by Opel, the German part of General Motors. It was originally shown at the Paris and Frankfurt Motor Shows in 1965 as a styling exercise. The production vehicle used mechanical components from the Opel Kadett B attached to a 2 door hard top steel body from French contractor Brissonneau & Lotz. When launched it had a 1.1 litre OHV inline four cylinder engine which produced 67 hp. It was also offered with a much more popular 1.9 litre engine which produced 102 hp, as fitted to the 1973 car at the show. It could accelerate from



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0-60 mph in 10.8 seconds. The design was similar to the Chevrolet Corvette and another similarity was the front suspension which consisted of an upper A-arm and a lower transverse leaf spring. The rear was a live axle and coil springs. The brakes were power assisted discs on the front and drums on the rear. Another unusual feature is that the pop up headlights actually rotate anticlockwise to

pop-up, operated by a manual lever along the centre console. There was also no boot, just a spare tyre and jack that had to be accessed via a fold up panel behind the rear parcel shelf, which could only be accessed from inside the cockpit. From 1968 to 1973 a total of 103,463 cars were built.

American cars are always well received at the show and there were some elegant models scatter around the halls.



© Simon Wright

The 1950 Chevrolet Styleline has been fully restored and modified, but still retains the original appearance. It now has a 1998 Chevrolet 5.7 litre V8 engine under the hood complete with Chevy 4L60 automatic transmission. The suspension has been replaced with a Chevrolet Camaro rear axle with 4 bar link and shockwave air springs on the rear and Mustang front cross member and shockwave air springs on the front. Power brakes with drilled and grooved disc have been fitted all round. The interior is also custom made. The car was an NSRA Hot Rod Supernationals Top Ten winner in 2019.

Citroen car clubs had grouped together to celebrate the



© Simon Wright

centenary of Citroen in 2019 and representing some of the more modern cars were a pair of Citroen Xantia models from the late 1990s. This is a large family car produced between 1992 and 2002, though production in Iran continued until 2010. Over 1.2 million were built during this time in France. It featured the traditional Citroen Hydropneumatic suspension system from the original Citroen DS. The Citroen Activa was the top model in the range and introduced at the end of 1994. It had active suspension which gave it the ability to drive round corners with no body roll, giving the car exceptional road holding comparable to a true sports car. This is achieved by active chassis intervention. It features undercarriage stabilisation, the first standard fitted active cross-stabiliser in automobile construction. The lateral inclination could be reduced thanks to mechanical control of hydraulic cylinder acting on the cross-stabiliser bars which were fitted diagonally across the car. As well as allowing higher cornering speeds it also offered above average comfort. The car also featured a V6 petrol engine as one of the many options, which developed 190 hp. The cars could be recognised by the standard fitted rear spoiler.

On the Lancia club stand was a Lancia Fulvia Berlina 2C it was produced from 1964 to 1969. A compact four door saloon with a 1091 cc engine, the 2C was fitted with a



© Simon Wright

double twin-choke Solex carburettor. This increased the power to 71 bhp. The car was also fitted with Michelin X radial tyres. The body shell had revised front subframe mountings. It could be identified by an enamelled 2C on the radiator grille.

Another interesting car on the MG Owners Club stand was

the 1928 MG 14/40 Mk IV Tourer 4 seater. This model was produced between 1926 and 1929 in both Tourer and 2+2 dicky seat versions. This was the first MG model to carry the famous MG Octagon badge on its radiator. It is powered by a 1802cc four cylinder side valve engine and output through a 3 speed crash gearbox. It had a top speed of 60 mph and did 24 miles per gallon. This car is one of only 11 left Worldwide. An eye catching car was an orange and white 1995 Ford Probe. The Probe was a lift-back coupé manufactured between 1988 and

1997 in America by Ford. It was the result of a collaboration with longtime Japanese partner Mazda, and was derived from the front wheel drive Mazda G platform that was the Mazda 626 or Capella as it was known in the



© Simon Wright

Japanese market, and based on the Mazda MX-6. The Probe was intended to fill the gap in the European market that had previously been filled by the Ford Capri. This is a second generation Probe, which ran from 1993 to 1997. Powered by a 2.5 litre Mazda K V6 24 valve engine which develops 164 hp, it has a top speed of 132 mph and can accelerate from 0-60 mph in 7 seconds and do the standing ¼ mile in 15.5 seconds and a terminal speed of 89 mph. In the three years that the model was available in Great Britain, only 15,000 were sold. By February 2016, it was estimated that only 718 were still in use.



© Janet Wright



© Janet Wright

1928 Triumph Super Seven.

The Super 7 was manufactured from 1927 to 1934 by the Triumph Motor Company and was produced in response to the Austin 7. It was the first Triumph to be manufactured in large numbers, with 17,000 produced. It was powered by a small 832 cc 4 cylinder side valve engine with a three bearing crankshaft and monobloc crankcase made from cast iron. This was attached to a three speed non-synchromesh gearbox which transmitted its power through a torque tube to the worm gear final drive. It also had Lockheed hydraulic drum brakes and the handbrake operated on the transmission. The rigid front axle is supported by half-elliptic springs and a live rear axle with quarter elliptic springs. It has a Hoyal body two seater Coupé with Dickie seat. The car had a top speed of just over 50 mph and returned 40 mpg.

Fairthorpe Electron Minor.

This Electron model first appeared in 1956, using a 1098cc Coventry Climax Overhead cam engine. It had independent front suspension using coil springs and drum brakes. The engine was expensive and resulted in a high price of £1050 for a built car or £734 for a kit. Only 20-30 were built. The Electron Minor is a reduced price version which came out in 1957. It used a Standard Ten engine, transmission and rear axle. In 1963 the engine was changed to the Triumph Spitfire, with front discs from the same vehicle added in 1966. With various modifications, the car went from a Mark I to a Mark IV which then included a Triumph GT6 chassis. Production ended in 1973, when about 700 had been built. There was also a closed 2+2 version based on a Triumph Herald mechanicals, called the **Electrina**.



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Circuits from the Past - Reims

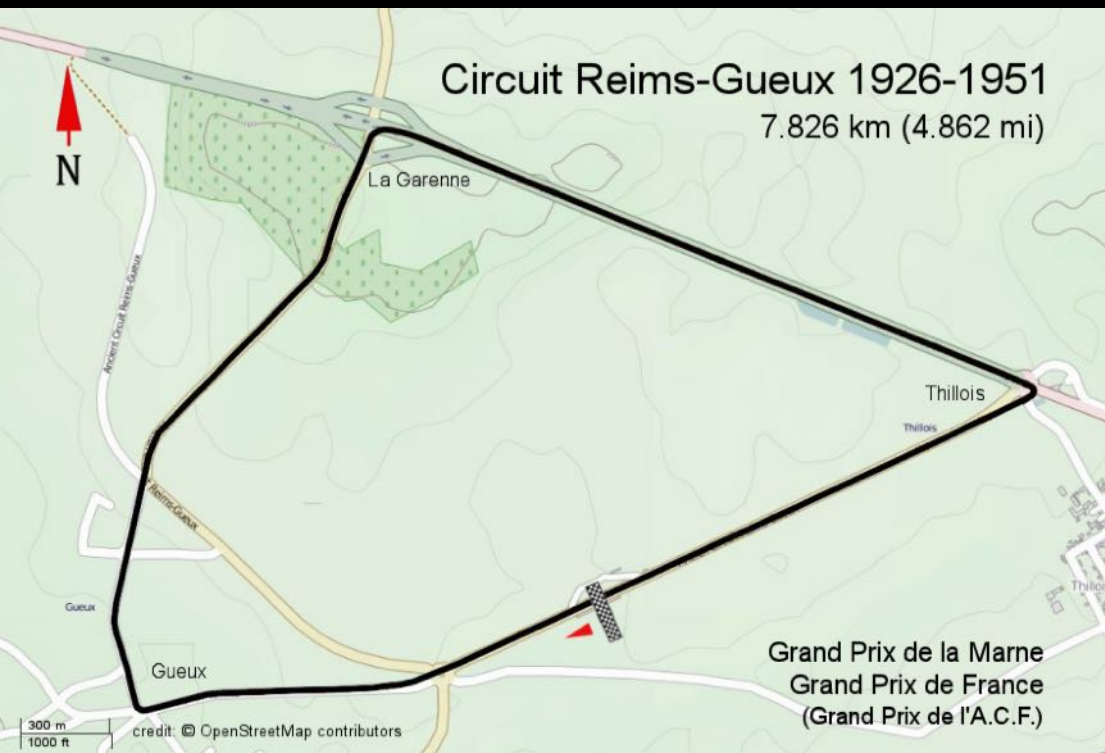
By Peter McFadyen.

A scene at the first 'Weekend de l'Excellence Automobile' in 2007 when parts of the circuit were brought back to life with demonstration runs by historic cars

(credit: Bernard-rouffignac.com)



Reims Retrospective



The accompanying photographs were taken while driving through northern France in June 1982 almost exactly a decade after the final motor race was run on one of the fastest road circuits ever, the circuit known variously as the Circuit de Reims, Circuit de Gueux or the Circuit de Reims-Gueux. That race was for Formula 2 cars and was won by Francois Cevert at a time when the circuit was already in decline from its zenith in the 1950s and 60s.

The circuit lay to the west of the cathedral city of Reims in the Département de la Marne, the champagne region of France, with the start/finish on the D27 between the villages of Thillois and Gueux and was roughly triangular in shape with the N31 Soissons to Reims road providing its long back straight. The first Grand Prix de la Marne took place on 2nd August 1925 on a circuit which ran

Work had just begun on demolishing the pits when, fortunately, the new mayor stepped in and saved them



between Beine and Nauroy but the following year, on 25th July the race moved to the new 4.8 mile Reims circuit which ran through the village of Gueux itself. The race was won by François Lescot in a Bugatti T35 at an average speed of 112.8kph. Over the next five years the GP de la Marne was exclusively won by Bugattis driven by Philippe Etancelin (1927 and 1929), Louis Chiron in 1928, René Dreyfus in '30 and Marcel Lehoux in 1931.

In July 1932 the circuit moved up a gear with the hosting of the Grand Prix de l'ACF, the French GP itself, which was won by Tazio Nuvolari in an Alfa Romeo 8C 2300 who completed the 92 laps in around five hours to average 148.5kph and set the lap record at 156.5kph. The Marne GP continued at the circuit each year and in 1938 the French GP returned to be won by Manfred von Brauchitsch's Mercedes Benz W154 with team mate Hermann Lang setting a new lap record at over 170kph. The circuit's final GP before the war was again the national race won this time by Hermann Muller's Auto Union with Lang again raising the lap record to



The giant leader board was mounted on a turntable so all could see

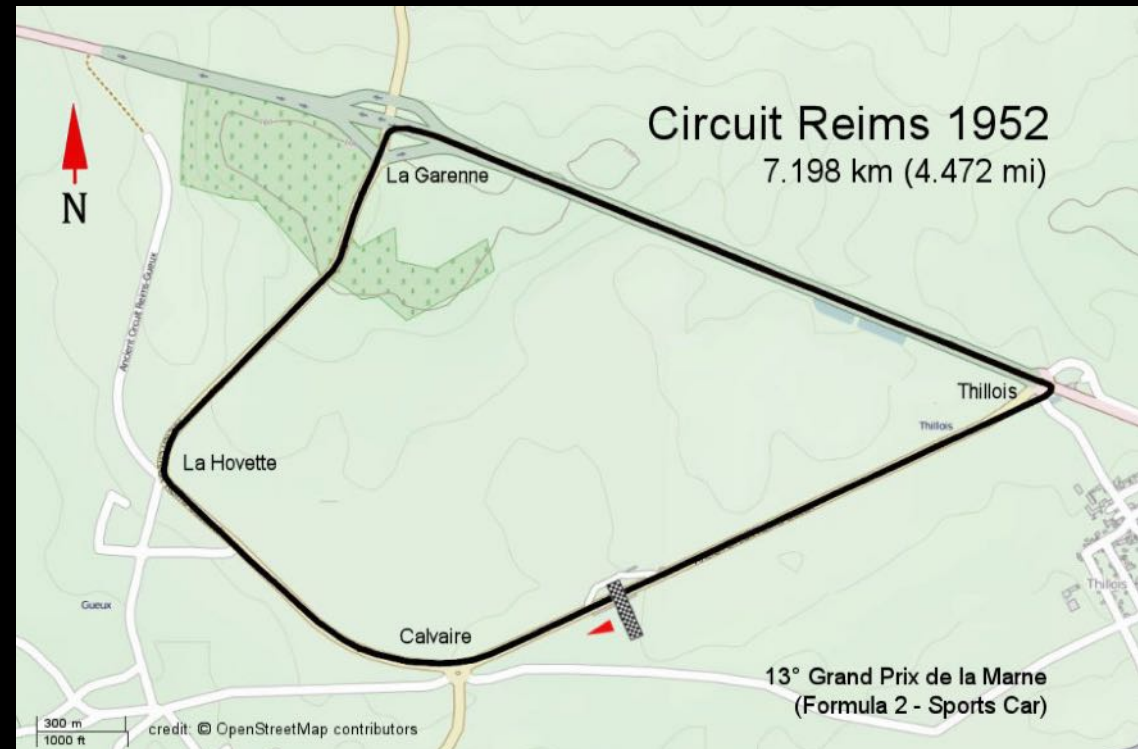
© Peter McFadyen

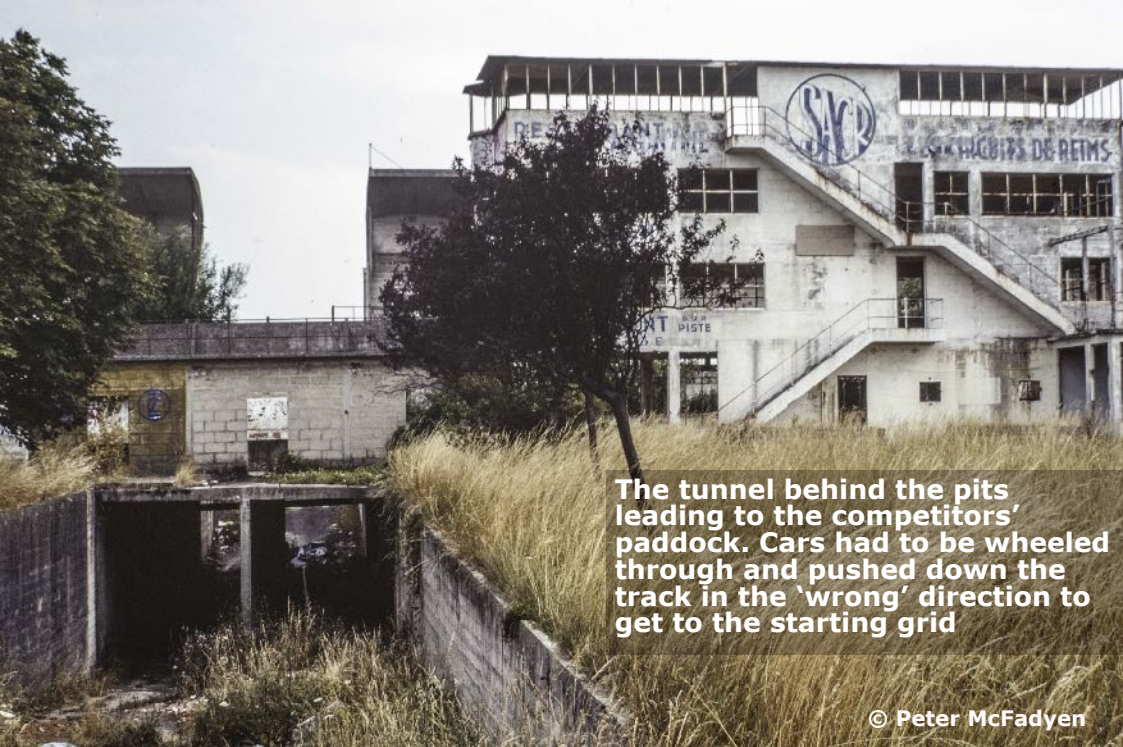
184.865kph.

Racing resumed at Reims on 6th July 1947 with the 16th Grand Prix de la Marne and the first in the series of *Coupe des Petites Cylindrées* races for *voiturettes*. In 1950 Juan Manuel Fangio won the GP de l'ACF in an Alfa Romeo 158 and he repeated his victory the following year in a Tipo 159 when the race carried the title of Grand Prix d'Europe. For 1952 and again in 1953, major changes to the circuit layout were made cutting out the section through the village of Gueux and instead turning through a fast sweeping right hander at Calvaire and thence via another fast right then left to the very tight Muizon hairpin to join the N31 a little further back than before thus extending the length of the back straight and making the average lap speeds even higher. The Reims circuit, now 8.317km long, was about to enter its greatest period as it vied with Spa-Francorchamps in Belgium to be the fastest road circuit of all and it would host some of the greatest

and most memorable slipstreaming battles of the 1950s and 1960s.

The meeting held over the weekend of 4th/5th July 1953 embodied the best and the worst of racing at Reims. The Automobile Club de Champagne under the direction of Raymond 'Toto' Roche had spent over £100,000 preparing for the 40th French Grand Prix which was to be preceded between the hours of twelve midnight and noon on Sunday by a 12-hour sports car race. The first such race at Reims had been run in 1926. Chaos reigned when the organisers bungled their attempts to disqualify the leading Ferrari driven by Maglioli and Carini for driving without lights before 5am until which time lights were compulsory. The Ferrari was eventually withdrawn leaving the race to be won by the works Jaguar XK120C of Moss and Whitehead but such was the ill feeling generated that Ferrari threatened to withdraw his cars from the grand





The tunnel behind the pits leading to the competitors' paddock. Cars had to be wheeled through and pushed down the track in the 'wrong' direction to get to the starting grid

© Peter McFadyen

prix. The threat was eventually rescinded and full teams of Ferrari and Maserati faced each other for a truly memorable race over 60 laps and nearly 2¾ hours with Fangio (Maserati) and Mike Hawthorn (Ferrari) disputing the lead for much of it, frequently exchanging grins as they raced flat out alongside each other. Hawthorn's eventual narrow win was the first by a British driver in a world championship grand prix and was a harbinger of Britain's rise to supremacy in the following years.

The 1954 Grand Prix de l'ACF at Reims was notable for the return to racing of the works Mercedes Benz team, the streamlined W196s of Fangio and Karl Kling cruising to victory just a car's length apart. Twenty years earlier, Mercedes had made their previous return to racing, again at the French Grand Prix, but on that occasion the race was held at Montlhéry. Early in practice at Reims, Fangio had won the prize of 50 bottles of champagne for being the first, and on this occasion only, driver to lap at over

200kph average, his 1m29.4s lap equating to 200.042kph. The circuit had once again been changed, the acute hairpin at Thillois having been opened up somewhat by a gentler turn inside the old road which remained to provide a run-off for anyone misjudging their braking. The 12-hour race before the grand prix was a Jaguar lockout with Peter Whitehead and Ken Wharton's D-Type leading home the similar car of Rolt and Hamilton and the C-Type of Laurent and Swaters.

There was no race in 1955 following the Le Mans tragedy but 1956's French GP truly heralded the long awaited rise of British cars in grand prix racing when Franco-American Harry Schell, having retired his own Vanwall, took over Mike Hawthorn's and caught the leading trio of Lancia-Ferraris of Fangio, Collins and Castellotti napping. With no BRM's making it to Reims and Moss and Tony Brooks both *hors de combat*, Hawthorn had joined the Vanwall



© Peter McFadyen

Paint peeling from the advertisements above the pits

team for the race along with Colin Chapman but the Lotus supremo had outbraked himself at Thillois during practice, damaging the third Vanwall on the back of Hawthorn's, one car then being assembled from the two to give Hawthorn a drive. He, however, was feeling tired after driving for Jaguar in the 12 Hours race and was happy to hand his car over to Schell. The Ferrari team mistakenly thought Schell to have rejoined the race a lap down and only realised their mistake when the Vanwall was amongst them and challenging for the lead of the race. For the next ten laps or so the crowd were treated to another Reims slipstreamer *par excellence* with the three Ferraris spreading out across the road to block the Vanwall down the straights. It ended when Schell retired the green car with an injection linkage problem. Fangio, too, pitted and eventually finished in fourth place behind team mates Collins and Castellotti and Jean Behra's Maserati.



By 1982, nature was reclaiming the vast grandstands

© Peter McFadyen



Seat numbers still clearly readable in the stands

© Peter McFadyen

For 1957 the French GP moved to Rouen but Reims hosted the 'Coupe Internationale de Vitesse' for formula 1 cars which was won by the Ferrari of Luigi Musso who tragically would lose his life at Reims the following year. With such high speeds on what were 'ordinary' roads, Reims was by its nature an unforgiving circuit and others to perish there included the upcoming American driver Herbert Mackay-Fraser and the Briton Bill Whitehouse who died in separate crashes in the F2 race of 1957.

The French GP returned to Reims in 1958 and 1959, both races won by Ferraris driven respectively by Mike Hawthorn and Tony Brooks, the 1958 race being Juan Manuel Fangio's last grand prix before he retired. In 1960 Jack Brabham (Cooper Climax) won the last French Grand Prix of the 2½ litre formula 1 era and in 1961, the first year of the 1500cc Formula 1, Reims produced another unique result. The three works 'sharknose' Ferrari 156s of Phil Hill, Ritchie Ginther and Wolfgang von Trips

The stand dedicated to the great French racing driver Raymond Sommer

© Peter McFadyen

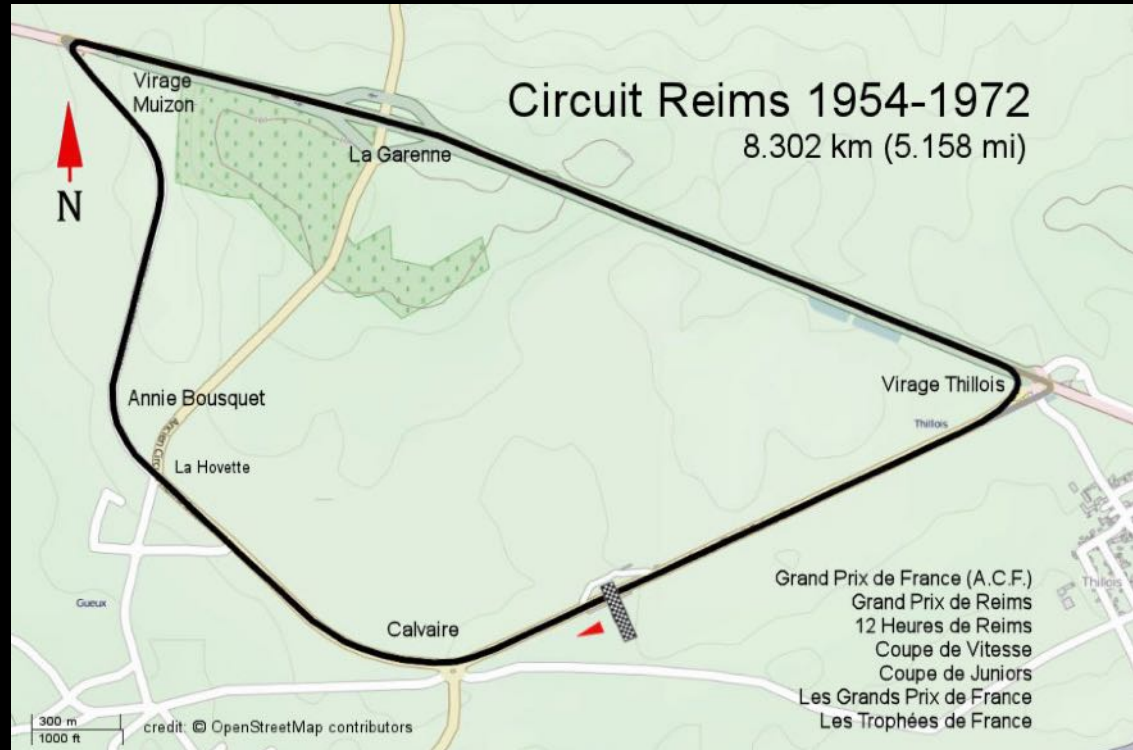


nothing more than Formula Junior. It had been the sort of remarkable race which only Reims and very few other circuits could produce.

For 1962, the French Grand Prix moved to Rouen before returning to Reims the following year when Jim Clark won in a Lotus 25-Climax. After two more years elsewhere, the Grand Prix returned to Reims for one final time in 1966 when Jack Brabham's Brabham-Repco was victorious in the year in which the Australian was to win his third world championship.

With Formula 1 now catering for engines up to 3 litres capacity, however, the cars really were becoming too fast for the road circuit. Brabham's average speed for the race was 220.315kph and Lorenzo Bandini's Ferrari had lapped at 233.8kph (145.3mph) in practice so, hardly surprisingly, this was the last GP held at Reims. The 12-hour sports car

had been dominant at Spa and at Reims, another ultra-fast circuit, were expected to be so again and throughout practice and the early part of the race they fulfilled that expectation. But in the race they all hit trouble and it was a fourth works-supplied 'sharknose', sponsored by FISA, a coalition of independent Italian entrants, which came through to win. What was remarkable, however, was that the driver, 27 year old Giancarlo Baghetti, was in his very first world championship grand prix and, in a typically frantic Reims race he had fought off the likes of Clark, Ireland, Bonnier and Gurney, cleverly slipstreaming Gurney's Porsche out of the final corner before moving out and overtaking within 300 yards of the flag. He became the first driver to win a *grande épreuve* at his first attempt and, as it would turn out, it was also to be his last such victory. Baghetti had also won his only other races in a FISA sponsored Ferrari, the non-championship Syracuse and Naples grands prix, so he had actually been victorious in his first three grands prix having previously raced in





A local Citroën 2CV passes the race control building heading towards the village of Gueux

© Peter McFadyen

Honda.

Work on demolishing the pits and *tribunes* to make for housing had just begun when the newly appointed mayor ordered its cessation and so the iconic remains of this once famous road circuit were left to stand for the next decade when these photographs were taken. Vegetation was taking over but, thankfully, graffiti 'artists' were not yet as prolific as they are today and the buildings remained unsullied as a proud monument until the organisation known as *Les Amis de Circuit de Gueux* determined to revive the circuit in some form.

Interestingly, *Les Amis* are headed by Mary Roche Whittington, granddaughter of Raymond 'Toto' Roche who was the founding president of the FFSA, the governing body

of motor sport in France and a figure indelibly linked with the circuit if not always for the most flattering reasons thanks to his often ill-advised antics with the flag as he started races at Reims. In 2007, their efforts bore fruit in the form of the first *Weekend de l'Excellence Automobile* when, among the gathering of historic cars and personalities performing demonstration laps of the circuit as near as possible to its 1952 layout was a Mercedes Benz W196 streamliner of the type seen so memorably in 1954.

race took place each year until 1967 when Paul Hawkins recorded what would be the fastest ever race lap time of 2m 10.5s, an average speed of 229.013kph in a Lola Chevrolet. The race was scheduled to take place again in 1968 but was cancelled as a result of student unrest sweeping the country and the final car race at Reims was a Formula 2 race held on 29th June 1969, won by French Driver Francois Cevert. The circuit continued to be used into the 1970s for motor cycle races, Yves Compan having the distinction of winning the final race at Reims on a 750

CSCC Mallory Park Sunset Meeting

1st November 2020,
Mallory Park.

By Simon & Janet Wright.



The 70s to Present day race saw 59 Newbold/Court in a Honda Integra Type R DC5 battle with 60 Andrew Rath Lotus Europa, eventual winner 18 Tom Mensley Renault Clio 172, 23 Woolfe/Anderson Mazda RX-8 and Mark Chilton Nissan Skyline GTR R32.



Stephen Riley in his Caterham 7 Superlight led the first lap of the Magnificent Sevens race

The Classic Sports Car Club (CSCC) held their final meeting of the year at Mallory Park on the 1st November 2020. With the shorter days at this time of year, the meeting was billed as the Sunset meeting, and the final race of the day would run in to the dark, so Floodlight units had been set up at strategic point around the circuit. After morning practice, the racing started with a forty

minute race for the Gold Arts Magnificent Sevens The twenty car field was spread by under fifteen seconds in qualifying, with Tim Davis fastest in a Caterham C400. He had to start from 6th place on the grid, due to the rule with previous race winners get a 5 place grid penalty. This meant that Stephen James started from pole position in a Caterham Supersport, who was only 0.142 of a second faster than Colin Watson in a Caterham C400. The start saw Stephen Riley in a Caterham 7 Superlight lead the first lap with Davis already through to 2nd by the end of the first lap and in the lead at the end of lap two. The leading group were all dicing for position with Riley back in front at the end of the next lap with Davis now back in 3rd. On lap four it was Watson in front and he managed to stay there until lap ten when most of the field dived in for a pitstop. This let Riley lead for the lap, before the rest of the field took their pitstop, except for the



© Simon Wright

Richard Green retired his Caterham 420R on the 3rd lap of the Magnificent sevens race



© Janet Wright

Richard Carter Caterham R300 finished 4th in the Magnificent Sevens race with the lapped 10th placed Redman Caterham 420R behind.



© Simon Wright

Griffiths/Wilson Caterham Supersport which stayed out in the lead until lap twenty, when they finally pitted. This put Watson in front with Davis right behind for a couple of laps. Then it was Davis turn to lead for a couple of laps before Watson again went in front on lap twenty four. The two remained together, less than a second apart most of the time until lap thirty nine, when Davis went in front and Watson dropped back by over twenty seconds on lap forty. Davis maintained his lead to take victory by over twenty seconds from Watson, the only two cars to complete the full race distance. In 3rd place, and winning class F, was Graham Charman in a Caterham Superlight, a lap down on the winner. The other class winners were 5th placed Sam Smith in a Caterham R300 taking Class D, 6th placed James/Mockett in a Caterham Roadsport took class E and 7th placed Armes/Storey in a Caterham Blackbird took class H. The final two class winners were 8th placed Griffiths/Wilson in a Caterham Supersport taking class B and finally Surhid Chatterjee in a Caterham 310R in 12th took class C.

This was followed by the first of two

Wayne Crabtree put his Ford RS200 on pole position for the Special Saloon & Modsport first race.



© Janet Wright

© Simon Wright



The Smith/Faux MG Midget tried the grassy line in qualifying at Gerard's in the Special Saloon & Modsport event.

fifteen minute races for Special Saloons & Modsports races. The entry wasn't massive, but quality over quantity any day. Wayne Crabtree put his Ford Escort RS200 on pole position for the first race from the striking Lancia Stratos Knightsport of Matt Manderson. It was Manderson in the Stratos that grabbed the lead at the start, pulling away slightly from Crabtree in the Escort for the first four laps. Then Andy Southcott in his MG Midget Spaceframe got through to 2nd and closed the gap on the Stratos. They ran together, then on lap eleven, Southcott took the lead and began to slowly ease away. At the end, Southcott won by just over seven seconds from Manderson in the Stratos, with Crabtree taking 3rd place. All three won

Special Saloons & Modsports

Joss Ronchetti Talbot Sunbeam Lotus took a class win in the second Special Saloon & Modsport race, 4th overall

© Janet Wright



Colin Claxton Ford Escort took 2nd in class in the second Special Saloon & Modsport race

© Janet Wright



Thomas Carey retired the Honda CRX from both Special Saloon & Modsport races.



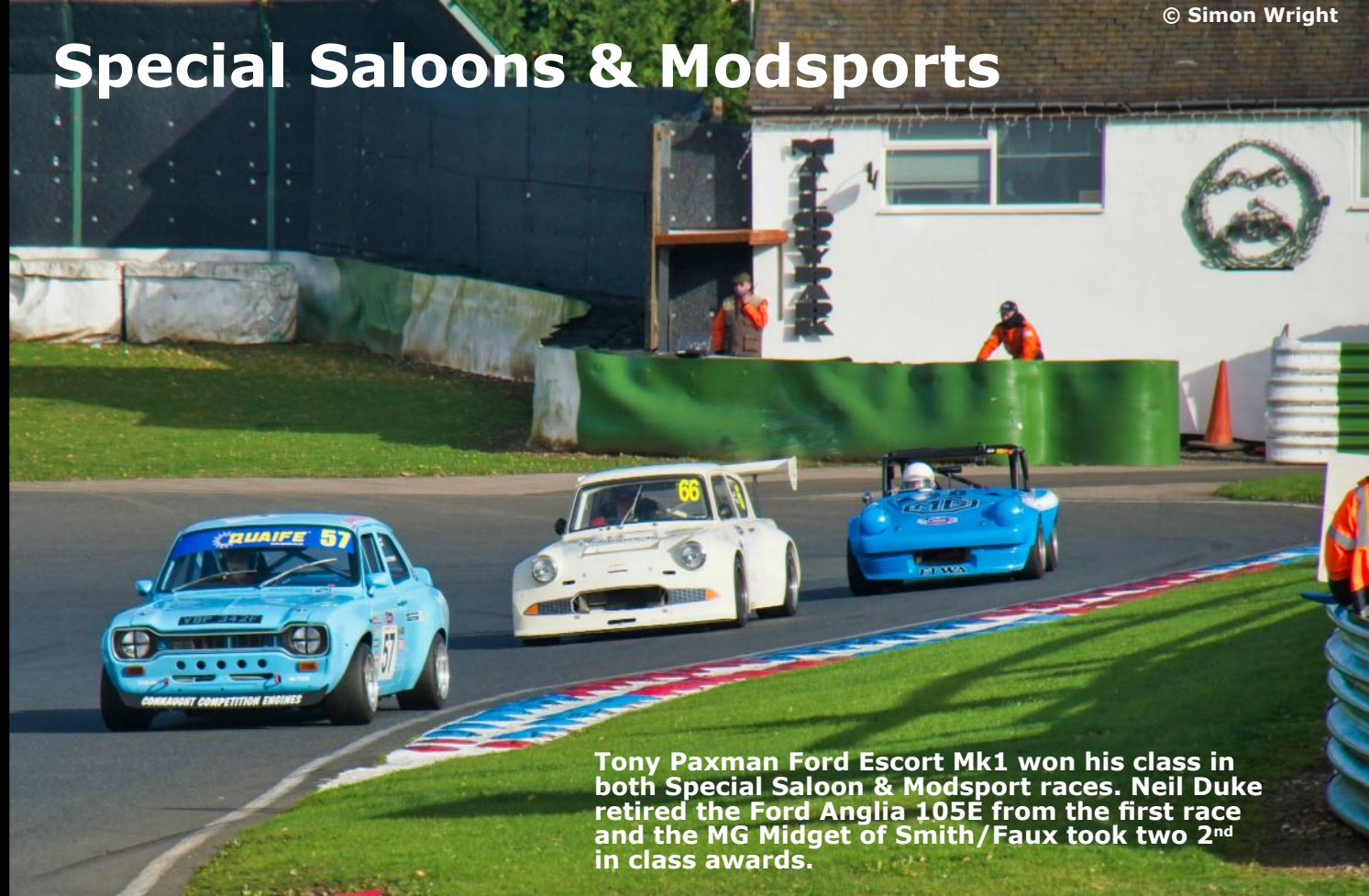
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Peugeot 309 Gti of Parker-Morris/Morris took 2nd in class, 4th in the first race



© Simon Wright

Ben Gough took 3rd in class, 10th in the Reliant Scimitar SS1.



Tony Paxman Ford Escort Mk1 won his class in both Special Saloon & Modsport races. Neil Duke retired the Ford Anglia 105E from the first race and the MG Midget of Smith/Faux took two 2nd in class awards.

The battle for the lead of the first Special Saloon & Modsport race, with winner Andy Southcott in the MG Midget Spaceframe coming through to take the lead from Matt Manderson in the Lancia Stratos Knightsport who finished 2nd . Manderson won the second race later in the day.



Steve Fray in the Ginetta G15 didn't finish the first Special Saloon & Modsport race.

© Janet Wright

their respective classes. The Peugeot 309 GTi of Parker-Morris/Morris in 4th and Joss Ronchetti in his Talbot Sunbeam Lotus in 5th were the only other cars to run the full distance. Tony Davies took a class win in his stunning Vauxhall Firenza in 7th and Tony Paxman was the final class winner in his Ford Escort Mk1 in 8th, both 1 lap down at the end.

After the lunch break, the racing resumed with the Adams & Page Swinging Sixties Group 1 and 2 forty minute race. This saw a varied grid of cars, with the immaculate Datsun



Dave Roberts Datsun 240Z started from pole but finished 2nd in the Swinging Sixties race.

© Simon Wright

240Z of Dave Roberts claim pole position in practice. However, it was the Reuben/Reuben TVR Griffith from the second row of the grid who took the lead of the race,

© Simon Wright



Early leader, the TVR Tuscan of Wolfe/Thompson finished 3rd

which they maintained until their pitstop on lap twenty three. This gave the Wolfe/Thompson TVR Tuscan V8 the lead for a single lap, before they too pitted. Now Roberts, who had dropped to 5th on the first lap was leading the race before he made his pitstop. This allowed the Reubens TVR Griffith to regain the lead which they held until the end of the race, winning by over eight seconds



© Janet Wright

Peter Hiscocks MG B finished 3rd in class, about to be lapped by the Crudingtons Mini Jem Mk1

from Roberts in the Datsun. Both cars won their respective classes. In 3rd place was the Wolfe/Thompson TVR Tuscan V8, the last car to complete the full race distance. Dean Halsey made it a Datsun 240Z 1-2 in class with his 4th placed finish. In 5th place was the class winning Austin Mini of Chris Watkinson, with 7th placed Jonathan Crayston also taking a class win in a Lotus Elan S4. Tim Cairns was next across the finish line in 8th, taking a class win in his Turner Mk2, while the last class winner was Brian Heerey in his Sunbeam Rapier in 13th position.



Both class winners, Brian Heerey in the Sunbeam Rapier was 13th and Tim Cairns Turner Mk2 was 8th

© Janet Wright

Gary Lyon Alfa Romeo GT2000 2nd in class and the Lotus Elan S1 GTS of Rumble/Rumble DNF



© Janet Wright

Swinging Sixties

© Simon Wright



Jamie Keevill (DNF) ahead of Dave Roberts class winning Datsun 240(2nd) and Anthony Hunting Morris Mini (DNF)



The Mini Jem Mk1 of the Crudgingtons was 3rd in class (12th)



© Janet Wright

David Moorhouse Austin Mini (10th) 2nd in class chasing the MG Midget (11th) of Ebdon/Wells 2nd in class



© Simon Wright

Martin Reynolds Ford Anglia retired.



© Simon Wright

Class winner Chris Watkinson Austin Mini 5th overall



© Simon Wright

Martin Cloutman retired the Austin A40



© Janet Wright

The Potter/Stowe Austin Healey Sprite (DNF) ahead of class winner Jonathan Crayston Lotus Elan S4.



© Simon Wright

The winning TVR Griffith of Reuben/Reuben



© Janet Wright

Mark Chilton took Pole position in the Nissan Skyline GTR R32 but retired after an incident at the esses in the 70s to Present day race

Next was a forty minute race for 70s to Present day. A good entry saw Mark Chilton on pole position in a Nissan Skyline GTR R32 Turbo. From the start it was Alex Taylor in the Mazda RX7 who took the lead from the front row of the grid. By lap three Mark Chilton in the Nissan Skyline GTR R32 was through in to the lead with Taylor chasing hard until he headed for the pits on lap nine when Chilton retired from the race. This meant that the Webster/Tongue MG ZR was now leading the race from Steve Papworth in



© Simon Wright

70s to Present day race winner Tom Mensley Renault Clio 172

a Ford Fiesta ST, who was right behind the leader until lap thirteen, when he went in to the pits. This put Michael Dwane in a Renault Clio 172 in to 2nd until he also headed for the pits on the next lap. This gave 2nd to the Ludlow/Emmett Honda Civic Type R which closed up on the leader and went in front on lap sixteen for a couple of laps before they took their turn to pit. The BMW E30 325i of Scott-Dunwoodie/Newnes led for one lap before pitting, leaving Taylor in the Mazda RX7 to regain the lead with



© Janet Wright

The class winning Vauxhall Astra GTE of John Hammersley finished 3rd chased by Paul Boulton in the Nissan 370Z 2nd in class and 5th overall after a penalty dropped him from 1st overall



© Simon Wright

Early leader Alex Taylor in the Mazda RX7 dropped out with three laps to go, finishing 25th and last, 2nd in class. 70



Matthew Sanders class winning BMW M3 E46 finished 2nd in the 70s to Present day race.



© Simon Wright

only three cars still on the lead lap. His lead was short lived, retiring on lap twenty one. Now it was Paul Boulton in the Nissan 370Z in the lead, which he held until the chequered flag. However, he then got a thirty three second penalty for an incorrect/short pit stop duration, which dropped him back to 5th place. This handed the victory to Tom Mensley in his Renault Clio 172, who won by over thirteen seconds from the class winning BMW M3 E46 of Matthew Sanders, In 3rd place was the class winning John Hammersley in his Vauxhall Astra GTE 16v. The next class winner was the 8th placed Honda Civic Type R of Ludlow/Emmett. In 20th place was the class winning Ford Puma of Mark Jackson, while Tony Harman in a Ginetta G20 took a class win in 22nd position. The final class winner was 23rd placed Hugh Peart in a Porsche 924. Another driver who lost out at the finish was Steve Papworth in his Ford Fiesta ST who finished 5th on the road and 3rd in class, but received a thirty seven second penalty or an incorrect/short pit stop, which dropped him down to 9th overall and 5th in class.

The penultimate race of the day was the second fifteen minute Special Saloon & Modsports race, which had Manderson in the Stratos starting from pole position. This time he made sure of victory by leading from start to finish. He was initially chased by Wayne Crabtree in his Ford

© Simon Wright

Malcolm Harding 2.6 Ford Escort finished 3rd in the second Special Saloon & Modsport race.



RS200 then Joss Ronchetti in the striking black and orange Talbot Sunbeam Lotus and by lap seven it was Thomas Carey at the wheel of a Honda CRX who was in 2nd but over twenty seconds behind the leader and with Ronchetti right behind him in 3rd. On lap fourteen they swapped position before Carey retired from the race. Crabtree now popped back up in to 2nd as Ronchetti



© Janet Wright

Tony Davies in the Vauxhall Firenza retired from the second Special Saloon & Modsport race

Jack Harper retired his Triumph Spitfire from the second Special Saloon & Modsport race



© Simon Wright

ended up being lapped. At the finish Manderson in the Stratos won by over forty five seconds from Crabtree in the Escort, who was the only other car on the same lap as the winner. Both drivers won their class. In 3rd place, one lap behind, was Malcolm Harding in his Ford Escort, while Ronchetti had dropped to 4th, but still won his class in the Talbot Sunbeam Lotus. The other class winner was Tony Paxman in his Mk 1 Ford Escort in 5th place, two laps down on the winner.

The final race of the day, starting at 4:15pm for thirty minutes, was the Sunset Open Race including 7s. There was a varied entry from the other races for this into dark race. The thirty minute race officially saw Joss Ronchetti on pole position in the Talbot Sunbeam Lotus, but he didn't start the race. This left Tim Davis to start from the front in his Caterham C400 and he dominated the race, leading every lap. Andrew Rath in a Lotus Europa was 2nd for the first few laps, but Davis was steadily increasing his

© Simon Wright



Tim Davis took his second win of the day in the Sunset Open race inc. 7s in his Caterham C400.

lead every lap. By the time Richard Carter in his Caterham R300 got in to 2nd place on the fifth lap, Davis already had a lead of over twenty seconds. He continued to pull away from Carter, but at a slower rate as he had already lapped most of the field. By lap fourteen, it was only the first two

© Janet Wright



The Scott-Dunwoodie/Newnes BMW E30 325i (11th) and the Emmett/Ludlow Honda Civic Type-R (5th) both took 2nd in their respective classes in the Sunset Open race inc 7s

The Newbold/Court Honda Integra Type R DC5 took a class win in 7th in the Sunset Open race inc. 7s



© Janet Wright

on the same lap and Carter was over thirty four seconds behind the leader. When Carter pitted on lap seventeen, it was only Davis on the lead lap. Davis then pitted on lap nineteen and came out still a lap clear of every other car. At the flag, Davis won by a lap from Carter, with both winning their respective classes. Sam Smith was 3rd in another Caterham R300, only just over a second behind Carter. In 4th place, and winning his class, was Andrew Rath in a Lotus Europa, two laps behind the winner and a lap ahead of his nearest challenger the Honda Civic Type R of Emmett/Ludlow who were 2nd in class behind the Lotus. The Honda Integra Type R DC5 of Newbold/Court took a class win in 7th position, three laps behind the winner. The final class winner was Dave Roberts in 9th place, driving a Datsun 240Z, four laps down at the end. The Caterham 420R of Redman/Redman lost four places at the end due to a 30 second penalty for an incorrect/short pit stop duration, dropping them from 5th to 8th.



Sam Smith Caterham R300 took 3rd overall in the Sunset Open race inc 7s while the Redman/Redman Caterham 420R (8th) was 3rd in class

© Simon Wright



Peter French Caterham Superlight R400 (10th) finish 4th in class in the Sunset Open race inc 7s

© Janet Wright

Highland 1000 Classic Rally

by Gordon Bruce Associates



© Gordon Bruce Associates



The winning 1929 Chrysler 75 roadster of Andrew & Anne Davies

© Gordon Bruce Associates

1929 CHRYSLER STORMS TO VICTORY IN THE UK'S FIRST POST-LOCKDOWN CLASSIC CAR RALLY

The husband and wife team of Andrew and Anne Davies drove their splendid 1929 Chrysler 75 Roadster to a convincing overall victory in Bespoke Rallies' recent and much-anticipated *Highland 1000* classic rally.

It was the very first event of its type since the national lockdown, and was achieved before Scotland was again forced to implement major restrictions, and was therefore a unique opportunity for the fun-loving motorsport fraternity to dust off their treasured cars, and briefly once again enjoy the freedom of the open road. The 1000 kilometre rally started and finished in Falkirk, the home of the extraordinary Falkirk Wheel. And, while what could have been a full capacity event was perhaps inevitably affected by COVID-inspired international travel restrictions, the nine teams that were able to participate

were blessed with the best of the UK weather at the time, and revelled in clear skies, prolonged sunshine and stunning views of the incomparable West Coast of Scotland.

The event made full use of Bespoke Rallies' proprietary Virtual Marshal system, which meant no physical officials were required – a major aid during this period of social



The Jaguar E-Type of Andrew Taylor and Janet Lowe finished 2nd

distancing regulations. Thanks to the system, the rally ran like clockwork, despite having to cope with 60-plus time controls. The sustained series of regularity sections on this most scenic of routes were divided into three legs of c.205 miles a day.

The Mini-Cooper pairing of Edmund Peel and Sarah MacDonald were among those quick to praise the *Highland 1000*: "It was wonderful to get out and participate in what may be the only such rally to take place until sometime next year. The route was outstanding, with great roads and spectacular scenery, and the Bespoke Rallies team were helpful and friendly, as were the other crews. It was the breath of fresh air we needed!"

The final results for the Highland 1000 were:

1. Andrew & Anne Davies – 1929 Chrysler 75 Roadster

2. Andrew Taylor & Janet Lowe – 1972 Jaguar E-Type
3. Edmund Peel & Sarah MacDonald – Mini-Cooper
4. Reto Mebes & Hansjurgen Benze – 1930 Bentley 4½ Litre
5. Mike Howells & Louise Littler – 1966 MGB
6. Barbara Shooter & Sarah Morgan – Porsche Boxster
7. Dee & Les Searle – 1936 Lagonda Le Mans
8. Andrew & Peter MacLellan – 1935 MG KN Special
9. Julian Bowen & Peter Hannan - 1964 Jaguar E-Type

For further information on this and all of Bespoke Rallies' many and varied automotive escapades see www.bespokerallies.com.



© Gordon Bruce Associates

1936 Lagonda Le Mans of Dee & Lee Searle in 7th



1930 Bentley 4 1/2 litre of Reto Mebes & Hansjürgen Benze in 4th

© Gordon Bruce Associates

© Gordon Bruce Associates



3rd placed Mini Cooper of Edmund Peel & Sarah MacDonald

© Gordon Bruce Associates



5th placed MG B of Mike Howells & Louise Litter

© Gordon Bruce Associates



1935 MG KN Special of Andrew & Peter MacLellan finished 8th

2020 Mazda MX-5 GT Sport Tech



Mazda MX-5 offers a choice of body styles - Convertible (Red) or Retractable Fastback (RF) (Grey).



The updated Mazda MX-5 is now available to order for both the Convertible and RF Retractable Fastback, with both available in dealerships. The MX-5 now features a 10 model line-up, four convertibles and six Retractable Fastbacks (RF). The 1.5 litre convertible comes in SE-L and Sport trim, while the 2 litre Skyactiv-G engine is used in the Sport Tech and range topping GT Sport Tech trim. In addition, the 2 litre RFs in both trim levels have the option of an automatic gearbox. There is also a new paint option available across

the range - Polymetal Grey Metallic. The updated version benefits from extra standard safety equipment. Sports models and above features Front Smart City Brake support, Lane Departure Warning system, Rear Smart City Brake Support, Traffic Sign Recognition and Driver Attention Alert. The introduction of Mazda's i-ELOOP and i-stop kinetic recovery and stop-start technology as standard ensures the MX-5 is more economical than ever. New for 2020, the Mazda





MX-5 GT Sport Tech is the flagship model of the range. These can be identified by the 17 inch BBS alloy wheels and Burgundy Nappa leather seats. The Sports Tech and Sports Tech GT also include Blind Spot Monitoring System with Rear Cross Traffic Alert, Adaptive LED headlights and a reversing camera. The MX-5 GT Sport Tech retains the same award winning mechanical set up as previous MX-5. The updated 2018 2 litre Skyactiv-G engine produces 181 bhp and features lighter pistons and con-rods, plus upgraded camshafts, exhaust valves, fuel injectors, throttle valve and air intake. This gives the convertible a 0-62 mph time of 6.5 seconds, while the RF manual transmission does the same in 5.9 seconds. The 2020 Mazda MX-5 is priced from £23,795 with a choice of the 1.5 litre 130 bhp or 2 litre 181 bhp Skyactiv-G engines across both body styles.



Closing Shot.

By Janet Wright.

As this problem season comes to a close we have two classic GT cars racing at the RAC Historic Tourist Trophy race against the backdrop of the modern Wing pit complex at Silverstone. The Porsche 911 of Mahmoud/Smith/Turner finished 3rd in class and 37th overall, while the Chevrolet Corvette of Bronson/Cannell/McGuire finished 4th in class and 53rd overall.

