

Classic and Competition Car

Founded 2010

VSCC Winter
Driving Tests



2005 Rally of the Midlands



1983 Silverstone 1000kms



Beijing 2020 Motor Show



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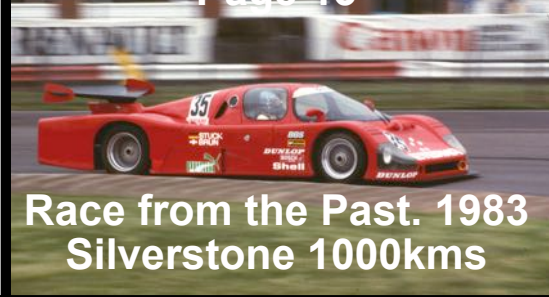
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Frazer Sloan's rare Palladium Victory Tourer VSCC Winter Driving
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Goodman Mitsubishi Lancer Evo VII round Mallory park - Rally of the
Midlands 2005 © Simon Wright.
Derek Bell/Stefan Bellof Porsche 956 Silverstone 1000kms 1983 ©
Simon Wright
Voyah iLand Beijing Motor Show 2020 © event organiser.

Our Team

Simon Wright-Editor. Janet Wright-Staff Photographer.
Independent Freelance contributors.
Pete Austin, Peter McFadyen, Syd Wall, Plus
David Goose & Stuart Yates of Motorsport-Imagery.

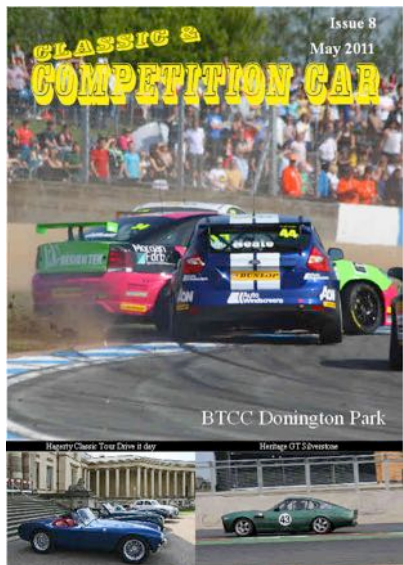
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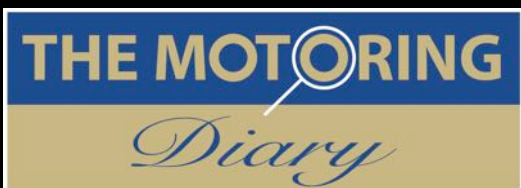
Classic and Competition Car
High View Drive, Kingswinford,
West Midlands DY6 8HT

E-mail simon.wright@classicandcompetitioncar.com
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For future motoring events check out The motoring Diary web site www.themotoringdiary.com



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Photo of the month

By Janet Wright



Vauxhall Celebrated 100 years of car production in 2003 by organising a 1,000 mile tour of England. We look back on the event in this issue. Here we have a 1911 Prince Henry parked in Shrewsbury Park in front of a new Vauxhall Signum estate, showing how car design has changed over ninety years.

Classic Nostalgia 2021.

Shelsley Walsh will be celebrating the 10th anniversary of Classic Nostalgia in 2021. Celebrating the glory days of motorsport, Classic Nostalgia is on the 17th-18th July 2021.



This year is also marks 116 years of hill climbing history at the Worcestershire venue, excluding war years, as it is one of the oldest motorsport venue in the World, starting in 1905. More information at www.classicnostalgia.co.uk

Silverstone Classic date.

With a new year now started, organisers and clubs are now planning ahead in the hope that 2021 will see a return to a more normal existence. Having lost the 2020 event due to the pandemic, the Silverstone Classic is going to celebrate its 30th anniversary event in 2021. The dates have been set as the 30th July 2021 to the 1st August 2021.

An exciting addition to the programme has recently been added, the 60th anniversary E-Type Challenge. More info at www.silverstoneclassic.com

Correction

We had an error in last months issue. On Page 16 we incorrectly captions the picture of the class winning Lotus 15. The correct caption is on the picture below. We apologise for any confusion it may have caused. We also incorrectly spelled the name Fisken in the report and picture caption on the same page.

© Simon Wright

RAC Historic TT winning Ecurie Triple C team



Class winners Roger Wills and David Clarke Lotus 15 7th



© Simon Wright



WEC 2020
Bahrain

Aston Martin leave World Endurance Championship. World Endurance GT Champion and 24 Hours of Le Mans double class winner Aston Martin is changing its focus of its Vantage GT motorsport programme to concentrate on customer operations from 2021. Aston Martin have been one of three manufacturers who have been in the WEC since the start of the series back in 2012. During that time, Aston Martin have recorded 47 class wins and 103 podiums, 9 class championships and 4 Le Mans class victories. They concluded this season at the 8 Hours of Bahrain where Marco Sørensen and Nicki Thiim from Denmark added the WEC GT Drivers' endurance title to the Manufacturers title that the team had clinched at Le Mans. Away from the WEC, Vantage GT customer teams have achieved lots of success in the cars second full season in competition. With 62 victories in more than 20 series all around the World. Including the works teams two World



Aston Martin Racing
Champion team

Championships, the Vantage has taken 26 GT or Endurance titles internationally. These have included the GT World Challenge Europe, Pirelli GT4 America, British GT Championship GT4 and the GT4 European Championship plus many others. The Aston Martin brand is moving back into Grand Prix racing in 2021, the first time since 1960.



First class win for Vantage at Le Mans in 2014



Jaguar I-TYPE 5 race car.

Sam Bird and Mitch Evans will drive the new Jaguar I-TYPE 5 in the seventh season of the official World Championship ABB FIA Formula E electric series in 2021. The new car features a state of the art in-house powertrain, which it will run for the next two seasons. Jaguar race engineers have focussed on efficiency gains, reducing weight and lowering the centre of gravity of the powertrain. New suspension will allow greater adjustment at different circuits, while a more efficient inverter will improve switching speeds and performance by using 24 carat gold, due to its high conductivity properties.

Sam Bird, who has won races in every season of Formula E, joins the team this year to race alongside Mitch Evans, who has been with the team since they entered Formula E in 2016.

The season starts on the streets of Santiago on the 16th January 2021 for the first of 14 races in 12 cities.



Sam Bird & Mitch Evans

January 2021



Hyundai i20 N Rally2.

An all-new rally car designed for privateer teams and drivers has been unveiled by Hyundai Motorsport Customer Racing. The i20 N Rally2 follows on from the Hyundai i20 R5 which Hyundai introduced at the end of 2015.

The car is based on the chassis from the new road-going i20 N high performance hatchback. It also retains the five speed sequential gearbox from the i20 R5 but the 1.6 litre turbocharged engine is new. Also new suspension components and dampers give the car more driver friendly handling characteristics on all surfaces. This is vital in the Rally2 category, which will form the basis of many national and regional championships as well as the International WRC 2 and WRC 3 classes.

The new car aims to continue the success of the i20 R5 which has won numerous titles with customers, including national titles in Spain, Portugal and Poland since 2016. Support will continue for the i20 R5, uninterrupted by the development of the new car.

The i20 N Rally2 is currently going through an extensive testing program, with first deliveries to customers scheduled for summer 2021.

W Series announce 2021 calendar in partnership with Formula 1.

The International single seater motor racing championship for female drivers only, W Series, has announced its provisional race calendar for the 2021 season. This consists of eight Formula 1 support races

26 th June	Le Castellet, France.
3 rd July	Spielberg, Austria.
17 th July	Silverstone, UK.
31 st July	Budapest, Hungary.
28 th August	Spa-Francorchamps, Belgium.
4 th September	Zandvoort, Netherlands.
23 rd October	Austin, USA.
30 th October	Mexico City, Mexico.

This will allow the top female racing drivers to showcase their skills at some of the Worlds most iconic circuits, in front of some of the most influential people in Motor racing.



© Janet Wright

Practical Classics Classic Car & Restoration Show with Discovery.

The 2020 show was postponed due to the first pandemic National lock-down in March. Now the organisers have decided to hold this years event slightly later in the year, in the hope that things will have returned to normal. The show will now take place at Birmingham's NEC between the 11th and 13th June 2021.

The organisers will be implementing all protective covid measures required at the time. All tickets from the 2020 show will automatically be carried forward to the same day for the 2021 event. Clubs that had requested a stand for the 2020 show will also be automatically transferred to the new June dateline.

For more information visit www.necrestorationshow.com

Vauxhall Heritage Collection on the move.

The famous Vauxhall Heritage collection and archive is moving from its home for 30 years at the Griffin house site, with plans to create a new Heritage Centre in the future. With the imminent sale of the Vauxhall former Luton site, a new interim home for the collection will be set up at the company's Ellesmere Port factory. A converted 8,000 square metre building has been set aside for the 60 strong collection, which represents every decade of Vauxhall's 117 year history. The building will be heated, dry and secure, and once the collection has been relocated, the vehicles will be maintained by local classic vehicle specialist Manor Park Classics. Vauxhall Archive will move to a new permanent home at the company's Toddington site. Twenty vehicles will still be displayed outside Ellesmere Port. Currently, 13 vehicles are on display at Stockwood Discovery Centre in Luton, as part of the 'Vauxhall - Made in Luton' exhibition, which runs until the end of March 2021. This is a joint venture between Vauxhall and The Culture Trust Luton and includes the World's oldest Price Henry Sports Car, the stylish XVR concept car from 1966 and a beautiful restored 1970 Vauxhall Viva GT, Manor Park Classics will display six cars at their Runcorn HQ in a bespoke Vauxhall Heritage area. These will include a 1904 6hp Light Car, a 1926 OE-Type 30-98, an original Vauxhall Lotus Carlton and a 1989 Astra GTE Mk2.



Vauxhall Cavalier Mk1



Bentley Bacalar starts test and durability programme.

The first member of the Bentley Mulliner Coach built portfolio, the Bacalar, has started its final test and development programme. A suite of 45 individual validation tests will be performed over a twenty week schedule. These include wind tunnel based aerodynamic assessment, high speed stability and top speed testing, handling and dynamics evaluation. During testing, the car has already exceeded 200 mph. The new model features more than 750 new parts, including 40 + made in carbon fibre. Nearly 100 parts are made by rapid additive manufacture. The car uses an enhanced version of the Bentley 6 litre W12 TSI engine, producing 650 bhp and 667 lb.ft of torque. It also uses an advanced Active All-Wheel-Drive system which allows the car to use just rear-wheel drive as much as possible during normal driving for optimum efficiency. The build of just 12 pre-sold customer cars will start shortly.





© Janet Wright

British Motor Museum celebrates E-Type 60th.

New for 2021 is the E-Type 60th Anniversary which takes place on 24 April. The Jaguar Daimler Heritage Trust are planning a number of events in 2021 to celebrate the 60th anniversary of the launch of the Jaguar E-Type at Geneva in 1961. This will start with an exhibition opening early February and running to the end of May showcasing some of the evolution and development of the E-Type. In April there will be a 'Tour to Geneva' on which the first E-Type Roadster, 77 RW, and the last E-Type built, HDU 555N, will be driven accompanied by a group of E-Type owners. The week-long Tour will start with a driving day around Warwickshire on 24 April which will finish with a gala dinner where a specially commissioned piece of artwork representing 77 RW will be unveiled. More information on this event can be found at <https://www.jaguarheritage.com/event/e-type-60th-anniversary-trip-to-geneva>.



New design for Kia Stinger.

Kia have announced a new design for their GT fastback sports saloon Stinger model. This improves the GT look of the model and also provides a higher quality interior, with new colours, materials and infotainment technology.

At the front, Kia's signature 'tiger-nose' grille sits between new multifaceted reflector LED headlamps, with a new design and LED daytime running lights. The lamps appear darker when off, while giving the car a more high-tech light signature, with sharp slashes of light angled slightly towards the front of the car.



At the rear, the lights extend across the full width of the car. Mimicking the shape of the rear spoiler integrated into the boot lid.

**2021 Taupō Historic GP Celebrating Ford
Bruce McLaren Motorsport Park, Taupō
23 - 24 January 2021.
From Ross MacKay.**

**Zakspeed treat for Ford touring car fans at Taupō
Historic GP.**

Thanks to an Auckland historic racing car collector, two of the rarest and arguably wildest examples of Ford of Europe's forays into touring car racing will be on display at next months' Taupō Historic GP.

Ford fans will be treated to a rare demonstration and display of one of only five Group 5 1977 Escorts ever built by famous German race team, Zakspeed and also of Zakspeed's ultimate Ford, the only 1981 chassis Group 5 Capri.

The 1981 Group 5 Zakspeed Capri

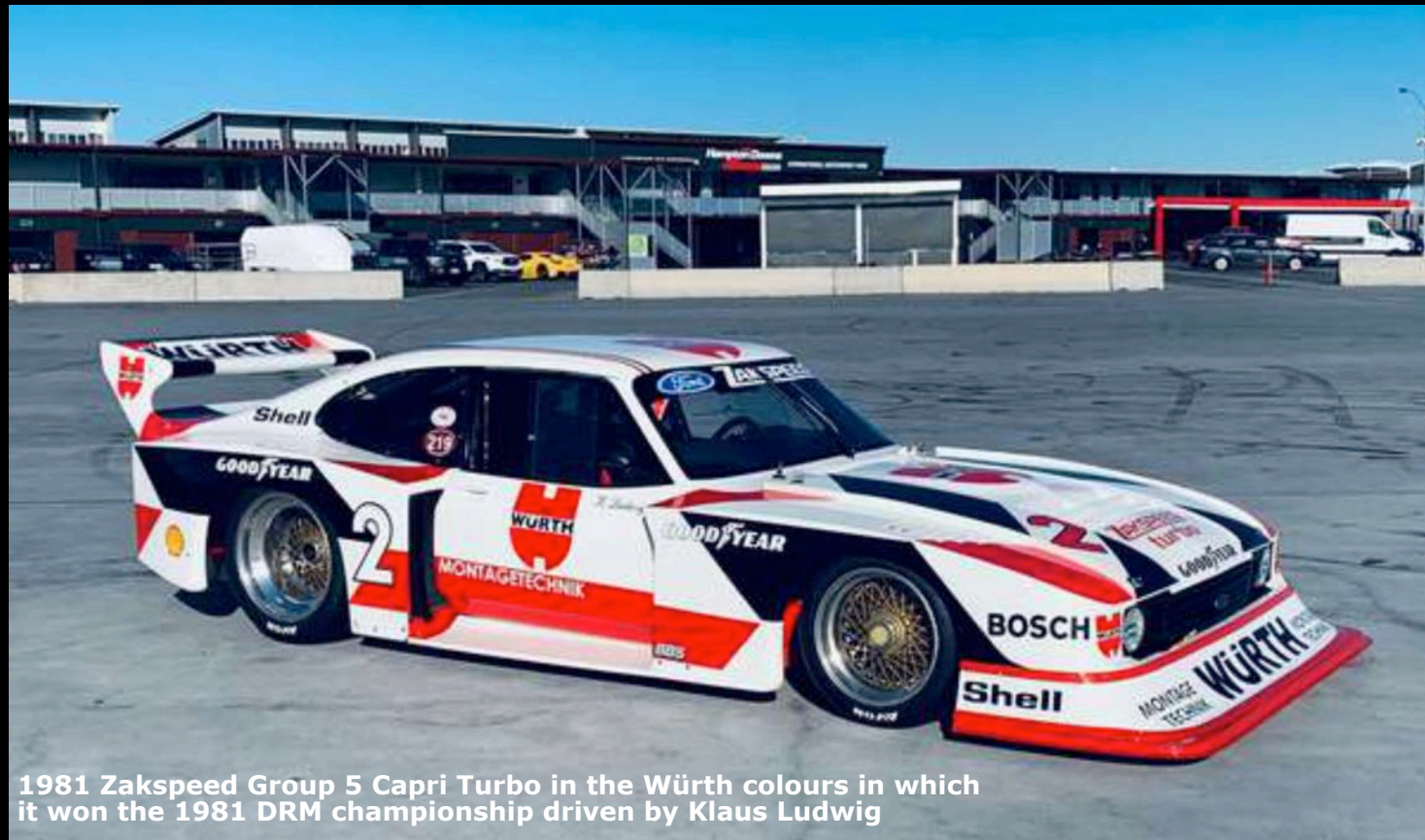
The subject of a painstaking seven-year restoration at the Zakspeed factory in Niederzissen, Germany the Capri Turbo was built for the Ford of Europe-backed assault on the Deutsche Rennsport Meisterschaft (DRM), the forerunner of the modern DTM. Opened-up to the fearsome new turbocharged Group 5 silhouette racers in 1977, the DRM was too good an opportunity for Ford to miss taking on arch-rivals, BMW and Porsche on home ground.

Intended for the World Championship for Makes, Group 5 rules dictated that the lines of the production model needed to be maintained above the wheel arches, the suspension layout retained, and the engine taken from a production unit in the manufacturer's line. This enabled Zakspeed chief Erich Zakowski and his team to be given a brief to create a pure-

bred racing car. The raked windscreen and long lines of the Capri made it an ideal platform for creating a car to take the fight to the BMWs and Porsches.

Lowered to the extent that the entire car barely came up to the sill of the original production model and dubbed the "Wunderwagen" by the press, the Capri Turbo would weigh in at just 790kg. With its four cylinder 1.7 litre engine turbo-charged to 600 horsepower, the result was a fearsome, visceral, flame-spitting beast.

After legendary touring car driver Klaus Ludwig had jumped ship from Porsche to Zakspeed the previous year, the Capri put the opposition to the sword in 1981. Its advanced aerodynamics that included an F1-style, full-length ground effect venturi tunnel with flexible side skirts, combined with a 186mph top speed, more than



1981 Zakspeed Group 5 Capri Turbo in the Würth colours in which it won the 1981 DRM championship driven by Klaus Ludwig

compensated for the 800 horsepower of the Porsches. In Ludwig's hands, the Capri took the DRM title in Würth colours with 11 wins.

The Capri Turbo lived on as the basis for the IMSA Mustang in the USA and its engine formed the basis of the unit Zakspeed would use for their foray into Formula 1. Zakspeed's restoration of the Capri has been accurate in almost every way. All the mechanical components are as original with even the replacement body panels re-made using the original jigs.

The 1977 Group 5 Escort

The 1977 Group 5 Escort is not only one of only five ever built by Zakspeed, it is probably the only genuine Zakspeed Group 5 Escort left competing anywhere in the world.

Built initially as a Group 2 car and, after winning the championship, the Escort was converted by Zakspeed to Group 5 specification for Hans Heyer to drive in the 1977 DRM championship.

The Escort was discovered in Malaysia years later in a very sorry state by Christchurch race car engineer, Gary Wilkinson who brought the car to New Zealand and conducted a meticulous ground-up restoration of the highest standard. The Escort had ended up in Malaysia after being taken to Macau to compete in the famous Guia touring car race. It was then run by Ford of Malaysia where it gained some significant history to complement its European career.

Many of the car's components such as the suspension uprights, bell-housing and differential housing were

magnesium and had deteriorated to the extent Wilkinson had to re-make them or import replacements from Germany.

Restored as much as possible to 1977 specification, the Escort's BDG engine retains its original 1975cc capacity and original Lucas 8mm fuel-injection system, producing 296bhp and 238Nm of torque.

The need for people to see such a very special car has included appearances at the country's important historic motor racing events, the Hampton Downs New Zealand Festival of Motor Racing, the Lady Wigram meeting, the Skope Classic, and the Southern Speed Fest at Invercargill. We are thankful that now, the Taupō Historic GP can be added to that list.



1977 Zakspeed Group 5 Escort that was driven by Hans Heyer in the 1977 DRM championship



Race from the Past
Grand Prix International Silverstone 1000 kms.
Sunday 8th May 1983
By Simon Wright.

Jacky Ickx/Jochen Mass Porsche
956 retired due to accident



Lancia heads for the pits.

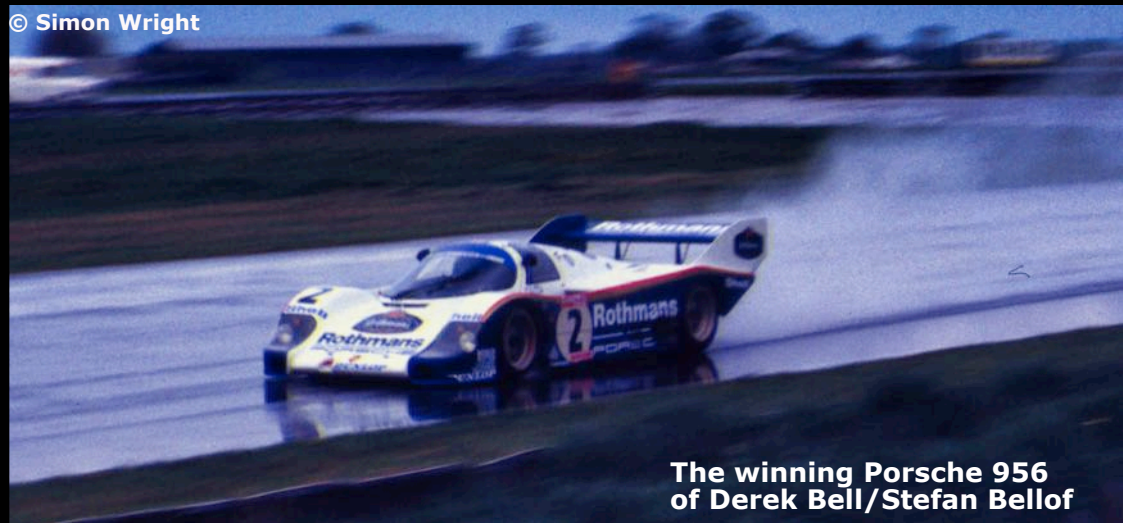
The second round of the FIA World Endurance Championship for Manufacturers and Drivers took place round the Silverstone Grand Prix circuit at the beginning of May 1983. It was a showdown between the Group C Porsche and Lancia teams and attracted a crowd of around 20,000 enthusiasts. This was using the original Grand Prix circuit layout round the perimeter of Silverstone and included the Woodcote chicane, giving a circuit length of 4.719 kms.

The works Rothmans Porsche team had a two car team using the fantastic Porsche 956 powered by the 935/76 Flat 6 4valve DOHC twin turbocharged 2649cc engine. The number 1 car was driven by Belgian Le Mans legend and Grand Prix driver Jacky Ickx and German Grand Prix driver Jochen Mass. The number 2 car was driven by local hero and Le Mans legend Derek Bell and young German Grand Prix star Stefan Bellof. Their main rival was the works Martini Racing Lancia team, who had two Lancia LC2/83 cars entered. These closed coupe cars were powered by the Ferrari 286C/Abarth v8 4 valve DOHC

2599cc engines. The cars were driven by Italian Grand Prix drivers Michele Alboreto and Riccardo Patrese in the lead car and Piercarlo Ghinzani and Teo Fabi in the second car.

After a dry qualifying day on Saturday, it was the Rothmans Porsche 956 of Bell and Bellof who claimed pole position with a time of 1 minutes 13.150 seconds. The second Rothmans Porsche of Ickx and Mass lined up behind them in 3rd place. The other front row position went to the rival Marlboro Sarga SA Porsche 956 driven by Frenchman Bob Wollek and Swede Stefan Johansson. The best placed Lancia was the Alboreto and Patrese car in 4th place on the grid.

© Simon Wright



The winning Porsche 956 of Derek Bell/Stefan Bellof

Race day saw intermittent rain and on a damp track, the two Lancia LC2 cars made the most of their wet tyres at the start of the race and pulled away in the lead, first Alboreto in front, then Ghinzani, but as the track dried, the Lancia pair lost time when they had to pit to change tyres. The majority of the field had started on slicks and after the Lancias retired at a quarter distance, it was just a matter of which Porsche would win. At half distance Ickx led Bell in the works Rothmans Porsches, but after the next pit stop when Mass took over, a sudden rain shower at the

Porsche 956 of bob Wollek/Stefan Johansson finished 2nd.



far end of the circuit saw him run wide and go off the road at Club corner and in to the catch fencing. In the end it was a victory for Bell and Bellof in the Rothmans Porsche 956. At the chequered flag they were over fifty three seconds ahead of Wollek and Johansson in the Marlboro Porsche 956 in 2nd place. Completing the domination of Porsche on the podium, the local Canon Racing Porsche 956 of Belgian Thierry Boutsen and Dutch driver Jan Lammers took a distance 3rd place, seven laps behind the winners. Another Porsche 956 from the German Boss-Obermaier Racing team took 4th place, driven by the all German driving team of Axel Plankenhorn, Jürgen Lässig and Harald Grohs. The all Australian driving team of Alan Jones and Vern Schuppan finished 5th over eleven laps behind the winners in the second Porsche Kremer Racing



BMW M1 of Edgar Doren/Hans Christian Jurgensen/Antoniella Mandelli finished 11th

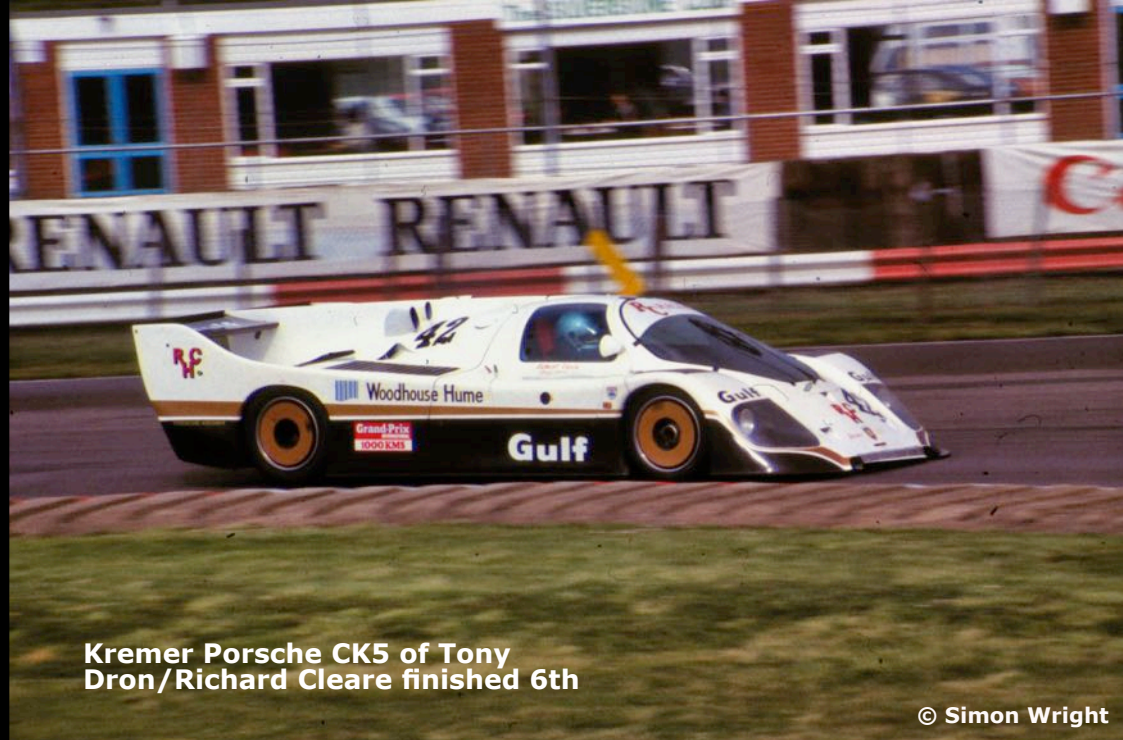
956. Porsche completed their rout with 6th place going to the Richard Cleare entered Gulf Kremer Porsche CK5 driven by local drivers Tony Dron and Richard Cleare. The first non-Porsche to finish was the British Nimrod Aston Martin NRA/C2 from Viscount Downe with Pace Petroleum. This was driven by Ray Mallock and Mike Salmon in to 7th place, twenty eight laps down on the winning Porsche. They were followed home by the John Fitzpatrick Racing Porsche 956, driven by David Hobbs and John Fitzpatrick, that finished 8th overall, thirty two laps behind the winner.

The C Junior class was won by the Jolly Club Alba AR2 driven by Carlo Facetti and Martino Finotto who finished 9th overall, forty laps down at the end of the race. Class B was won by the Team Castrol BMW M1 driven by Jens Winther from Denmark, David Mercer from Great Britain and Wolfgang Braun from Germany. They finished 10th overall, 43 laps behind the winner.

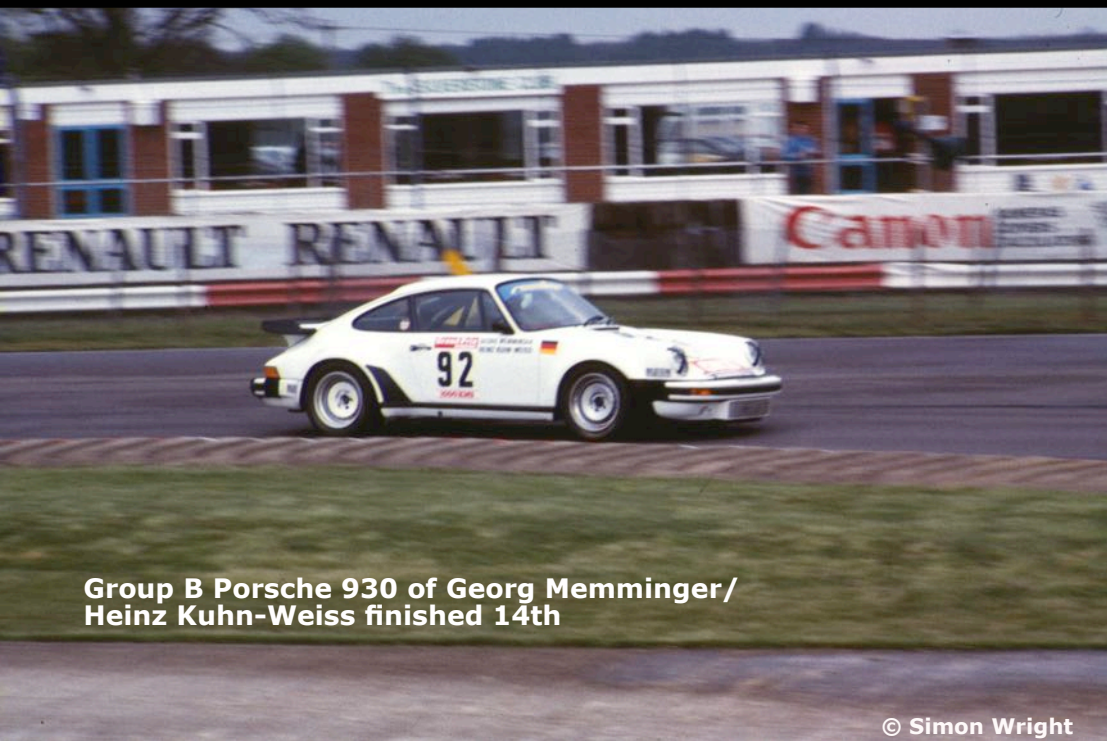


Lancia LC2/83 of Michele Alboreto/Riccardo Patrese retired due to overheating

Joest Porsche 356C of Marc Duez/Philippe Martin/Jean-Michel Martin retired gearbox problem.



Kremer Porsche CK5 of Tony Dron/Richard Cleare finished 6th



Group B Porsche 930 of Georg Memminger/Heinz Kuhn-Weiss finished 14th



Porsche 956 of John Fitzpatrick/David Hobbs finished 8th



C Junior class winners Carlo Facetti/Martino Finotto Jolly Club Alba AR2. 9th overall.

© Simon Wright

The other Rothmans Porsche 956 of Ickx and Mass did not finish due to the accident, and both Martini Lancias also retired due to overheating, but not before Patrese managed to set the fastest lap of the race in a time of 1 minute 18.39 seconds. The Joest Racing team also didn't have a good day with the Porsche 956 of Volkert Merl, Clemens Schickentanz and Hans Heyer retired due to an



Group B Porsche 930 of Jean-Marie Almeras/Roland Biancone/Jacques Guillot Did Not Start due to engine problems.

© Simon Wright



Porsche 956 of Jan Lammers/Thierry Boutsen finished 3rd.

© Simon Wright

engine problem, while the Joest Racing Belga Porsche 936C of Marc Duez, Philippe Martin and Jean-Michel Marin retired with gearbox problems. The Brun Motorsport GmbH Sehar SH C6 Cosworth DFL driven by Hans-Joachim Stuck and Walter Brun also failed with gearbox failure. An interesting entry was the Virgin sponsored



Lancia LC1 of Massimo Sigala/Oscar Larrauri retired head gasket failure

© Simon Wright

Emka C83/3 powered by a 5.3 litre Aston Martin Tickford V8 engine. This was driven by Tiff Needell, Jeff Allam and Steve O'Rourke but did not finish after a rear wheel bearing failed on the last lap. Adding a little interest to the grid were a pair of Gaggia sponsored Lancia LC1 cars, driven by Massimo Sigala and Oscar Larrauri in one car and Joe Castellano and



Nimrod Aston Martin NRA/C2 of Ray Mallock/Mike Salmon finished 7th.

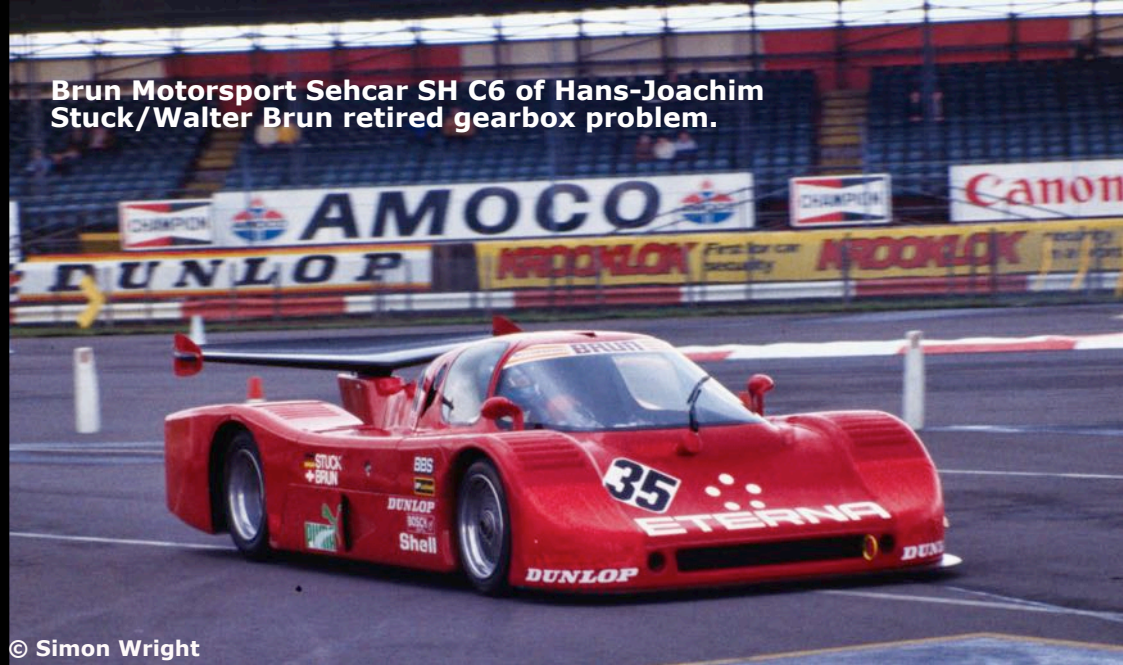
© Simon Wright

Duilio Truffo in the other. The first car retired due to head gasket failure, while the second went out due to debris from the Jochen Mass Porsche accident, which caused Truffo to crash. The final Group C car was the De Cadenet Lola with the Cosworth 3 litre DFV V8 engine, driven by Mike Wilds, Francois Duret and Ian Harrower. They finished 12th overall, forty five laps down at the end. In the C Junior class, Mazdaspeed entered a rotary



De Cadenet Lola of Mike Wilds/Francois Duret/Ian Harrower finished 12th

© Simon Wright



Brun Motorsport Sehar SH C6 of Hans-Joachim Stuck/Walter Brun retired gearbox problem.

© Simon Wright

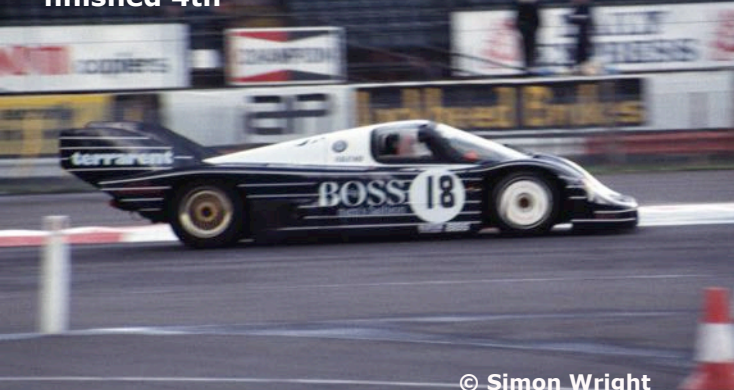
powered Mazda 717C driven by Yojiro Terada from Japan and Pete Lovett from Great Britain. Unfortunately the car retired after losing a wheel.



Group B Porsche 930 of Helmut Gall/Margie Smith-Hass Did not start

© Simon Wright

Porsche 956 Axel Plankenhorn/
Jurgen Lassig/Harald grohs
finished 4th



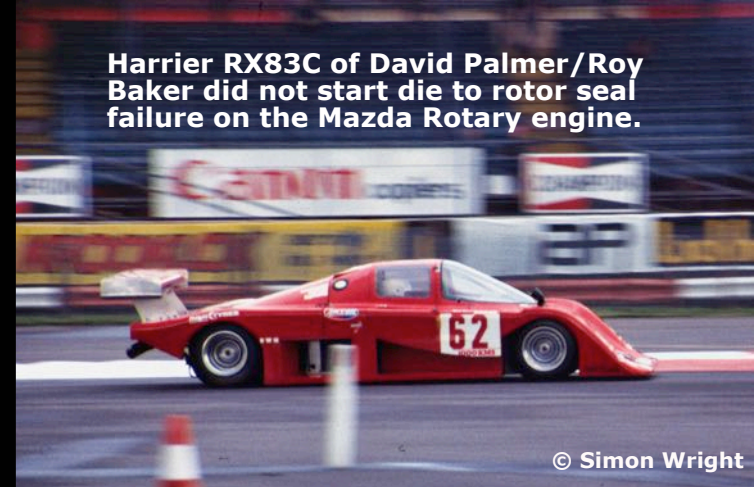
© Simon Wright

© Simon Wright



Lancia LC2/83 of Piercarlo Ghinzani/
Teo Fabi retired overheating

© Simon Wright



Harrier RX83C of David Palmer/Roy
Baker did not start due to rotor seal
failure on the Mazda Rotary engine.

© Simon Wright



Jens Winther/David Mercer/Wolfgang Braun BMW M1 Class B winner

© Simon Wright



Mazda 717C of Yojiro Terada/
Pete Lovett retired after losing
a wheel

© Simon Wright



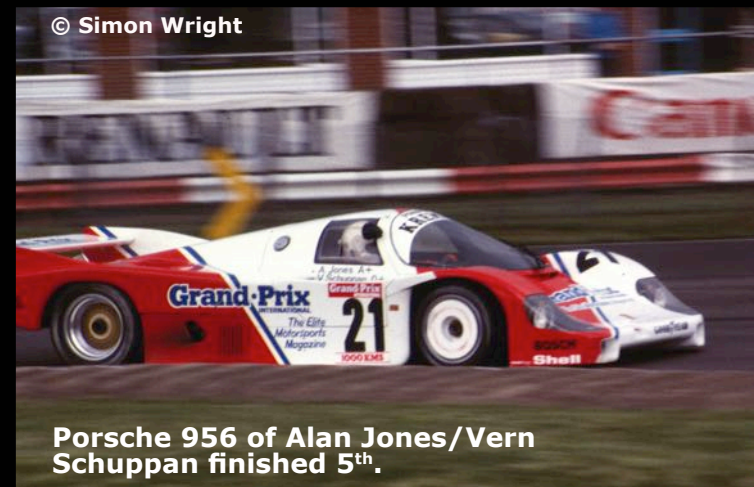
Lancia LC1 of Joe Castellano/
Duilio Truffo retired accident

© Simon Wright



EMKA C83/1 of Tiff Needell/Jeff
Allam/Steve O'Rourke retired
with suspension problems

© Simon Wright



Porsche 956 of Alan Jones/Vern
Schuppan finished 5th.

© Simon Wright

Ford Mustang Mach 1





The limited edition, high performance Ford Mustang Mach 1 will be available for the first time ever in Europe. Making its European debut at Goodwood SpeedWeek, The Ford Mustang Mach1 is the best handling production Mustang ever offered to customers in Europe. It comes with performance enhancements for track ready capability and on-road driving pleasure.

Performance is boosted to a level worthy of the Mach 1 name with enhanced aerodynamics and a specially calibrated 450+ bhp 5 litre V8 all aluminium petrol engine, with uprated cooling for improved track capability. It is matched to a high-performance TREMEC 3160 six speed manual transmission system with a

limited slip differential (LSD), which features rev matching technology for seamless down-shifts. The technology uses the engine's electronic control system to briefly "blip" the throttle as the driver downshifts - matching the engine rotation speed to that of the gear being selected. Flat shift capability is also available, allowing drivers to engage the next gear without lifting the accelerator pedal. The transmission's enhanced performance is enabled in part by using a dedicated oil cooling system to cope with the increased demand. Customers also have the option of specifying an alternative Ford 10-speed automatic transmission system instead. This includes an upgraded





torque converter with unique calibration for the Mustang Mach 1. This optimises torque capability, shift character and overall performance. A second air to oil cooler increases cooling capacity by 75% to manage high-load driving situations. Both manual and automatic transmission systems include an additional rear axle cooling system to support track driving. The new model also features more responsive steering, MagnaRide suspension and 22% more downforce than the Mustang GT. It features a rear diffuser design it shares with the Mustang Shelby GT500 model as well as a longer under tray that incorporates dedicated fins to direct cooling air to the brakes.

A unique suspension setup further enhances road and track performance with specially calibrated MagnaRide dampers and bespoke springs plus antiroll bars give improved control and response under high cornering load. It also features electric power assisted steering to offer the

most precise steering of any Mustang offered before in Europe. The MagnaRide adjustable suspension system electronically controls the magnetorheological fluid inside

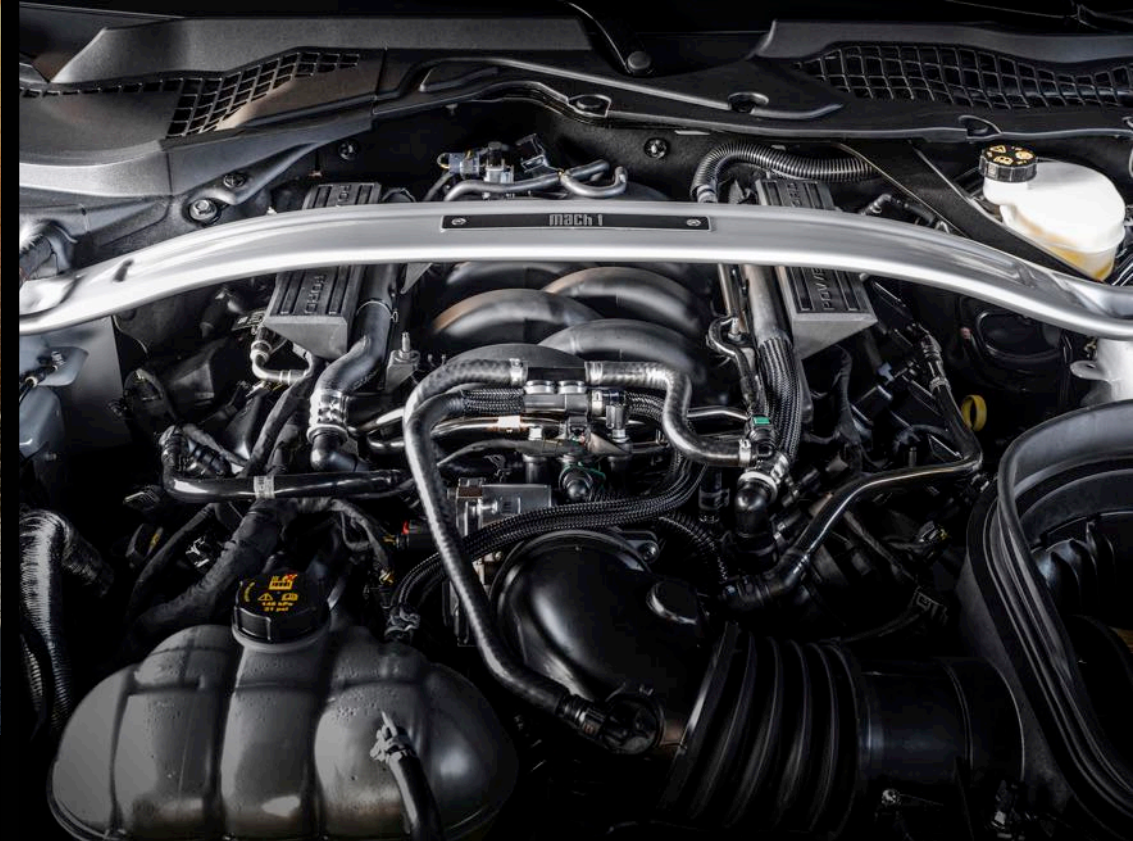


the dampers to respond to real time changes in road conditions. The Mustang Mach 1 also has a higher specification brake booster with a faster response time. This ensures quick and consistent braking performance even under high loads.

The exterior recalls the iconic Mach 1 Mustang of the 1960s and 70s with bold bonnet and side stripes, performance derived body styling and unique 19 inch wheels fitted with Michelin Pilot Sport 4 tyres. It is available in a choice of eight body colours, stripe and



contrast-line combinations. Each Mustang Mach 1 is individually numbered with a distinctive plaque. The interior is distinguished by an ebony colour scheme and dark engine turned aluminium detailing, while the leather sports seats feature metal grey stitching. Both front seats are heated and cooled. It also features Ford's sophisticated SYNC 3 connectivity system, a premium 12 speaker B&O sound system and FordPass Connect modem for enhanced connectivity.



The original Mustang Mach 1 was first introduced in 1969 and increased the performance of the Mustang GT thanks to a number of enhancements. These included a more powerful V8 engine, competition suspension and bespoke styling. This first generation Mach 1 set 295 speed and endurance records at the Bonneville Salt Flats and racing teams earned back-to-back SCCA Manufacturers Rally Championships in 1969 and 1970.





VSCC Winter Driving Tests.

Bicester Heritage

5th December 2020

By Peter McFadyen



Laura Hamilton-Gould
(Austin 10 Tourer)



ERA racer Nick Topliss (GN Gnome) – a penalty for stopping astride the start line instead of the adjacent finish line cost him an award

VSCC Winter Driving Tests

The sun shone as brightly as the smiles in the eyes of the 87 competitors in the Winter Driving Tests at Bicester Heritage in Oxfordshire on Saturday 5th December. The national ‘lockdown’ had ended in England just three days before and, although the regional ‘tiers’ which replaced it deprived some of their chance to take part, the VSCC were no doubt pleased to be able to end a difficult year with this always enjoyable finale. Ten varied tests had been laid out around the perimeter road of the still active

WWII RAF airfield, all to be tackled against the clock and with penalties added for errors such as taking the wrong route, hitting marker cones or overshooting designated stop lines.

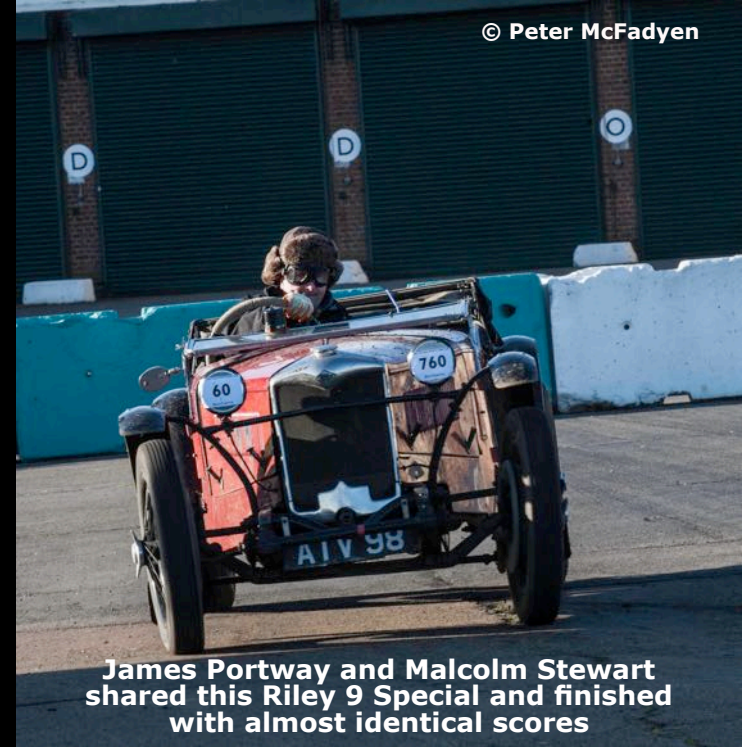
Fifty of the entries were in the Modified Sports Cars class, various forms of Austin 7 were by far the most popular choice here and in other classes except of course Class 1 for Veteran and Edwardian Cars. Here there were but two entries, Emily Fraser’s 1910 Overland 38 Speedster and

**Edmund Burgess
(Bugatti T13 Brescia)
won his class**

© Peter McFadyen



Michael Power. With its long wheelbase and being built for comfort rather than speed this unlikely driving test mount nevertheless outperformed five of its classmates and others with a steady, almost penalty-free, run throughout the day.



© Peter McFadyen

James Portway and Malcolm Stewart shared this Riley 9 Special and finished with almost identical scores

William Fraser's 1914 Marlborough 8/10HP, victory narrowly going in favour of the lady.

The Touring Cars class was well supported with Robert Lees heading the fourteen entries in the Model A Ford which he shared with Charles Lees who finished second.

Nicholas Whitmore, also in a Model A, was third ahead of another Lees, this time well known racer Tony who was sharing a Dodge Victory Six Saloon with Tim Greenhill. This class probably had the greatest variety of cars with Lea-Francis, Singer, Morris Minor, Frazer Nash, Sunbeam and Lagonda among them but most notably the Rolls Royce 40-50 Silver Ghost driven by

Camilla Fraser's fabric bodied Austin 7 Saloon was much admired



© Peter McFadyen

In the Standard Sports Cars class, the two Brescia Bugattis present were dominant, Edmund Burgess winning the class from David Marsh with Nigel Stroud's M Type MG next best. There was further variety in the class devoted to Cyclecars, 'Oddities' and LCES cars, LCES being the Light Car &

Edwardian Section of the VSCC. Here we found Bruce Girvan and his son Matthew in their little 1930 907cc Jowett 7HP, Matthew being unwise enough to set the better times in his father's car. Frazer Sloan was giving his very rare – only two are known in the UK and one in Australia – Palladium Victory Tourer its competition debut having bought the car at auction

Clive Hamilton-Gould (Morris Minor Tourer) winner of Class 5 for light cars, cyclecars and 'oddities'



© Peter McFadyen

© Peter McFadyen

Michael Power and the Rolls Royce 40-50 Silver Ghost.



Piers Trevelyan (Austin 7 Chummy). Piers recently won a major award for his restoration of a 30-98 Vauxhall



© Peter McFadyen

Mike Stringer (MG M Type)



© Peter McFadyen

Peter Batty (Ford T Special) was second overall, less than 10 seconds behind the winner



© Peter McFadyen

Chris Batty (Frazer Nash - Bugatti) - and hat



© Peter McFadyen

David Saxl (Riley 12/4 Special) won a 3rd class award

© Peter McFadyen



Rob Hubbard (Riley 9 Mk IV) at speed on Test 1 which used part of the Bicester sprint course

© Peter McFadyen



© Peter McFadyen

Robert Ellis (Frazer Nash Super Sports) set fastest time on two of the ten tests but a wrong turn on another put him out of the awards



Matthew Girvan climbs aboard the Jowett 7HP just vacated by his father Bruce (in Santa hat)

© Peter McFadyen



Ian Boulter (Calthorpe 10HP Minor)

© Peter McFadyen

just a year ago. He set fastest time in two of the tests but a wrong turning in another put him just out of reach of an award. Another driver/car combination making their debut together, although separately familiar at VSCC events, were balloon pilot Robin Batchelor and his 1921 GN Tourer, a car with a long competition history principally in the hands of Pam Arnold-Forster.

Winner of this mixed class, however, was experienced driving tester Clive Hamilton-Gould in his 1930 Morris Minor. Clive's daughter, Laura, was competing in an Austin 10 Sports on behalf of the Bicester Heritage based charity 'Starter Motor' although she was the only entry in the Bicester College class. Bruce Girvan and the Jowett finished second in class, just one 'wrong test' by Matthew being enough to let experience and accuracy triumph over speed. Ian Boulter's Calthorpe 10HP Minor was third in the class.

As always in a competition based on fastest times, the



Bruce Girvan (Jowett 7HP) scattering the dirt

© Peter McFadyen



David Marsh's Brescia Bugatti

© Peter McFadyen



Craig McWilliam (Riley Special) had the misfortune to knock a marker cone down while reversing

© Peter McFadyen



James Hubbard cornering his Riley Monaco hard on Test 1

© Peter McFadyen



© Peter McFadyen

Gillian Carr (Austin 7 Chummy) lines up to start a test ahead of the Rileys of Rob Hubbard and James Hubbard

overall winner was almost bound to come from the Modified Sports Cars class and so it was this year with George Diffey in his Austin 7 coming out top, his total time of 375.5 seconds being just 9.9 lower than that of his closest rival Peter Batty in a Ford Model T Special. Paul Compton's Wolseley Aerees Special, with a score of 406.3, was third, a mere 0.7 ahead of Matthew Roberts's Austin 7 Ulster Replica. All were penalty-free on all ten tests as were the next four, once again emphasising the importance in this competition of accurately following the correct route, avoiding markers and stopping in the right places. It's never as easy as it looks when done by an expert but it's always fun to try or even just to watch.

© Peter McFadyen

Angelica Mainland's Peugeot Lockhart Special



© Peter McFadyen



Wendy Webber's Riley Sprite, running in the class for Standard Sports Cars

© Peter McFadyen



The Dodge Victory Six Saloon shared by Tony Lees and Tim Greenhill

© Peter McFadyen



© Peter McFadyen



© Peter McFadyen

Tim Parker (Lagonda 2-Litre Speed Model)



Rally Retrospective. Rally of the Midlands 2005

11th -12th June 2005

By Simon & Janet Wright.

Winners of the rally were Tony Davies and Jim Kitson in a MG Metro 6R4



Front runner Nigel Gibbard and Darren Mansell retired the Darrian T90

© Janet Wright

The Rally of the Midlands was always a popular event located in the heart of England. It was a tarmac rally, using nineteen special stages based around Nuneaton in Leicestershire. The 2005 event used the Mallory Park circuit as four stages on the first day of the rally, as well as stages at Higham, Merevale, Bramcote and Arbury. The event attracted a good mix of vehicles in the fifty cars which contested the event. Heading the entry list were a pair of MG Metro 6R4s driven by Tom Morris and Tony Davies, while Nigel Gibbard was a contender in his Darrian T90. The rest of the top contenders were in the usual Subaru Impreza, Mitsubishi Lancer Evo and Ford Escorts.

The Rally was dominated by Tony Davies and Jim Kitson in their MG Metro 6R4, leading the event from start to finish and taking fastest time on sixteen of the nineteen stages. He started as he meant to continue, winning the first Higham stage by twenty three seconds from Morris in the other MG Metro 6R4 and a complete minute faster



The class winning Ford Escort Mk2 of Julian Jones and Simon Millington finished 4th

than 3rd placed Andrew Bird in a Mitsubishi Lancer Evo VI. His winning margin at the end of the rally was two minutes and forty seconds. In 2nd place was the other MG Metro 6R4 of Tom Morris and Neil Chambers. They won the other three stages, Higham 2 and Bramcote 1 and 2, but never really managed to challenge Davies for the overall lead of the rally.

A distant 3rd overall was Andrew Bird and Richard 'Plug' Pulleyn in their Mitsubishi Lancer Evo VI, over four minutes behind the winner, and one minute twenty seven seconds behind the 2nd placed MG Metro 6R4. In 4th place



© Janet Wright

2nd placed MG Metro 6R4 of Tom Morris & Neil Chambers

Scott Smith & Richard Millener Ford Escort Mk1 finished 10th and 4th in class



© Simon Wright



Richard & Pat Egger Vauxhall Nova were 2nd in class and 6th overall.

Simon Hewitt & Michael Morgan MG Maestro retired with Alternator problems



© Janet Wright

Robert Dalziel & Ina Jarman Subaru Impreza WRX finished 13th



© Simon Wright

Mark Turner & Mark Oliver Peugeot 206 finished 22nd



© Janet Wright

Opel Astra of Stephen Ritchie & Ian Harden retired



© Simon Wright

John Bradley & David Stanley Citroen Saxo were the last finishers in 30th



© Simon Wright

© Simon Wright



Andy Baker & Lee Burgess Peugeot 205 Gti 3rd in class and 9th overall.



In 3rd place was Andrew Bird and Richard Pulley in a Mitsubishi Lancer Evo VI

overall, and taking a class 3 win, was the Ford Escort of Julian Jones and Simon Millington, who were nearly six and a half minutes behind the overall winners. Robert Davies and Mike Goodman claimed 5th overall in their



Despite a spin Eli Sharp & Val Thompson Austin Mini still won their class.

Class winners Paul Chapham & Dave Gibson Peugeot 106 18th overall.



Mitsubishi Lancer Evo VII. Rounding out the top six and finishing 2nd in class 3 was the Vauxhall Nova of Richard & Pat Egger. The 3rd place in class 3 and 9th overall, was Andy Baker and Lee Burgess in a Peugeot 205 GTi. The next class winner was Eli Sharp and Val Thompson in their Austin Mini, who took Class 1 in 16th position overall. They narrowly beat 2nd in class Harry Portlock and John Jarrett in their Citroen AX by just ten seconds after two days of rallying. Class 1 final podium position went to



Final class winners Phil Long & Cyril Morris Vauxhall Calibra V6 RWD 28th overall.

Simon Bailey & Kevin Robinson Renault Clio Williams 26th 7th in class



© Simon Wright

Owen Cule & Jason Mann Rover Metro 4th in class 21st overall.



© Simon Wright



Colin Billings & Andy Kilby Volkswagen Golf Gti finished 13th and 6th in class.

© Simon Wright



Clive King & Bob Ward Austin Mini (20th and 3rd in class) lead Ray Read & Stuart Anderson-Peters Audi Quattro (Retired) round Mallory park.

© Simon Wright



Paul Cooper & Roger Mallalieu MG ZR retired with gearbox problems.

© Janet Wright



Robert Davies & Mike Goodman Mitsubishi Lancer Evo VI 5th.



Greg Wilkinson & Jonathan Padgett Ford Escort RS Cosworth retired on Stage 6 with Clutch problems. © Simon Wright

Clive King and Bob Ward in another Austin Mini who finished 20th position and 3rd in class. Class 2 saw another clear winner with Paul Clapham and Dave Gibson taking their Peugeot 106 to 18th overall. They were almost two minutes ahead of 2nd in class 2, the Peugeot 206 of Mark Turner and Mark Oliver who finished 22nd overall. The final class winner was Phil Long and Cyril Morris in their Vauxhall Calibra V6 RWD in 28th place overall and the only finishers in class five. Only thirty cars made it to

the finish, with a high forty percent retirement rate. The first retirements all went out on the very first stage. John Marshall and Graham Lewis managed to roll their Subaru Impreza at Higham, just after Gary Standen and Craig Drew had retired their Subaru Impreza with electrical problems. Graham Muter and Mike Dallaway also retired their Ford Escort with an oil pressure problem,



Tim Wood & Robert Birchley in the Audi Quattro finished 11th on the road, but got a 1 minute penalty and dropped to 14th.

© Janet Wright

Glyn Jarman & Damien Rigden Subaru Impreza finished 8th overall.



© Simon Wright

followed by Mark Booth and Geoff Watson with head gasket failure in their Austin Mini. The engine failed in the Vauxhall Nova of Stuart Spyer and Pete Williams and the gearbox went in the Vauxhall Nova of Ian Cooper and David Tortoishall. The unusual Darrian T90 of Nigel Gibbard and Darren Mansell was quick from the start, taking 4th 3rd 4th 5th places on the first four stages and had been up to 3rd overall, before dropping down the field and retiring on stage 7. The other front runner, Neville Sutton and Kevin Ward in the Mitsubishi Lancer Evo VI had worked their



© Simon Wright

way up the leader board from 6th to 4th for most of the rally before retiring on stage 18 with Differential problems. Finally Ian Matthews and Phillip Pearce in their Talbot Sunbeam had worked their way up from 8th to 6th before retiring on stage 12 with axle problems.

Andrew Toop & Nick Lazarides Vauxhall Astra retired on special Stage 9.



© Simon Wright



Ian Matthews & Phillip Pearce Talbot Sunbeam retired on Stage 12 with Axle failure

© Janet Wright

Chris Rice & Lee Harding Mazda 323 4WD finished 19th overall and 10th in class.



© Simon Wright



50 Days 50 Years Ago
By Peter McFadyen
Featuring Oulton Park, Mount
Tremblant - St Jovite and Watkins
Glen.

At Oulton Park, Jochen Rindt is on the way to his final race win.

© Peter McFadyen

50 Days 50 Years Ago

The period from mid-August to early October 1970 was a busy and important time both for me and for the world of motor racing. At the end of August I travelled to upstate New York to begin a two year period in America but before that, on 22nd August, I attended one last race meeting in the UK, the Oulton Park Gold Cup, highlight of the Cheshire circuit's annual calendar. This was one of the now unimaginable "non-championship Formula one" races which would shortly become completely extinct and already relied on Formula 5000 cars to make up the grid otherwise consisting of a handful of contemporary F1 cars, on this occasion just five of them.



© Peter McFadyen

Practice over, Graham Hill and Jochen Rindt compare notes. Both were driving Lotus 72s at Oulton Park

Having said that, the entry for the 1970 Gold Cup race

included three world champions, John Surtees, Graham Hill and Jackie Stewart plus the man who would shortly be crowned that year's champion, albeit posthumously, Austrian Jochen Rindt. Jackie Oliver was the fifth F1 driver in a works BRM P153. The race gained extra interest when the Tyrrell team came to the circuit the day before official practice began for Stewart to shake down their new creation, the very first Tyrrell F1 car; they brought the March 701 along as well just in case. Rindt was driving a works Lotus 72C, chassis R2 and Hill had Rob Walker's new Lotus 72C, R4. Surtees put his Surtees TS7/001 on pole while Stewart started the Tyrrell from the back of the grid only to suffer various problems culminating in a blown engine and retirement but not before he had broken his own lap record set the previous year.

Surtees went on to win the first 20-lap heat from Rindt who was slowed by having the wrong top gear ratio with Oliver finishing third in the BRM. Hill lasted only three laps with his new Lotus 72C before retiring. For the second heat Rindt's gearing was corrected and he won from Surtees with Oliver again third. The overall results, based on combined heat times, gave Surtees the Gold Cup and, without even completing his slowing down lap, Rindt who was second overall, abandoned the Lotus just after Old Hall to jump into a plane and fly off for a hill climb in Austria.



© Peter McFadyen

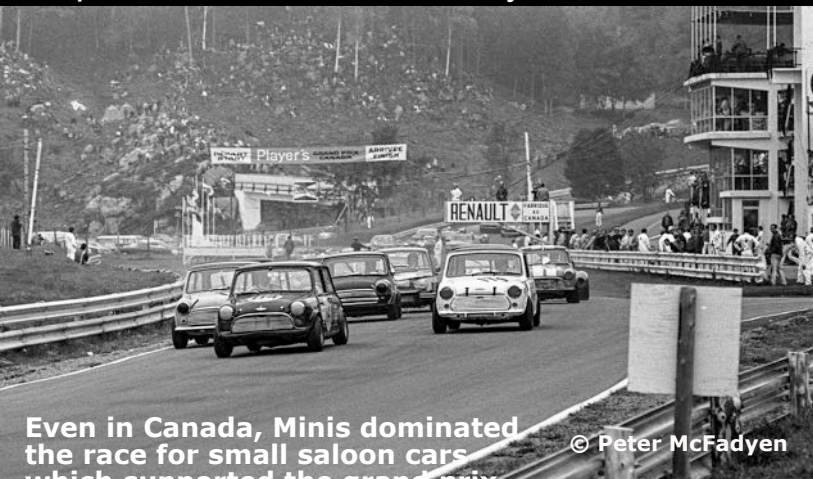
Stewart's Tyrrell takes an immediate lead at the start in Canada with Surtees and Ickx close behind



Stewart heads for the pits and retirement

© Peter McFadyen

From my new base in New York State, Montreal was just two hours away by road across the border – as was the Canadian capital Ottawa – and a further 90 miles north in the French speaking province of Quebec lay the circuit of Mont Tremblant – St Jovite which, on 20th September was, for the second time, to play host to the Canadian Grand Prix. The 2.65 mile circuit was quite narrow and bumpy in places and while scenically beautiful it was regarded by



Even in Canada, Minis dominated the race for small saloon cars which supported the grand prix

© Peter McFadyen

some as 'rather tricky'. The F1 circus had assembled there without Team Lotus following the death of Jochen



The rocky hillside made a superb natural grandstand at the final corner as Graham Hill goes by in the Rob Walker Lotus 72C



Jackie Ickx won the Canadian Grand Prix in the Ferrari 312B

Rindt when his Lotus 72 crashed during practice for the Italian GP at Monza.

Everyone else was there, however, including Jackie Stewart who, still with both the March and the new Tyrrell to choose from, eventually chose the latter and in the race proceeded to romp away from the 30-car field at around a second per lap with Jacky Ickx (Ferrari 312), Pedro

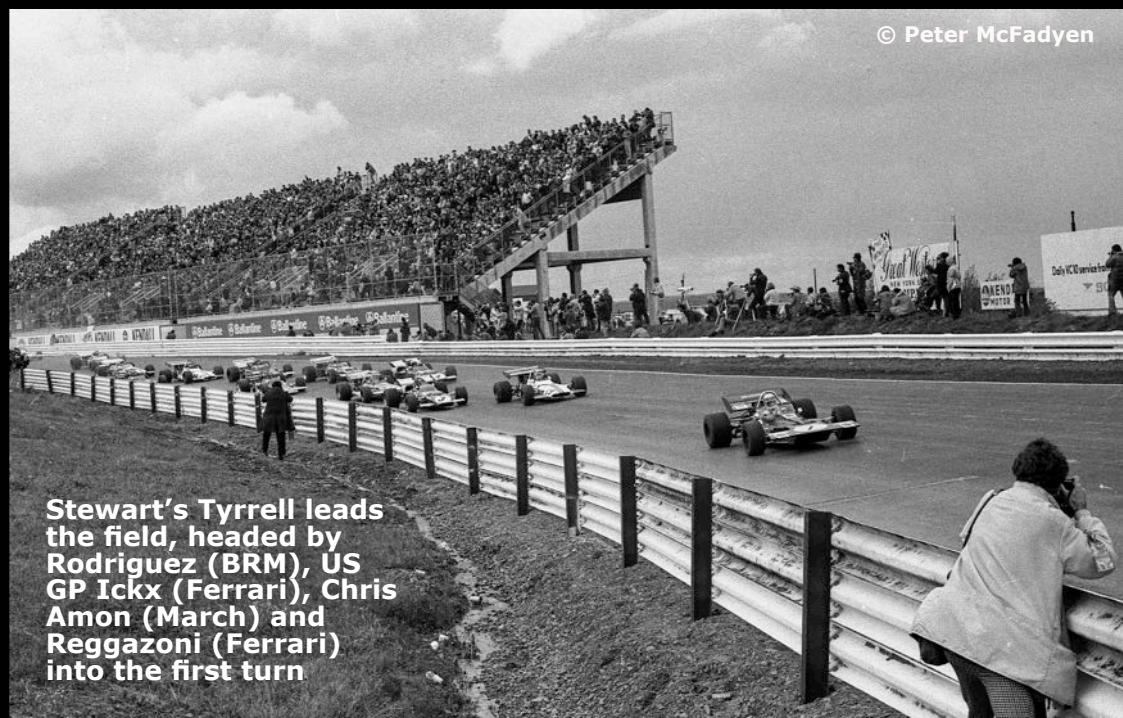


Ickx on the winner's podium

Rodriguez (BRM P153), Surtees (TS7) and Stewart's Tyrrell teammate Francois Cevert (March 701) vainly giving chase.

On lap 32, the Tyrrell's left front stub axle broke and Stewart headed for the pits and retirement leaving Ickx and Clay Reggazoni in the two works Ferraris leading from Chris Amon who had worked his March up into third place ahead of Cevert. The Frenchman eventually finished ninth, delayed while a shock absorber was replaced allowing Rodriguez to take fourth ahead of Surtees and Peter Gethin (McLaren M14A). Fourteen cars finished the race.

Two weeks later, Watkins Glen, in the equally picturesque Finger Lakes region of upstate New York, was the venue



Stewart's Tyrrell leads the field, headed by Rodriguez (BRM), US GP Ickx (Ferrari), Chris Amon (March) and Reggazoni (Ferrari) into the first turn

for the 12th United States Grand Prix. Team Lotus were back with 29-year-old Swede Reine Wisell joining the team alongside Brazilian Emerson Fittipaldi. They both drove Lotus 72s, another of which was entered by Rob Walker for Graham Hill who was returning to the circuit where he had suffered serious leg injuries the previous

US GP Colin Chapman checks lap times in the Watkins Glen pits during practice



© Peter McFadyen



US GP Emerson Fittipaldi en route to his first ever Grand Prix victory in only his fifth F1 race

© Peter McFadyen

year and was going well. Jacky Ickx was fastest in practice in the Ferrari 312B with Jackie Stewart's Tyrrell 001 second and Fittipaldi third just five hundredths of a second behind. The Brazilian had conscientiously put in over 220 laps in practice, more than twice the race distance.

Prize money was still a major feature of grand prix racing at this time and American races were justifiably famous for their generosity in this respect. At the Glen, over a quarter of a million dollars – about £100,000 at the time – were on offer, \$50,000 going to the winner, the rest being distributed to the other 23 starters all the way down to the last finisher (or first retiree)



© Peter McFadyen



Swede Reine Wisell joined Team Lotus at Watkins Glen and finished an excellent third in his first grand prix

who received \$6,000, so it was important not to be one of the three non-qualifiers from the entry of 27.

Stewart led initially from the BRM of Pedro Rodriguez while Fittipaldi was down in eighth after a poor start. The



© Peter McFadyen

US GP The works Ferraris of Jacky Ickx and Clay Reggazoni January 2021

Ferraris of Ickx and Clay Regazzoni soon passed the BRM but several pit-stops dropped the Swiss to an eventual 13th place, seven laps down. Stewart was pulling away until three quarters of the 400km race had been run when an oil pipe burned through on the exhaust and the



US GP Graham Hill in the Rob Walker / Brooke Bond Oxo Lotus 72C

© Peter McFadyen

Tyrrell expired, out of oil, leaving Rodriguez in the lead. Then, with only eight of the 108 laps remaining the BRM was running out of fuel, an unbelievable repeat of what had happened in Canada and, as it was replenished in the pits, Fittipaldi swept by into the lead, going on to score his first grand prix victory and putting Team Lotus firmly back on track. Rodriguez rejoined in time to finish second ahead of the second Lotus of a delighted Wisell with the rest, led by Ickx's Ferrari, one or more laps behind. Graham Hill had retired with clutch problems after 73 laps. Two years later, in 1972, Emerson Fittipaldi would become World Champion.

Auto China International - Beijing Motor Show 2020.





Auto China International - Beijing Motor Show 2020. While most of the World cancelled in door motor shows, the Beijing Motor Show was able to take place at the beginning of October. With travel restrictions still in place, only local media correspondents were able to attend. Apart from the requirement to wear face masks, the show appeared to be very similar to previous years. Entry

but many local Chinese manufacturers were able to display new cars on their stands, not previously seen at shows. One example was the Polestar Precept Concept, which had been due to make its World debut at the Geneva Motor Show in March. When this show was cancelled, the vehicle had only been seen online, but it



involved showing a local Beijing Health Kit code and social distancing signs were present, but the show still seemed to have a large attendance. There were not many new vehicle launches this year,





made its actual debut in Beijing. The Precept concept is a vision for the future - That sustainable materials can create new design opportunities while redefining premium, that technology can further close the gap between driver and car and that design languages can always evolve. The Polestar Precept brings this vision to life. One example is the Eye Tracking and proximity. The eye tracking knows where the driver is looking at any point in time and will adjust the brightness of the display screens accordingly, to prevent distraction. The proximity knows when a hand is coming towards the screen. This will then display more information, enlarge the controls on screen and



more information, enlarge the controls on screen and

brighten the display to ease operation. The infotainment system has been developed in conjunction with Google and uses advanced voice recognition. Even lighting, climate and seating preferences will automatically adjust for a seamless driving experience.

BMW showed the 430i and 530i plus competition versions of the M3 and M4. The new 430i has had a clean sheet redesign with bolder exterior styling. The



two door coupe is powered by the 255 hp turbocharged 4 cylinder 2 litre engine. This should give it around 34 mpg. If you add the four wheel drive option, the fuel consumption drops to around 31 mpg. It comes as standard with Automated Emergency Braking with pedestrian detection and lane departure warning with lane keeping assist. Adaptive cruise control with semi-



autonomous driving mode is an optional extra. It is designed to compete against the Audi A5, Lexus RC and Mercedes Benz C Class. Maserati unveiled the new Maserati MC20.



Other international manufacturers included South Korean Kia who showed its new Kia Carnival Minivan, known in the UK as the Kia Sedona. One of Japan's major manufacturers, Honda showed the SUV e concept, aimed at the Chinese market.



Probably the best internationally known Chinese manufactured marque is MG. They were showing the MG Linghang, a facelift on the MG HS. The local Chinese motor manufacturers were out in force. Geely showed its new flagship Preface saloon, which is based on the Volvo CMA platform. The car has just received the 2021 China Car of the Year award. This fourth generation model is based on advanced modular



architecture that allows for leading levels of conductivity, and quality that includes safety as a standard. Another Chinese manufacturer Hongqi, who make cars for Chinese statesmen, showed the production version of the E-HS9 electric SUV which boasts a 0-62 mph acceleration time of just 4 seconds.



The ArcFox a-T (Alpha-T) from BAIC BJEV was first shown at the Geneva Motor show in 2019. It is an all-electric 5 seater mid-size crossover 4WD SUV using dual AC induction/asynchronous permanent magnet motors, which develop 218 hp and 265 lb-ft torque driven by a 93.6 kWh Li-ion battery. It has a claimed range of just over 400 miles on a charge. It also comes with Level 2



autonomous driving and is equipped with 5G compatible systems, which is required to eventually meet Level 3 self-driving software updates.

The new Roewe ei6 MAX PHEV is a facelift compact saloon produced by SAIC Motor as a hybrid version of the i6, which was originally launched at the 2016 Guangzhou Auto Show in China. The i6 Max is powered by a 1.5 litre second generation Blue Core 300TGi mid cylinder, direct injection turbocharged engine which produces 178 hp and 275 Nm torque. Its 7-speed automatic gearbox uses the World's first three chamber independent lubrication system. The Hybrid Roewe ei6 MAX is powered by a 3 litre second generation blue core



300TGi in-cylinder central direct injection, turbocharged engine, plus a 100 kW high power electric motor. It also features a 10-speed second generation EDU intelligent electric drive transmission. It has a maximum torque of 480 Nm and it can drive for 43 miles on full electric power.





Something unusual at the show was what appeared to be a 1950s Corvette. Meet the new SS Dolphin, a hybrid sports car from Songsan Motors which looks like a clone of the 1958 Chevrolet Corvette C1. The general shape and design pay homage to the American classic, but it is slightly different in size and has plug-in hybrid technology. The cost in China at ¥590,000, around £67,400. The SS Dolphin is powered by a turbocharged 1.5 litre engine and an electric motor

with a 16 kWh battery, which allow it to accelerate from 0-62 mph in just 4.9 seconds. It can also travel up to 60 miles on just electric power. It has disc brakes on all four wheels and quad LED headlights. The removable hood can be stored in the boot.



A much more modern look was the Chery Arrizo Star, a Chinese coupe concept which is based on the Chery Arrizo GX saloon, but is now a 2 door design which has undergone a comprehensive design overhaul. This includes a pair of futuristic headlights on the front, with an LED light bar and an illuminated emblem, massive air intakes and a splitter. Front and rear flared wheel arches cover matt black wheels. Finally at the rear is a large rear wing. The engine options could be the 147 hp from the entry level GX or the more powerful 156 hp engine from the Arrizo GX Pro.





The Chinese have got the Tesla model S in their sights with the Beijing Radiance Concept from BAIC, through their sub-brand Beijing. The futuristic looking Electric four door coupe will have a claimed driving range of 497 miles. It is also claimed that it will get level 4 autonomous driving, which is comparable to Tesla's Autopilot feature. Inside, the steering wheel has a screen integrated on it, and there

is a massive infotainment screen on the dashboard. The Beijing brand also had their X7 mid-sized crossover SUV on display. This is a new vehicle powered by a four cylinder 1.5 litre turbocharged engine. This produces 188 hp and torque of 275 Nm. There is also a hybrid version. This can be fitted with either a 6 speed manual gearbox or 7 speed automatic dual-clutch transmission. It also features AR live navigation and Active conversational voice interaction via the in-vehicle interconnection system. It also has face recognition, automatic seat adjustment and active fatigue driving monitoring. Additional safety features include one-key automatic parking and traffic congestion assistance, with L2 level driving assistance enabled via software updates.





Another concept vehicle on display was the Changan Vision-V, a look to the future. This car gives an insight into the style that will characterise the brand's future models. Changan have a European style centre based in Turin and the new design uses technology and intelligence with care to create a rational, simple futuristic and advanced design. This is a medium sized electric SUV with sharp lines to give a sporty and dynamic appearance. The front is a solid surface that replicates a honeycomb grid with a display of LEDs. There are a pair of thin headlights connected with a single row of lights that go right across the front of the vehicle. The rear of the vehicle is equally distinctive, with a large band of horizontally developed LEDs that extend



right across the rear of the vehicle, split in the middle by the Vision V badge. At the rear of the roof and extending up from the sides is a spoiler, similar to that on a racing car. The interior has been designed for maximum comfort. The dashboard consists of a series of digital panels relying infotainment, navigation, multimedia and systems information to the occupants.

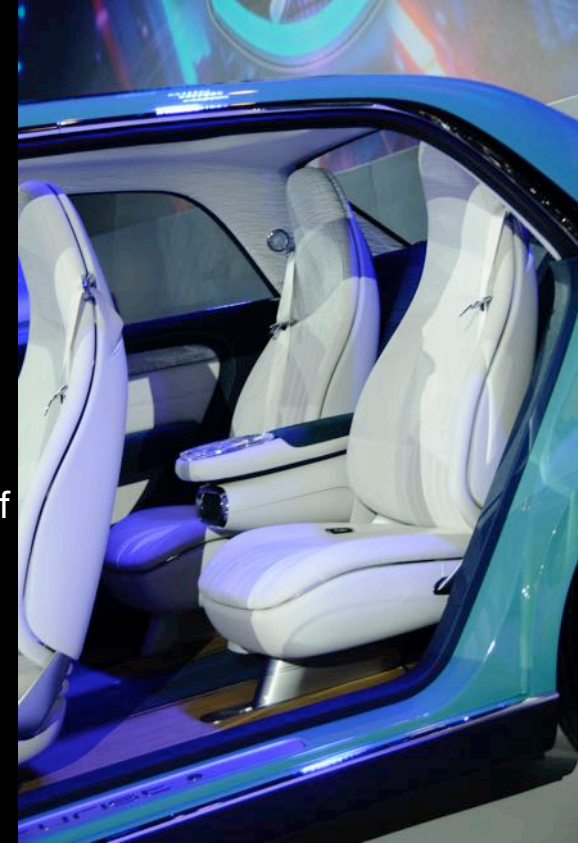


Keeping away from the flood of SUV and Crossover vehicles that flooded the show, the Great Wall Motors' Futurist concept was a more conventional 3 box designed saloon car. The retro styled electric luxury saloon could fit



into either the Wey Brand as a luxury car or maybe the Ora brand thanks to its electric propulsion and retro style. The design appears to incorporate styling features from many iconic cars, like the Ford Mustang, early Audi saloons and the BMW 2002, but the electric powertrain earns its Futurist title. It does not feature a B post, with the

rear doors opening from the front (“Suicide doors”) and the door handles are pop out. The interior continues the retro and modern look, with an old fashioned 3 spoke steering wheel, the centre instrument panel is in a circular pod in front of the steering wheel and then there is a large widescreen display panel in the centre of the dashboard. The interior consists of four separate seats with integrated headrests. The car is powered by a cobalt-free battery which gives it a 435 mile range. It also incorporates Level 3 autonomous driving and voice control capability.

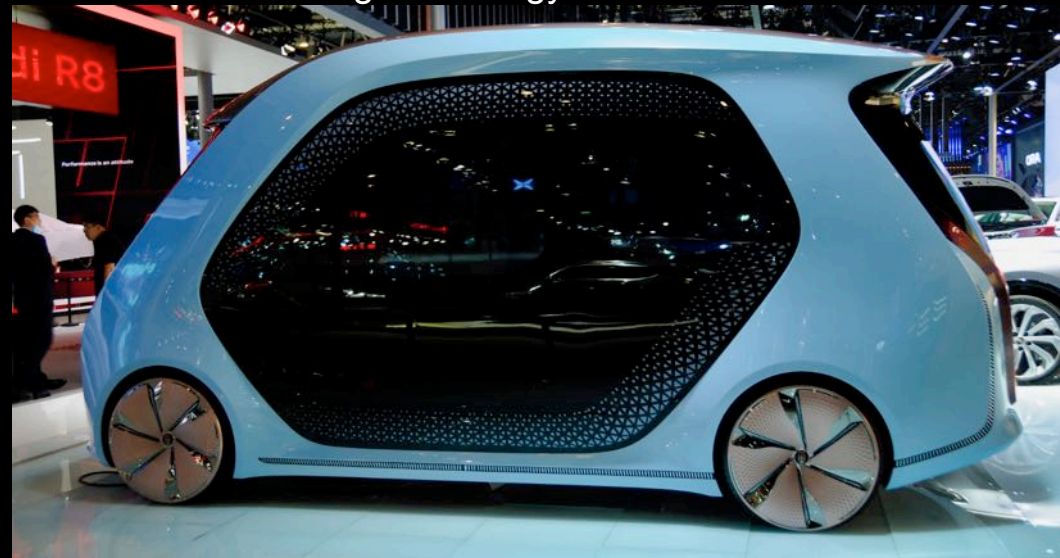




Luxury Chinese manufacturer Hongqi, owned by FAW Car Company, was originally launched in 1958 and is the oldest Chinese passenger car manufacturer. They had several interesting vehicles on display, including their S9 supercar concept that was first shown at the Frankfurt motor show in 2019. This is a hybrid supercar combining a supercharged V8 engine with an electric motor that produce a total of 1,400 HP. This gives it a top speed of around 248 mph and can accelerate from 0-62 mph in just 1.9 seconds.



Hongqi also had a vehicle on display that looked like it had come straight from the film set of a Sci Fi movie. The Minibus has major glass area's all around the passenger cockpit, with the four wheels on the four corners of the vehicle to maximise interior space. The door is situated on the right side of the vehicle and a pair of swivel seats take up the interior space. The vehicle will feature Level 4 autonomous driving technology.





The GAC Enpulse follows the brand's philosophy of Innovation and Experience to produce a zero emissions driving experience. As is the case with many modern vehicles, the Enpulse is built on a modular platform for electric vehicles from the manufacturer. While most of the market these days is taken by SUV and Crossover vehicles, there is still a market for the sports car, and electric propulsion offers instantaneous performance. GAC are the sixth largest vehicle manufacturer in China based on vehicles sold, so this could be a serious contender to the Tesla Roadster if it goes into production.



The Chinese Electric SUV models continue to appear and the Human Horizons HiPhi 1 is another car from a company you have never heard of. This start-up company wants to change human mobility with the HiPhi 1. This six seater premium supercar inspired electric SUV is a technological marvel. It has what is claimed as the "World's first Human Oriented Architecture", an AI system that learns what its passengers require, and can adapt a number of different systems to accommodate these requirements. It is one of the first cars equipped with 5G ready vehicle communication system, and is fitted with 562 sensors of various types and sizes, which should make it be capable of L4 autonomous driving.





Hyundai unveiled a new electric concept car called the prophecy, that looks like an elongated Volkswagen Beetle (New version). This is purely a design concept, which Hyundai claim its designers "Have achieved the ultimate automotive form. An iconic silhouette of perfect proportions". Two interesting features of the design are the 'pixelated' headlights and tail lights and in the interior there was no steering wheel, just two 'joysticks' either side



of the drivers seat, which allow the driver some control of the vehicle. It is thought that the vehicle would feature a high level of autonomous control.



Hyundai also displayed the seventh generation Hyundai Elantra, which had only been launched in March 2020 in West Hollywood. It is due for release in 2021. It features a return to a longer and wider fastback rear end, with a sports saloon styling. The Elantra features Hyundai's Smart Sense safety technology, which includes Forward Collision-Avoidance Assist (FCA), Blind-Spot Collision Avoidance Assist (BCA), Rear Cross Traffic Collision-Avoidance Assist (RCCA), Lane Keeping Assist (LKA) and smart cruise control with stop and go. It offers a range of engines, 1.6 litre petrol, 2 litre petrol, 1.6 litre petrol/LPG or 1.6 litre Petrol Hybrid.



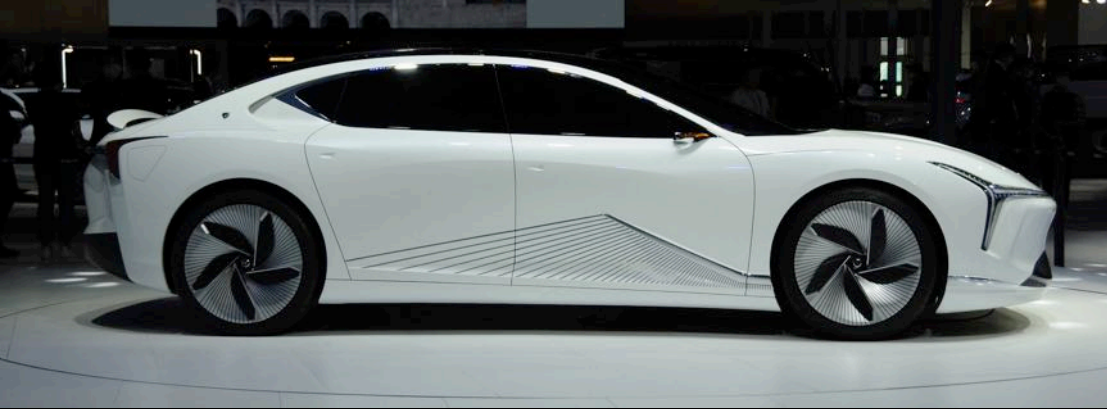


Another Chinese company with grand ideas is Weltmeister (meaning World Champion in German). This Electric car brand is owned by WM Motor technology Co Ltd from Shanghai, who specialise in the creation of battery electric vehicles and have R&D facilities in China, Germany and the USA. Weltmeister launched its first production car, the EX5 electric SUV, in 2018. At this years Beijing show, they displayed the Maven, a concept saloon car with several interesting features. It has a range of around 497 miles



and should have level 4 autonomy and 5G Internet connection. The steering wheel is retractable, sliding out of the dashboard if required. If the steering wheel is deployed, the instrument panel slides to the middle of the dashboard. Thanks to a very streamlined design, it has a drag coefficient of 0.23





Aiming to take on Tesla in the Electric Car market is the Neta Eureka 03, another concept car on display in Beijing. The Eureka 03 is the third from Electric vehicle manufacturer Neta. It has a claimed range of 496 miles, compared with the Tesla Model 3 with rear wheel drive, which has a range of only 250 miles. It can accelerate from 0-62 mph in around 4 seconds and a production version is due to arrive in 2022.





Voyah iLand



Hongqi H9+



Bestune E01 is a new Electric SUV from First Auto Works (FAW). Powered by two 80 HP motors, it has a top speed of 170km/h and a range of 450 kilometres.



Qoros Milestone C3

Audi e-tron



Bestune B70



Nissan Ariya



MG 5



Chery EQ5



Lynk & Co Zero Concept



Ford Explorer



Nissan GT R50 by Italdesign

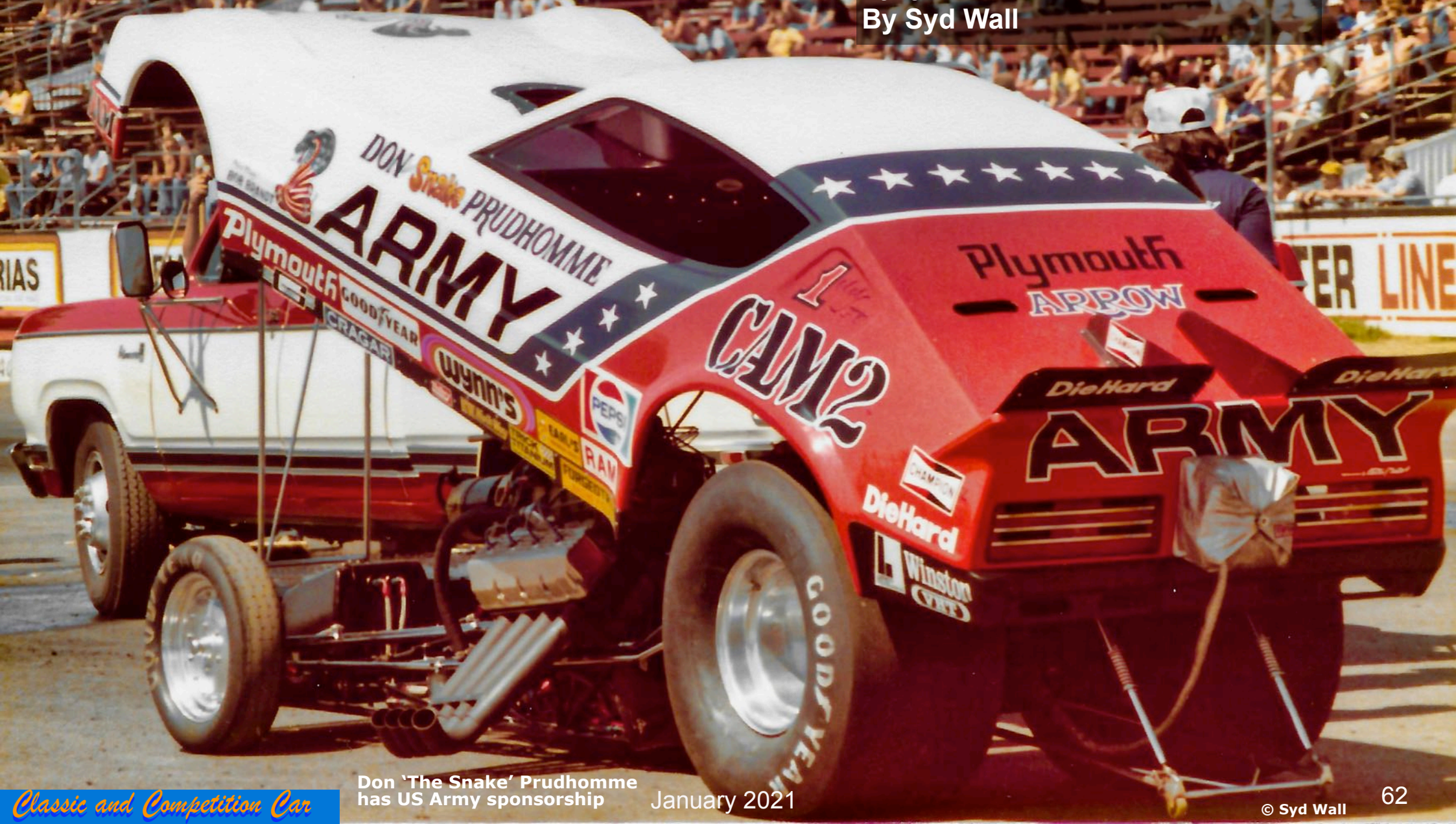


Orange County International Raceway

Irvine, California. USA

1979

By Syd Wall



Don 'The Snake' Prudhomme
has US Army sponsorship

January 2021



© Syd Wall



Bob Weidlein's Starlord - Stars Wars was quite recent then

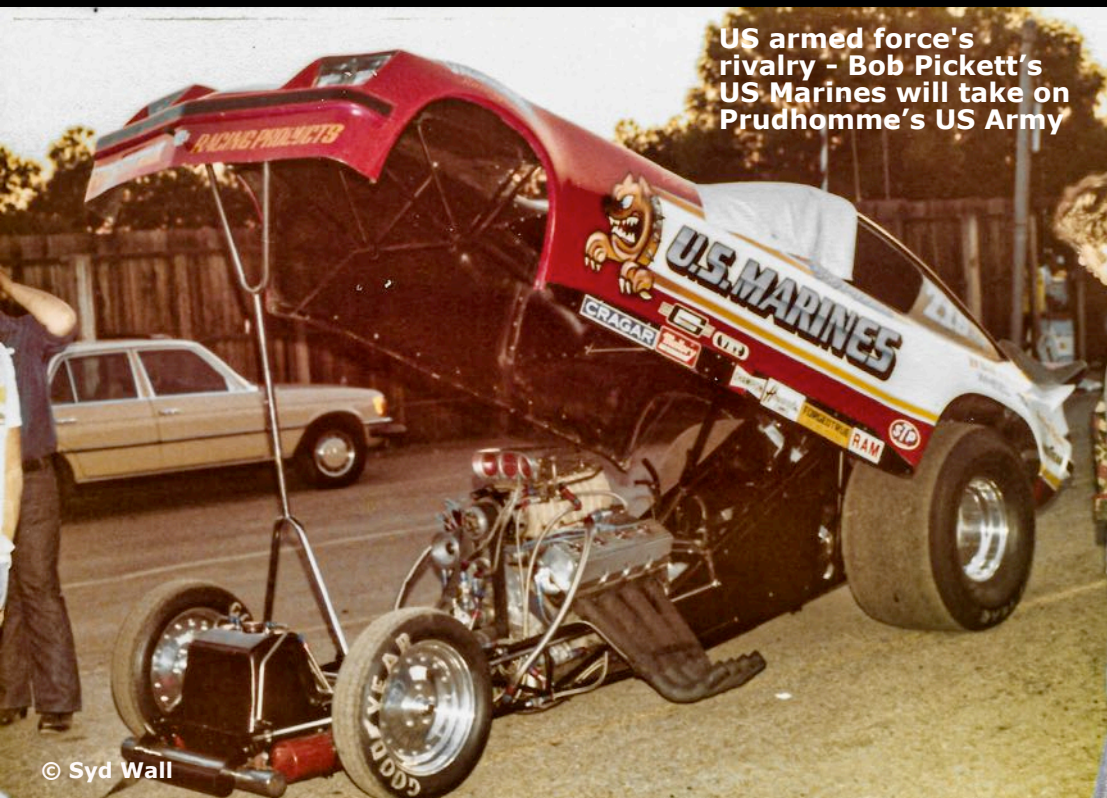
Orange County International Raceway at Irvine, California was around 45 miles south east of central Los Angeles. At the time, it was the most prestigious drag strip in the USA. Opened in 1967, it had a 25 year lease and was designed to be the most modern facility ever conceived, offering comforts and conveniences for spectators and competitors not seen anywhere else. It was known as the Supertrack. The lease meant it had a limited life but I was lucky enough to be there at the height of its history. The Easter weekend of 1979 featured one of the top meetings of the season, the 64 Funny Car event, quite stunning for my first ever drag meeting. There were also top fuel cars and bikes, a couple of wheelstanders and 6 or 8 jet cars. We were only there for the Saturday of the three day Easter weekend meeting but that was still a full morning, afternoon and night of racing. I cannot find any results on the net so enjoy the photos. The upcoming end of the lease in 1982 prompted an overwhelming response from

Impressive burn-out by Prudhomme



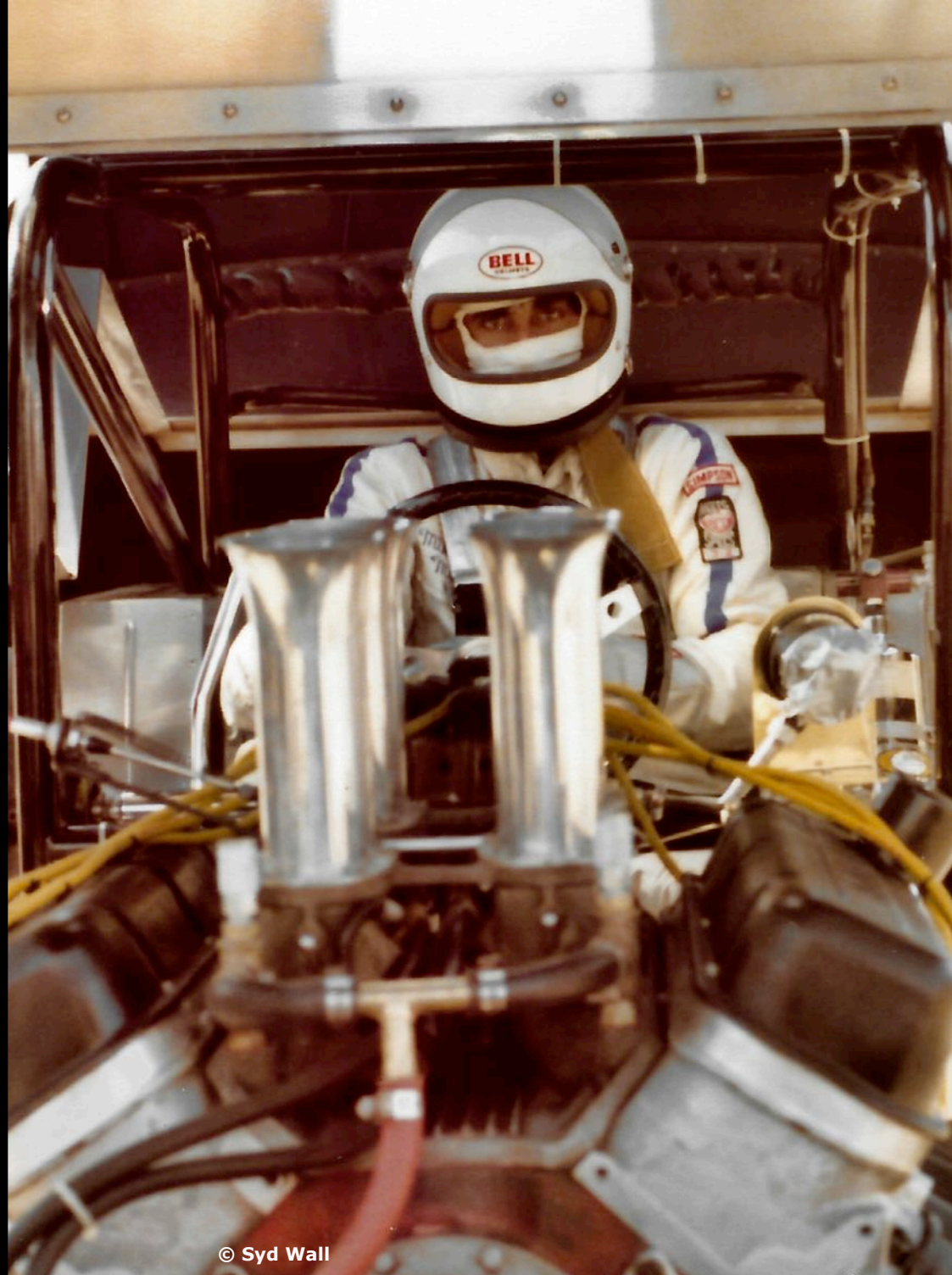
© Syd Wall

fans and racers, leading to a one year reprieve, but the inevitable end came in October 1983.



US armed force's rivalry - Bob Pickett's US Marines will take on Prudhomme's US Army

© Syd Wall



© Syd Wall

le Pipes

Ricky Ruiz's Corvette - Nevada Rattler

© Syd Wall



© Syd Wall



John Force's Brute Force sponsored by Wendy's Hot & Juicy Hamburgers



Archive Photo of the Month.

By Pete Austin.

With the current COVID 19 restrictions it is unlikely that Autosport International will be held in its usual format or date this year. This month's archive image was taken at the 1973 Racing Car Show held at Olympia, London.

© Pete Austin

Vauxhall Centenary 1903-2003 1,000 mile Trial

By Simon & Janet Wright.
28th April to 10th May 2003.



© Simon Wright



© Simon Wright

1934 Vauxhall Wyvern H Type leaves the start line.

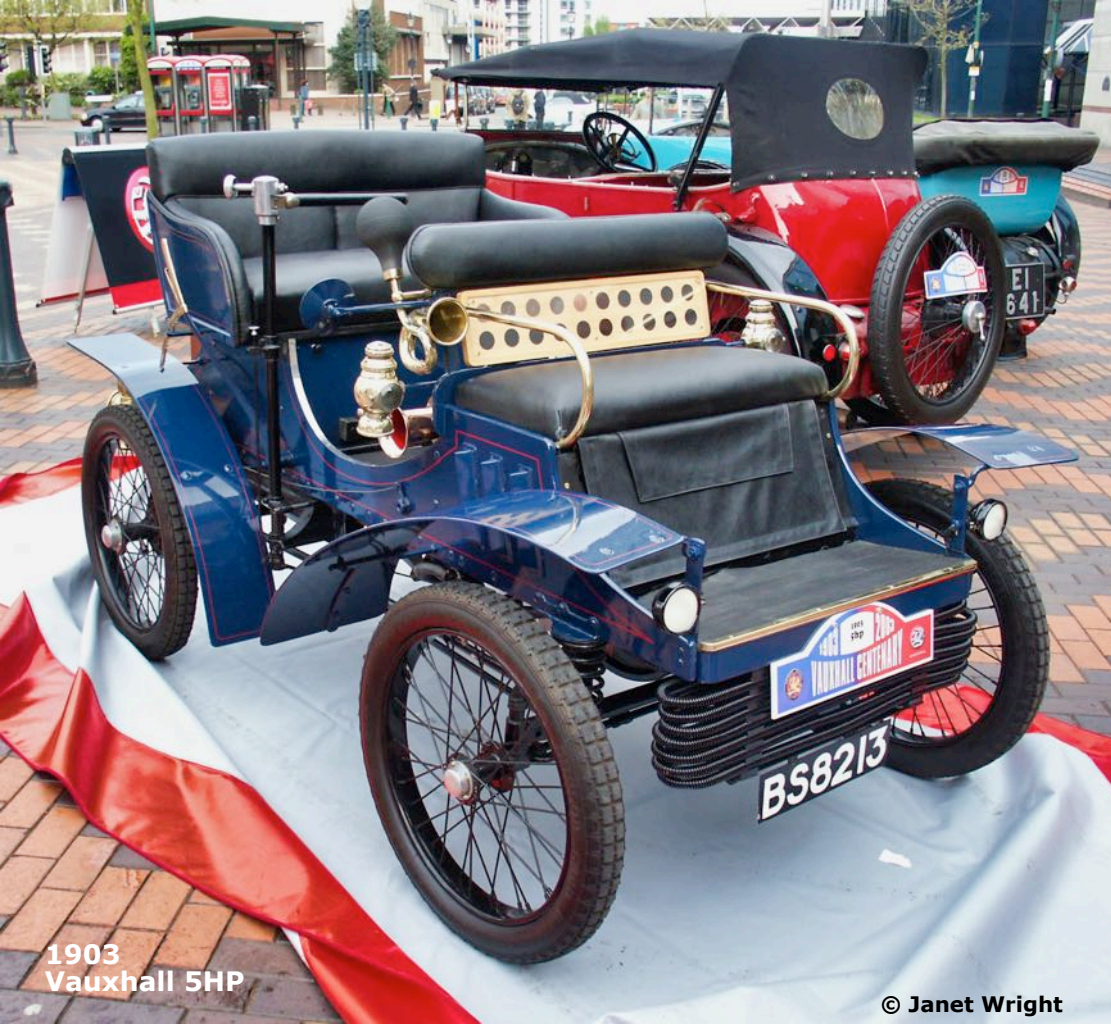
This 1,000 mile Trial was to celebrate 100 years of Vauxhall car manufacturing from 1903 to 2003. It was a fairly close recreation of the original Thousand Mile Trial of 1900. The original tour was the inspiration of Claude Johnson, secretary of the Automobile Club of Great Britain and was planned to demonstrate the reliability of the car as a practical mode of transport to a sceptical British public of the period. The modern tour had been modified to take into account modern traffic and road conditions, Vauxhalls publicity requirements and the driving experience for the participants. The route in 2003 covered around 1,200 miles with each day consisting of a route of between 90 and 130 miles. The route started in London at the site where the original Vauxhall Ironworks manufacturing workshops once stood on the Wandsworth

The oldest car doing the run was this 1911 Vauxhall Price Henry



© Janet Wright

Road, and finished at Vauxhall Luton, going to Glasgow and Edinburgh via the Vauxhall plant at Ellesmere Port, and various other overnight stops on the way, including



1903 Vauxhall 5HP

© Janet Wright

Birmingham city centre, where the cars were parked overnight in Centenary square, along with a display of early Vauxhall cars. The event represented Vauxhall cars from 1903 to the present day. Vauxhall also had a 1903 four seater on static display at many of the overnight halts. Only two of the original 1903 four seaters still exist. The company had a marine heritage, and so the car had tiller steering, like a small boat, rather than a steering wheel. It also had no reverse gear. It originally sold for £154. At the Birmingham display there was also a 1904 Vauxhall 6hp. The cavalcade of 65 Vauxhall cars toured around the



1904 Vauxhall 6HP

country on the two week tour, with cars arriving from all around the World to take part. The oldest car taking part in the tour was a 1911 Vauxhall Prince Henry, while other cars included a 1932 Vauxhall Cadet, a 1953 Vauxhall Velox E and a 1963 Vauxhall Cresta PB. The Vauxhall Prince Henry was built between 1911 and 1914 and was designed by Laurence Pomeroy. This is considered by many to be the first sports car as it offered high performance due to the excellence of its design rather than brute strength and power. Originally known as the C-10, three cars were entered in the 1,200 mile 1910 Motor Trial, named in honour of Prince Henry of Prussia. Replicas of these trial cars sold quickly and became known as Prince Henry Vauxhalls. The cars also took part in other international trials including the 1911 St Petersburg to Sebastopol trial, which resulted in two cars

being sold to Tsar Nicholas II. This also resulted in a Sales and Support distribution branch being opened in Moscow. This office was closed after the 1918 Russian Revolution. The engine was a 3 litre four cylinder side valve monobloc design which produced 40 bhp. Cars that were taking part in the tour had arrived from all around the World. Seven cars had been shipped in from the Vauxhall Owners' club of Australia, three from Switzerland, six from Holland, two from Sweden and two from Denmark.



From Australia
a 1921
Vauxhall E
Type 30/98

© Janet Wright

From New South Wales Australia came a 1921 Vauxhall E Type 30/98. The model was built between 1913 and 1927. Its best known configuration was the Vauxhall Velox, a four seater with open tourer bodywork. Designed by Laurence Pomeroy, and a total of 274 cars were built at Luton. Enthusiasts refer to it as the E Type because the Chassis code was E. The first 30/98 was built for car dealer and motorsport competitor Joseph Higginson, inventor of the Autovac fuel lifter. He won the Shelsley

Walsh hill climb on 7th June 1913 in his new Vauxhall, setting a new course record in the process. The 30-98 name is said to come from the fact the car had an output of 30 bhp at 1,000 rpm and 98 bhp at 3000 rpm, but an alternative is that the car had an output of 30 bhp and a cylinder bore of 98 mm.



Another Australian visitor was the 1929
Vauxhall 20/60 Hurlingham Cabriolet

© Simon Wright

Another vintage Vauxhall that made the trip from Australia was a yellow 1929 20/60 Hurlingham Cabriolet. The 20-60 was built between 1927 and 1930 with a straight six 2.7 or 2.9 litre engine connected to a four speed gearbox driving the rear wheels through a semi-floating rear axle. It was the first six cylinder Vauxhall to be sold for under £1,000. It's Tax rating was 19.82 hp which put it in the 20HP class for Tax, a significant increase on the previous model Vauxhall 14-40. The suspension was half-elliptical springs front and rear, with the back ones underhung. Cable operated brakes were fitted to all wheels. Another Hurlingham model was a green and white 1930 T Type Hurlingham



© Simon Wright

1957 Vauxhall E Type Utility pickup truck from Australia



© Simon Wright

Another eye catching vehicle from Australia was a bronze 1957 Vauxhall E Type Utility pickup truck. This was known as the Vauxhall Velox in the UK. A six cylinder vehicle which was produced in car form between 1948 and 1965. This was an EIP series vehicle which ran from 1951 to 1957. It was powered by the 2262cc straight six engine which produced 64 bhp. The Coupe utility vehicle was

introduced in December 1952 by General Motors Holden in Australia, which were built in both Australia and New Zealand.

Of similar vintage was a black 1955 Vauxhall Cresta E which had come from Switzerland and a cream 1957 Cresta E from Holland. The Cresta model was built between



1955 Vauxhall Cresta E from Switzerland

© Janet Wright

1954 and 1972 in the UK, Australia and New Zealand. It was an upmarket version of the Vauxhall Velox. The E was built between 1954 and 1957 and powered by the same 2262cc six cylinder engine as used in the Velox. However the Cresta had a choice of fabric or leather upholstery, optional two tone paintwork, a heater as standard, along with a small electric dashboard mounted clock, a cigar lighter, a lamp in the boot and a vanity mirror on the passenger sun visor. A radio was an optional extra. It had a top speed of 82 mph and could accelerate from 0-60 mph in 20.2 seconds.



1960 vauxhall Cresta PA from Switzerland

© Janet Wright

The Swiss contingent also arrived with a black 1960 Vauxhall Cresta PA. This model replaced the E in 1957 and was in production until 1962, during which, nearly 82,000 were built. The early models used the six cylinder

2262cc engine, which produced 82.5 bhp. It was replaced in 1961 with the 2651cc version. The transmission was a three speed manual-gearbox with Overdrive offered as an option. From 1961 a Hydramatic Automatic gearbox was available as an option. The car had a top speed of 89 mph and could accelerate from 0-60 mph in 16.8 seconds. The styling copied the American trend for tail-fins, white wall tyres and wrap around windows. All the factory built PA models were four door saloons, with the few estate models were converted by Friary of Basingstoke, Hampshire.



1962 Vauxhall VX
4/90 FB from
Australia

© Simon Wright

Another car from Australia was a green 1962 Vauxhall VX 4/90 FB. The VX4/90 was a sporty version which was introduced in October 1961. It was fitted with twin-carburettors, a taller alloy cylinder head and high compression pistons. It produced 71 bhp and came with a 4 speed all synchromesh gearbox and had a top speed exceeding 90 mph. Servo assisted disc brakes were fitted on the front, with 14 inch wheels. The interior had front

bucket seats, full instrumentation including a mechanically driven tachometer and a heater. They were identifiable by having a coloured strip down the side of the vehicle. Vauxhall had a distinctive droopsnoot nose design in the



Vauxhall Firenza Droopsnoot

© Simon Wright

1970s and there were a couple of perfect silver examples on the tour. The Vauxhall Firenza droopsnoot was developed in 1973 and was officially known as the High Performance Firenza. The nose was moulded from GRP and featured two pairs of Cibie headlights, fitted behind toughened glass covers. The original flat nosed Firenza was re-named the Magnum at this time. The 'new' Firenza used the 2.3 litre slant four OHC engine, with twin 175 Stromberg carburettors, high lift camshaft and a free flow exhaust system which produced 131 bhp. It was connected to a 5-speed ZF dog leg gearbox. Another unusual feature was the Avon Safety Wheels fitted, which were designed to retain the tyre safely in the event of a puncture. The model was launched with a special one-off race at Thruxton, which was won by Barry 'Whizzo' Williams. Unfortunately, due to the fuel crisis at the time, sales did not go well and only 204 were built.



Vauxhall Lotus Carlton

© Janet Wright



1953 Vauxhall Velox from Australia

© Simon Wright



© Simon Wright



1933 Vauxhall A Type from Switzerland

© Simon Wright

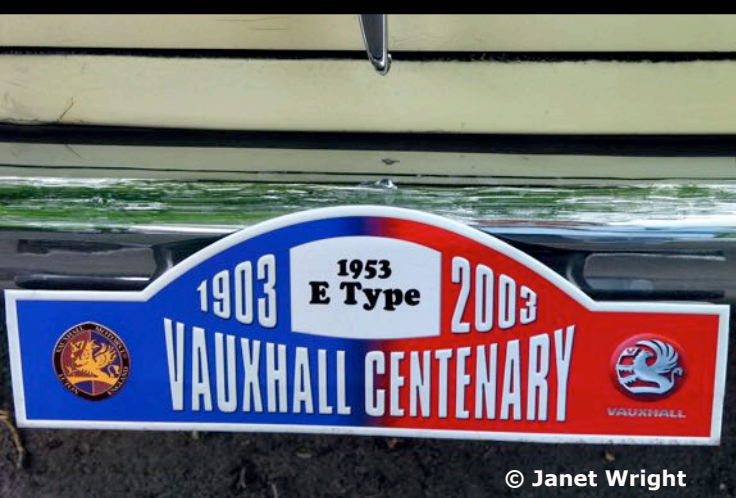


© Janet Wright



1934 Vauxhall GL Limousine

© Janet Wright

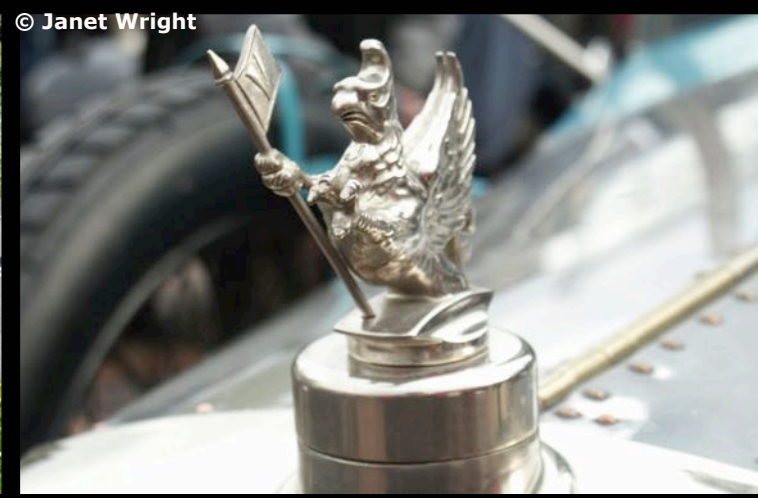


© Janet Wright



1957 Vauxhall Victor F S1

© Simon Wright



© Janet Wright



Vauxhall Chevette estate

The basic droopsnoot design was incorporated into the new Vauxhall Chevette, which was launched in 1975. In 1976 the company decided to go international rallying, so the HS version was developed in conjunction with Blydenstein Racing. To qualify for Group 4 rallying, 400 production versions had to be built for public sale. They fitted the 2.3 litre slant four engine, using a 16 valve cylinder head and twin Stromberg carburettors, which produced 135 bhp. This was attached to a Getrag five speed gearbox. They were also fitted with a grp air-dam on the front. This model evolved in to the HSR in the 1980s to maintain success for several more years. The HSR featured grp front and rear wings, spoiler, bonnet and



Vauxhall Chevette HS

tailgate, plus a revised suspension. Only 50 versions had to be built to meet Group 4 evolution requirements. However, not long after the merger of Vauxhall and Opel resulted in the Chevette rally program being scrapped in favour of the Opel Manta 400.



Vauxhall FD Ventora

The Vauxhall FD Series was introduced in 1966 with the Victor. In 1968 the Vauxhall Ventora was launched. This was basically the Victor fitted with the six cylinder 3.3 litre engine from the Cresta and Viscount models. This engine produced 123 bhp and gave the model a performance advantage over competitors in the same price category of £1,102 including taxes in February 1968. It had wider tyres fitted than the Victor and had a different radiator grill and a black vinyl roof. On the tour was a fine example of a 1968 Vauxhall FD Ventora.

The last of the Victor range was the FE series which started in 1972. The VX series started in 1976 as the last of the range, which was in



Vauxhall VX2300

competition with the newer Vauxhall Cavalier. The VX2300 replaced the old six cylinder FE Ventora with the four cylinder 2279cc OHC engine as Vauxhall's flagship model. The VX2300 GLS came equipped with four square halogen headlamps, velour upholstery, tinted glass and power steering.

The over-seas entry 1932 Vauxhall Cadet VX is flagged away from the Shrewsbury lunch time halt.



© Janet Wright

One of the grandest looking cars on the tour was a 1932 Vauxhall Cadet VX. This had a six cylinder in-line 3.1 litre engine and was produced as an export model from the VY model in the UK. The VX engine produced 26.3 hp and was attached to a three speed gearbox, with synchromesh on 2nd and 3rd gears from the end of 1931, making it the first British car fitted with a synchro-mesh gearbox. It had a maximum speed of 65 mph and could return about 23 miles per gallon.

Another unusual model was a stunning two tone blue 1936 Vauxhall Stratford DX. This was part of the Vauxhall

1936 Vauxhall Stratford DX



Light Six range, which followed on from the Vauxhall Cadet. The DX was introduced in 1935 using either the 1530cc or 1781cc in-line six cylinder engine fitted with a Zenith down-draught carburettor. The 1530cc engine produced 36 bhp, while the larger 1781cc engine produced 43 bhp. The special bodywork for the Stratford 4-seater sports model was produced by Whittingham & Mitchel

© Janet Wright



1933 Vauxhall A Type Gryphon Bonnet emblem



Vauxhall Viva HA

© Janet Wright



Vauxhall Calibra

© Simon Wright



© Janet Wright



1967 Vauxhall Viva Estate HB

© Janet Wright



© Simon Wright



1936 Vauxhall DX Coupe

© Simon Wright



1923 Vauxhall OD 23/60

© Simon Wright



Vauxhall Victor FB

© Simon Wright



© Janet Wright

Aston Martin DBS Superleggera 007 Edition





Aston Martin DBS Superleggera 007 Edition has been created to celebrate the new James Bond Film "No Time to Die". Q by Aston Martin are celebrating the release of

the 25th Bond Film with an exclusive 007 Special edition. The collaboration between Aston Martin and EON Productions is inspired by the cars featured in the new film. Four Aston Martin sports cars see action in the latest film, the iconic DB5, the classic Aston Martin V8, the latest super GT the DBS Superleggera and finally the exceptional Aston Martin Valhalla, the company's forthcoming mid-engined hypercar. Two special editions are being offered in limited numbers

to buyers around the World. The first of the two models is the Vantage 007 Edition, inspired by the original Aston Martin V8 which made its 007 debut in "The Living Daylights" in 1987. It also features in the new film "No Time to Die". It has unique exterior styling, including a bespoke mesh grille with chrome bezel. There is also a dashed yellow diffuser inspired by the hazard stripes on the film cars rockets. It can also be delivered with limited edition skis and ski rack as seen in the film. The interior is in obsidian black leather and dark chrome with 007 branding on the centre column of manual gearbox cars. The sun visors have embroidered radio d station frequency 96.60 (FM) which was the Russian police frequency in the film. Only 100 will be built. The 007 Edition of the DBS Superleggera will be limited to just 25. The 5.2 litre V12 twin turbocharged engine provides 715 bhp and 900Nm torque, which is the greatest torque figure for any toad going Aston Martin yet produced. The 007 Edition adds the following styling features - sports special ceramic grey exterior paint with the roof, mirror caps, splitter, diffuser and rear aeroblade II





featured in black tinted carbon fibre. Also unique to the 007 Edition are Gloss Black diamond-turned Y-Spoke 21" wheels. The special edition also features a 007 bumper badge finished in chrome with a black enamel infill and stainless steel silver 007 foil applied to the rear spoiler blade.

Inside the cockpit is a dark leather-clad environment with flashes of red detailing the outline of the seats. Subtle 007 branding can be found on the door cards, armrest buckle badge and on the rear sub-woofer cover. The cars are finished with a sill plaque that recognises its one of just 25 DBS Superleggera 007 Editions.

The Aston Martin Vantage 007 Edition has a retail recommended price from £161,000, while the DBS Superleggera 007 Edition has a recommended retail price from £279,025. Deliveries are expected to begin in the first quarter of 2021.



Aston Martin DBS Superleggera 007 Edition



Aston Martin Vantage 007 Edition



Aston Martin Vantage 007 Edition

Closing Shot.

By Simon Wright.



The Good old days, when the rally crews helped with dismantling the stage, even before it has finished! Nathan O'Connor and Jessica Rogan use their Subaru Impreza to unwrap the chicane barrier during the 2005 Rally of the Midlands. They went on to finish 15th overall.