

Classic and Competition Car

Founded 2010

Oulton Park
Gold Cup 2009



Super
car
Sunday
2005



Bulldog
rally
2009



US GP
West 1979

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TOM PRYCE

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Oulton Park Gold Cup 2009 Richard Piper Lola T332 leads
Frank Lyons Lola T400 Derek Bell Trophy © Simon Wright.
Supercar Sunday 2005 Ferrari © Janet Wright.
Bulldog Rally 2009 Neil Matthews/John Connor Vauxhall
Nova © Simon Wright.
US GP West, Long Beach Patrick Depailler's Ligier shows
off the ground effect side skirts © Syd Wall.

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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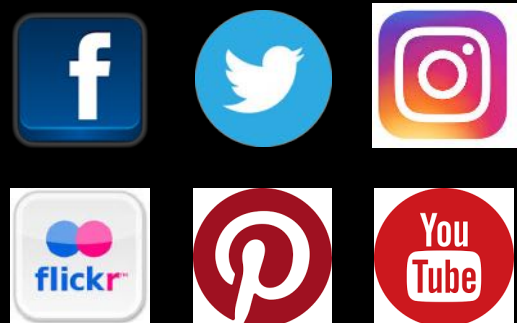
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High View Drive, Kingswinford, West Midlands DY6 8HT

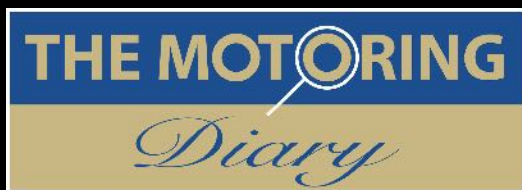
E-mail simon.wright@classicandcompetitioncar.com
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Photo of the month

By Simon Wright



When you spin on wet grass, there is often only one final destination...
David Lane spun off in his Jensen Healey during the HSCC 70s Road Sports race at the Oulton Park Gold up meeting in 2009.



© Simon Wright



© Janet Wright

Donington Historic Festival 10th anniversary.

So 2021 will be the 10th anniversary of the Donington Historic Festival, which is scheduled for the 1st and 2nd May 2021. To celebrate the event in style there is a superb selection of races, including the spectacular debut for the Amon Cup for GT40s. This will be an eighty minute race exclusively for these iconic cars.

Other races on the event are FJHRA/HSCC "Silverline" Historic Formula Junior Historic Touring Car Challenge with Tony Dron Trophy & Sixties Touring Car Challenge with U2TC for 60s 70s and 80s Touring cars.

HRDC "Jack Sears Trophy" for Touring Cars 1958-1966.

HRDC 'Dunlop Allstars' for pre '66 Sports, GT & Touring cars

Jaguar Classic Challenge for pre '66 Jaguar cars.

'Mad Jack' for pre-War Sports cars.

RAC Pall Mall Cup for pre '66 GT & Touring cars, pre '63 GTs and pre '60 Sports Cars.

RAC Woodcote Trophy & Stirling Moss Trophy for pre '56 and pre '61 Sports Cars.

For further information visit www.doningtonhistoric.com



Renault GP change to Alpine.

Alpine cars, Renault Sports Cars and Renault Sport Racing have combined under the Alpine flagship brand, to be Groupe Renault's dedicated to innovative sports cars. The new group will combine high-tech excellence and passion for racing to develop high-performance, authentic and exclusive sports cars.

They have signed an agreement with Lotus, leaders in lightweight, iconic sports cars, to develop the next generation EV sports car. Plans are to develop 100% electric, high tech vehicles offering features derived directly from Formula One.

Alpine will also take advantage of the scale and capabilities of Groupe Renault and the Renault-Nissan-Mitsubishi Alliance, including technology and the Alliance's own EV

platform, global manufacturing capabilities, and powerful purchasing power, to ensure optimum cost competitiveness and global distribution network.



TOCA publish revised 2021 BTCC calendar.

Series organiser TOCA has issued a revised calendar for the 2021 Kwik Fit British Touring Car Championship. In order to maximise the opportunity for spectators and guests to attend the racing events, it has been decided to move the start of the campaign back by five weeks. The revised schedule will now begin at Thruxton on the 8th-9th May, starting a full ten event, 30 race season. Snetterton follows the season opener, before Brands Hatch Indy circuit stages the third event of the season. July and August will see the series head north to Oulton Park and Knockhill before returning to Thruxton for their second round of the championship. September will see back to back weekends at Croft and Silverstone before the penultimate weekend of the series at Donington Park. The season finale will be held round the legendary Grand Prix layout at Brands Hatch in late October.

8 th /9 th May 2021	Thruxton.
15 th /16 th May 2021	Snetterton (300).
12 th /13 th June 2021	Brands Hatch (Indy).
31 st July/1 st August 2021	Oulton Park (Island).
14 th /15 th August 2021	Knockhill.
28 th /29 th August 2021	Thruxton.
18 th /19 th September 2021	Croft.
25 th /26 th September 2021	Silverstone (National).
9 th /10 th October 2021	Donington Park (National).
23 rd /24 th October 2021	Brands Hatch (Grand Prix).

© Simon Wright



Rare opportunity to drive F1 car.

Follow in the footsteps of Grand Prix legends and drive a Jordan F1 car, as raced by Takuma Sato. TrackDays are offering the chance for race fans to drive a genuine F1 racing car that cost £4.5 million to build.

Dan Jones, Operations Manager at TrackDays.co.uk said “it’s very rare to have the chance to drive a genuine F1 race car that was driven in anger in the World’s foremost motorsport championship.”

“However, it is not for the fainthearted. The car boasts 600 bhp and can rev to 10,500 rpm, thanks to the 3 litre Judd engine. It can accelerate from 0-62 mph in under five seconds.”

The Jordan F1 package is on offer at Bovingdon Airfield in Hertfordshire and comes with 3 levels. The entry level is Jordan F1 Driving Experience, with more advanced levels, including Jordan F1 Suzuka Legend Experience and the ultimate Jordan F1 Grand Prix experience which includes 30 driving laps and many other extras.

For more information, visit their web site at www.trackdays.co.uk.



The Ecurie Ecosse C-Type.

Ecurie Ecosse have created a new car to pay homage to their past success. To celebrate the historic record of the Ecurie Ecosse Jaguar C-Type, they have manufactured a batch of new cars in their honour. The seven original cars that raced in period, still exist today, so they have created a numbered sister car for each one. The new cars are hand built in Coventry, like the originals, and tuned by Ecurie Ecosse technicians.

They retain the key elements that contributed to the success of the 1950s Jaguar racers, while also making considerable improvements. The aerodynamic shape remains, still crafted from thin-gauge aluminium alloy, mounted to a steel spaceframe chassis, but wider and stiffer than before and laser cut for accuracy. The Jaguar straight-six XK engine remains, though capacity has been

increased to 4.2 litres and fuel injection has been fitted to increase the power output to 300 bhp and maximum torque of 280 lb/ft.

The suspension and disc brakes have been updated to cope with the additional performance and a 5-speed gearbox has been added to maximise acceleration and top speed. The car has a top speed of 156 mph and will accelerate from 0-62 mph in 5.2 seconds.



The detail is incredible, with hand crafted aluminium bucket seats covered in supple blue leather by Crest. The Ecurie Ecosse shields are hand airbrushed on the side of the cars and Tag Heuer 'Master Time' stopwatches are fitted to the dashboard.

The first car is complete and available to view at their Henley-on-Thames dealership, Hofmann's. More information at www.ecurieecosse.com/ctype



Maserati GB introduce Sportivo Special Editions.

To welcome the start of the new year, Maserati GB have introduced a couple of new, highly specified and desirable Sportivo Special edition models of the Ghibli saloon and Levante SUV.

The Sportivo Special Edition comes in two distinct variants, 'Sportivo' and 'Sportivo X'. While both trim levels offer customers a host of additional features, Sportivo X takes it even further to create a truly desirable vehicle.

Both trim levels are exclusive to Maserati's two most popular models, the Levante V6 350 HP and the Ghibli Hybrid 330 hp. All four Special Editions feature fixed specifications and give customers the choice of three exterior metallic colour options - Grigio Maratea, Blu Emozione and Nero Ribelle. Prices start at £63,200 OTR to £80,800 OTR.

Maserati Ghibli Hybrid Sportivo Special Edition includes Maserati Nerissimo styling pack, gloss black 20 inch Urano alloy wheels, extended leather interior upholstery, aluminium paddle-shifters, 12-way power and heated front sport seats, with driver seat memory, black piano high gloss wood interior and rear-view camera.

The Sportivo X Special Edition adds Skyhook active damping suspension system and the Driver Assistance Pack Plus. This adds to the overall performance, handling and vehicle safety. Full LED adaptive Matrix

headlights and 21 inch gloss black Titano forged alloy wheels complete the exterior.

The interior includes ventilated and heated front seats as well as a heated leather sport steering wheel. Full premium leather interior upholstery with red contrast stitching, wireless charger, soft close doors and aluminium sports pedals, complete the interior.

The Maserati Levante V6 Sportivo Special Edition comes with 20 inch Efesto dark myron staggered alloy wheels with red brake callipers. The panoramic sunroof reveals black leather upholstery with black stitching, aluminium paddle shifts and 12-way power and heated front sports seats, with driver seat memory.

The Sportivo X Special edition adds the Nerissimo pack, black gloss front grille bars, dark exhaust tips and black front and rear sport fascias with front inserts and rear diffuser plus sport rear spoiler. Also full-LED adaptive Matrix headlights with anti glare, 21 inch matte Anteo dark design staggered alloy wheels and red brake callipers. A panoramic sunroof, plus all the interior features on the Ghibli X edition apply. It also has the Driver Assistance Pack plus which includes adaptive cruise control, blind spot assist, surround view camera, traffic sign assist, active driver assist and pedestrian recognition.

For more information see www.maserati.com/gb





Falken confirms 2 car Nurburgring 24 Hour entry. Tyre company Falken tyres has entered two Porsche 911 GT3 R for the 2021 Nurburgring 24 Hours and the nurburgring Endurance Series (NLS) Series celebrating a decade of racing Porsche at the Nordschleife. The Falken Motorsports team is being run again by Schnabl Engineering, who have supported the team since 2011. After the disruption of 2020, the team intends to enter both cars in seven rounds of the NLS series, with both cars taking part in all the races which proceed the 24 Hiur race, which is scheduled for the 3rd to the 6th June 2021. The seies starts with the ADAC Westfalenfahrt on the 27th March 2021. The driver line-up will be announced in February.



Jaguar F-Type Reims Edition.

A limited edition Jaguar F-Type Reims Edition finished in an exclusive shade of French Racing Blue has been released. The Reims Edition is inspired by Jaguar's sporting heritage, specifically the D-Type's maiden victory at the 12 Hours of Reims in 1954. Only 150 cars, exclusive to the UK, can be ordered as either a P300 or P450 RWD R-Dynamic Coupe. This follows the earlier release of the XE Reims Edition late in 2019.

The dramatic exterior includes 20-inch 5-split spoke gloss black alloy wheels and an exterior Black Pack. This includes gloss black side vents, Jaguar script and leaper and grille surround.

The interior is finished in a subtle Ebony black leather with sports seats and Jaguar's Interior Black Pack. This includes gloss black door switches, door handles, instrument cluster and more

Prices start at £58,950 for the P300 and from £71,450 for the P450, saving up to £4,160.



RAC Pall Mall Cup announced.

Motor Racing Legends have announced a new series of Pre-'66 Three Hour races, following the success of the Pre-'66 Three Hour race held last October at Silverstone. The new series will run at the Donington Historic Festival in May and finish at the new end-of-season meeting in October at Silverstone.

The prize will be awarded to the most successful team overall. Team members come from each of the three classes - Pre-'61 Sports Cars, Pre-'63 GTs and Pre-'66 GTs and Touring Cars.

The RAC Historic Tourist Trophy will revert to its traditional role when it will be presented to the winners of the Pre '63 GT race at the Silverstone Classic. The Pre '63 GT grid will also run at the Thruxton Historic in June. The Motor Racing Legends will also be at the Spa Six Hours in October, with the RAC Woodcote Trophy & Stirling Moss Trophy.



MINI Countryman Boardwalk Edition.

A new Limited Edition is being offered on MINI Countryman Cooper and Cooper S variants. It is finished in Deep Laguna Blue Metallic, with a contrasting black roof with black roof rails. It also features 19 inch alloy wheels, automatic tailgate, LED headlights and rear lights. The limited edition will be just 325 cars in the UK and will feature a unique Boardwalk logo on the vehicles side scuttles and indicator, door entry strips, cockpit fascia and passenger side lower roof. The interior will include the interior lights pack and MINI Excitement Pack, which includes MINI logo projection, illuminated door handles and LED mood lights. Prices start at £31,600 OTR.





DGDDESIGN
 www.dgdesign.com
 FIFTEEN ELEVEN

Fifteen Eleven Design create contemporary Porsche 914.

Classic Car and prestige car builders Fifteen Eleven Design have created a contemporary and unique Porsche 914 from their factory in Bakewell, Derbyshire. They are the classic arm of World Rally Championship team Mellors Elliot Motorsport, and have over 40 years experience in engineering and building bespoke cars for competition and road use. They put their expertise into creating a classic Porsche 914 with a dynamic modern twist. The mid-engined, targa-

topped roadster will feature a host of modern materials and elements, including the Porsche Cayman 3.4S 6 cylinder engine and 6-speed transmission. It will also feature high performance braking and suspension systems. The body will feature widened carbon fibre body panels and projector LED headlights and 'Moby Dick' style driving lamps. The front bumper and bonnet have



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 FIFTEEN ELEVEN

been redesigned to allow for radiator and oil cooler packaging. The clear targa top will give a sense of open top driving all year round. The rear ducktail spoiler has active speed dictated adjustment. The interior has Recaro sports bucket seats with a bespoke leather interior. It will be available in both right and left hand drive. The production model is the result of a computer graphic rendering project that is now going into production.

Lamborghini SC20.

A unique open-top track car from Lamborghini Squadra Corse, the Lamborghini SC20 uses the V12 Lamborghini engine and a carbon fibre body featuring racing aerodynamics. It is also type approved for road use. This is the second one-off vehicle engineered by the motorsport department and was created following a customer's wishes, who was involved in the project from the start.

The carbon fibre body is hand polished by Lamborghini aerodynamic engineers to deliver optimal airflow for performance and comfort in the cockpit. The front splitter has 2 fins and the air intakes on the bonnet are inspired by the Huracan GT3 EVO. The rear has a large carbon fibre wing that can be set to one of three positions, Low, medium or high load. The carbon fibre seats are covered in Alcantara and leather. The door handles are machined from solid aluminium.

The engine is based on Lamborghini's flagship 6.5 litre naturally aspirated V12 engine, producing 760 bhp, connected to a 7-speed Independent shifting rod gearbox. This utilises a 4WD system with a central electronic differential.





Winner of the second Lloyds/TSB Derek Bell Trophy race was Richard Evans in the nimble Formula 2 Chevron B40, seen here leading several Formula 5000 Lolas.

Race from the Past.
Oulton Park Gold Cup 2009.
Oulton Park Island Circuit.
29th - 31st August 2009.
By Simon & Janet Wright.

Historic Racing saloon winner Dan Cox, Ford Lotus Cortina chasing early leader Harry Wyndham Ford Falson, who finished 2nd



The Oulton Park Gold Cup used to be the major motorsport event in Northern England, when it was run for Formula 1 cars. Many of the current Grand Prix drivers of the time, would attend these non-championship Formula 1 races, that were held in England. Unfortunately, as the Grand Prix season started to expand, these non-championship races were dropped from the calendar.

Ricky Gaston won his class in the Mini Cooper S in the Historic Racing Saloons



The Historic Sports Car Club (HSCC) revived the Gold Cup meeting as a major historic motorsport event for the north of England, and it is now one of their highlight events of the year. The 2009 Bank Holiday weekend event used the full 2.692 mile island circuit and carried a full race package of HSCC championships. First race of the weekend was for the HSCC/

James Fuller in the Historic racing Saloon class winning Alfa Romeo Giulia Sprint



HRSR 'ByBox' Historic Racing Saloons. There was a good and varied entry for the race, and saw Harry Wyndham put his Ford Falcon on pole position. The ten lap race saw Wyndham lead from the start, initially chased by Mark Jones in his Ford Lotus Cortina and then by Dan Cox in another Ford Lotus Cortina. Cox maintained the chase, less than a second behind. Then on the eighth lap, they changed places with Cox now leading from Wyndham, who slowly dropped further behind in the last three laps. At the finish Cox won by over six and a half seconds from Wyndham, with both of them winning their respective classes. Jones held on to a distant 3rd. In 4th places was the class winning Alfa

Class winner Simon Benoy Hillman Imp HSCC Historic Racing Saloons



Roger Godfrey took a class win in his Austin Cooper S in the Historic Racing Saloons race.



Formula Junior Race winner Stuart Roach Alexis Mk2 passes 3rd placed Derek Walker Terrier Mk IV

Romeo Guilia Sprint driven by James Fuller, the only non-Ford in the top six. Peter Hore in a Ford Lotus Cortina was 5th and James Dodd in a Ford Mustang was 6th. In 7th, winning Class D, was Roger Godfrey in his Austin Mini Cooper S. He was followed home by Ricky Gaston in another Mini Cooper S who won class K4, while the Mini's greatest rival, the Hillman Imp took 9th place and won Class E, driven by Simon Benoy. The final class winner was 18th placed Paul Hopkinson in an Alfa Romeo Guilia Sprint GT who took class K3.

The second race on Saturday was for the HSCC/FJHRA Millers Oils Historic Formula Junior Championship, Classes A-C. The Kieft of Peter Mullen claimed pole position for the race but he was beaten from the start by Robin Longdon in a Lola Mk2, who led for the first three laps. Mullen took the lead on lap 4 but by lap seven it was Stuart Roach in an Alexis Mk2 who was in front and as they lapped slower cars, he managed to open up a slight

© Simon Wright



Vince Frost Hillman Imp was 4th in class and 16th overall in the Historic Racing Saloons

© Simon Wright

2nd placed Peter Mullen Kieft won his class in the Formula Junior race A-C



Liza Read Ford Anglia 105E 13th Historic Racing Saloons.



© Janet Wright

Duncan Rabagliati
Alexis HF1 23rd
Historic Formula
Junior race A-C



© Simon Wright

Christopher Glaister Ford Anglia 100E
12th Historic Racing Saloons



© Simon Wright

© Janet Wright



Philippe Bonny Tecno 3rd in class
5th overall in Classic Racing Cars
second race

© Janet Wright



© Janet Wright

The start of the first
Classic Racing Cars
race.

Nigel Bancroft retires the
Chevron B17 on lap 4 of the
Classic Racing Cars first race.

© Simon Wright



© Simon Wright

Tim Cox Austin A40 17th
Historic Racing Saloons



© Janet Wright



8th placed John Hutchinson Lotus 18 being passed
by Derek Walker Terrier Mk IV in the Formula
Junior race A-C

Class winner John Fyda Mallock U2 Mk3 passes Stuart Tizzard Lola Mk2 Formula Junior race A-C



© Simon Wright

gap. By the chequered flag Roach won by just 1.771 seconds from Mullen, with both winning their respective classes. Over twelve seconds further back was 3rd placed Derek Walker in a Terrier Mk IV. Andrew Robertson in a Crossle 4F took 4th just ahead of the class winning Mallock U2 Mk3 of John Fyda. In 6th place was Ian Bankhurst in a Gemini Mk2.

Staying with single seater action, for their first race of the weekend, the HSCC Classic Racing Cars supported by Chartland properties Ltd were the third race of the day on Saturday. This had a large grid of thirty one cars and Geoff



Classic Racing Cars winner Ian Gray Brabham BT16

© Janet Wright



3rd placed, class winning Michael Scott Brabham BT30 Classic Racing Cars.

Farmer was fastest in qualifying in his Brabham BT18. Again showing that pole position didn't seem to be the best starting position at this meeting, he was beaten off by Ian Gray in a Brabham BT16. They ran nose to tail for the entire race, often only just over a tenth of a second between them as the crossed the line. At the finish Gray



The class winning Emeryson Formula 1 of Brian Ashby was 22nd in the Classic Racing Cars

© Simon Wright

won by 0.234 of a second from Farmer, with class winner Michael Scott making it an all Brabham podium in 3rd place in a BT30, over twenty seconds behind. In 4th was another class winner, Francois Derossi in a Chevron B17, followed by Jon Waggitt in a Brabham BT18 and rounding

Roger Newman Brabham BT14 finished 14th and 6th in class in the Classic Racing cars.



© Janet Wright

out the top 6 was Michel Renavand in a Tecno. The next class winner was 7th placed Frank Sytner in a Merlyn Mk20. The final two class winners were together, two laps down on the winner. James Owen in the Elva 200 was 21st and just behind him in 22nd was Brian Ashby in the Emeryson Formula 1.

© Simon Wright



7th placed Frank Sytner Merlyn Mk20 won his class in the Classic Racing cars

James Owen in the Elva 200 was 21st and won his class in the Classic Racing Cars



© Janet Wright

The Fourth race of the day was the HSCC Historic Roadsports supported by Zircotec. The powerful AC Cobra of Simon Crompton claimed pole position by over three and a half seconds. He may have had the power, but Julian Dodd in a TVR Griffith led the first couple of laps before Crompton slipped through in to the lead, where he

© Simon Wright



Historic Road Sports winner Simon Crompton AC Cobra

stayed to the finish. After his initial lead, Dodd dropped down to 4th while Andrew Marler in a Lotus Elan took up the chase, with David Randall in a Ginetta G4 right behind him. They remained in that order to the chequered flag with Cropton winning by just over four seconds. Marler, in 2nd, also won his class. Paul Tooms in a

© Simon Wright



Historic Road Sports class winner Andrew Marler Lotus Elan 2nd. 18

Historic Road Sports class winner Mike Eagles Milano GT Mk1 8th



Lotus Elan S4 took 5th and Martin Halliday was 6th in a Lotus Seven S3. Taking a class win was 8th placed Mike Eagles in the unusual Milano GT Mk1, while Dick Coffey also took a class win in his Turner Mk1 in 12th place. The other class winners were Karl Wetherell in a Triumph TR4



Historic Road Sports Class winner Peter Tognola Porsche 911 16th dives inside Bill Smith Marcos 1600GT 17th.

© Simon Wright



Historic Road Sports class winner Dick Coffey Turner Mk1 12th

in 14th, Peter Tognola driving a Porsche 911 in 16th, Anthony Ross in the Alfa Romeo 15/10 in 18th and finally Peter Shaw in another Alfa Romeo Guilletta Sprint in 22nd.

© Simon Wright



Historic Road Sports Class winner Antony Ross Alfa Romeo 15/10 18th.

© Simon Wright



Historic Road Sports Class winner Karl Wetherall Triumph TR4 14th



© Janet Wright

Historic Road Sports Class winner Peter Shaw Alfa Romeo Guilletta Sprint 22nd

Simon Hadfield in a F5000 Trojan T101 won the first Derek Bell Trophy race.



© Simon Wright

The feature race series of the meeting was the HSCC Lloyds/TSB Derek Bell Trophy for Formula 5000 and Formula 2 single seaters. Their first race on Saturday saw Simon Hadfield start from pole position in a Trojan T101. He dominated the race, leading from start to finish. He held a comfortable lead throughout the race, winning by nearly seventeen seconds. Richard Evans followed the entire race in his Formula 2 Chevron B40, taking a class

© Simon Wright



Neil Glover spins his Lola T330/332. He won his class in the first Derek Bell Trophy race

win in 2nd place. Tony Trimmer in a F5000 Lola T332 had been 3rd all through the race, and was almost a minute behind Hadfield at the flag. In 4th place was class winner Neil Glover in a Lola T330/332, ahead of the newer Lola T400 of Mark Dwyer in 5th and Darwin Smith in the second Formula 2 car to the finish in a March 722 in 6th. The next class winner was 9th placed James Claridge in a Lola



Jamie Brashaw March 03/03 won his class in the Derek Bell Trophy race in 10th

© Janet Wright

T240, followed by Jamie Brashaw in a March 03/03 winning his class in 10th. The final class winner was John Rand in a Lola T460 who finished 12th. Following the more modern single seaters of the Derek Bell race, we then returned to a pre-wings era with the first of two HGPCA Pre 66 Grand Prix Cars races over the weekend. Nigel Bancroft put his Cooper T51 on pole position for the ten lap race. He led the first lap of the race but slipped down to 3rd next time round as Jason Minshaw and John Harper in a pair of Brabham BT4 cars went through together. Next time round and another race leader



HGPCA Pre 66 Grand Prix cars winner John Harper Brabham BT4 leading 2nd placed Jason Minshaw Brabham BT4



Andrew Smith in a Cooper T71/73 took a class win in the HGPCA Pre 66 Grand Prix Cars race in 7th

as Harper was now in front with Minshaw right behind and Bancroft still in the hunt as well. Harper then maintained his lead all the way to the end of the race. Minshaw maintained 2nd, normally under a second behind, depending on lapped traffic to finish 2nd at

8th placed Sidney Hoole in a Cooper T66 won his class in the Pre 66 Grand Prix Cars race.



the flag, just over three seconds behind the winner. Bancroft had held 3rd place through most of the race, but lost out on the last podium place to Enrico Spaggiari in a Cooper T53 on the very last lap and finished 4th. Ian Ashley took class win in the LDS Alfa Romeo in 5th place ahead of Alan Baillie in a Cooper T71/73 in 6th. Andrew Smith won class 9 in a Cooper T43 in 7th and Sidney Hoole in a Cooper T66 won class 11 in 8th. The other two class winners were Paul Grant at the wheel of a Cooper Bristol Mk2 in 14th position and Scotty Taylor in a Cooper T45 in 16th.

Paul Grant Cooper Bristol Mk2 finished 14th to win his class in the Pre 66 Grand Prix Cars race





Julian Barter TVR 3000M won the 70s Road Sports race.

won his class in his Lotus Europa. Rounding out the top six was Josh Sadler in his Porsche 911. The other class winners in the race were 10th placed James Nairn in an Alfa Romeo 2000 GTV, Alex Childs

Class winner Howard Bentham was 5th in the Lotus Europa HSCC 70's Road Sports.



© Janet Wright

The penultimate race of Saturday was the HSCC 70's Road Sports Championship race. Paul Anderson put his Porsche 928 on pole position in the dry and put the position to good use, leading the first half of the race on a now wet track. On lap six, Julian Barter in his TVR 3000M got through, to lead the last three laps and take victory. His margin at the end of the race was just over a second ahead of Anderson in 2nd, with both drivers winning their respective classes. Charles Barter was a little bit further back in his Datsun 240Z in 3rd. Phil Briggs brought another Porsche 928 home in 4th while 5th placed Howard Bentham

2nd placed Paul Anderson won his class in the Porsche 928, HSCC 70's Road Sports.

© Simon Wright



James Nairn in an Alfa Romeo 2000 GTV finished 10th and won his class in the HSCC 70's Road Sports race.

© Simon Wright



The unusual Lancia Fulvia Sport of Alex Childs was 13th and took a class win in the HSCC 70's Road Sports race.

© Simon Wright

in a Lancia Fulvia Sport in 13th and 18th placed James Bailey in a Fiat 128 3P Berlinetta.



The last class winner in the 70's Road Sports was James Bailey in the Fiat 128 3P Berlinetta in 18th

© Simon Wright

The final race on Saturday was the HSCC/FJHRA Millers Oils Historic Formula Junior Championship, Classes D-E race. Pole position went to Callum MacLeod in the



3rd placed Merlyn FJ of Denis Welch Formula Junior Class D-E

© Janet Wright

Caravelle Mk2 after a wet qualifying session. The race was also wet and Jon Milicevic in his Cooper T59 from the front row grabbed the lead and stayed there for the entire race. He was chased all the way by Sam Wilson in another Cooper T59, who finished over twelve seconds behind at the flag. Pole man MacLeod had dropped back to the middle of the field on the first lap before retiring from the race. In 3rd place was Denis Welch at the wheel of a Merlyn FJ. Benn Simms in the Elva 200 had started from the back of the grid, after losing his best time for missing the chicane, and worked his way through the field to finish 4th and win his class. Michael Hibberd in the Lotus 27 was 5th and Sidney Hoole was 6th in his Brabham BT6. The other class winner was Chris Chilcott in a Lotus 20 who finished 8th overall.



© Janet Wright

Formula Junior Class D-E podium 2nd Sam Wilson, winner Jon Milicevic and 3rd Denis Welch

Sunday is a day off at Oulton Park, with the action resuming on the Bank Holiday Monday, which in typical British fashion, was wet.

© Simon Wright

**Second race winner
Francois Derossi
Chevron B17 after a
4th in the first Classic
Racing Cars race.**



The first race on Monday was the second event for Classic Racing Cars, the ninth race of the weekend. This was different to the first race as it was raining. Gray started from Pole position, but dropped down to 4th by the end of the first lap, and stayed there to the end. Francois Derossi, in the local built Chevron B17, was leading at the end of the first lap and did a masterclass in wet racing. He was lapping traffic by lap three and pulling well clear of the field. He was chased by Geoff Farmer in his Brabham BT18, who slowly dropped back in the wet conditions. At the end of the race, at six laps, Derossi was over twenty seven seconds ahead of Farmer in 2nd, with both winning their class. In a distant 3rd was Michel Renavand in the Tecno. Frank Sytner in the Merlyn Mk 20 took his second class win of the weekend in 7th, along with Michael Scott in his Brabham BT30 in 13th and James Owen in the Elva 200 in 18th and last place, just one lap down on the winner.

**Geoff Farmer Brabham
BT18 finished 2nd and
won his class in the
second Classic Racing
cars race.**



© Janet Wright

Next out was the Tourist Trophy Tribute Race for Historic Saloon Cars who had qualified during Monday morning in drying conditions. Roger Godfrey put his amazing Austin Mini Cooper S on pole position, just pipping the mighty Ford Falcon of Harry Wyndham by just 0.439 of a second. The race took place on a wet track in the late afternoon. Godfrey held the lead in the race for the first seven laps, with the Mini Cooper S of Ian Bankhurst and Ricky Gaston leading the initial chase before the Ford Mustang of Graeme and James Dodd got through on the third lap.



**Graeme & James
Dodd Ford Mustang
won the Tourist
Trophy Tribute race.**

© Simon Wright

They took the lead on the eighth lap before Godfrey made his pitstop on the next lap. The Mustang held the lead until it took its pitstop on the twelfth lap. This gave the lead to Roberts in his Mini Cooper S until he too stopped on the nineteenth lap This let the Dodd Mustang back in to the lead with the Bankhurst/Gaston Cooper S right behind.



Steve Bee Volvo 1800S in practice for the Historic Road Sports race.

© Simon Wright



© Janet Wright



Colin Parkinson MG A had an off and finished 26th, 4th in class in the Historic Road Sports

© Simon Wright



Alan Baillie Cooper T71/73 was 6th, 2nd in class in the first Pre 66 Grand Prix cars race and 3rd in second race.

© Simon Wright



David Coplowe Lotus 24 spun out of the first Pre 66 Grand Prix cars race, 11th and 3rd in class in second race

© Simon Wright



Roderick Stead March 75B Retired from both Derek Bell Trophy races.

© Janet Wright



Daryl Taylor F5000 Chevron B28 3rd in the second Derek Bell Trophy race



Malcolm Ricketts Lotus 18 10th, 3rd in class in first Pre 66 Grand Prix cars race.

© Janet Wright



James Willis MG Midget Coupe 19th, 2nd in class Historic Road Sports.

© Simon Wright

Tan Brown/Jeff Culkin Volkswagen Beetle took 2nd in class and 10th overall in the Tourist Trophy Tribute race

© Simon Wright



With only two laps to go, the Graeme and James Dodd Mustang managed to open out a slight gap to win by just over three seconds from the Bankhurst/Gaston Mini, which won its class. Godfrey made it two Minis on the podium in 3rd and a class win, while Wyndham got 4th in the Ford Falcon. An impressive drive came from James Nairn in the Alfa Romeo 2000 GTV, who had been added

© Janet Wright

Fletcher/Hopkinson Alfa Romeo Giulia Sprint GT won the class in 12th in the Tourist Trophy Tribute race.



to the back row of the grid with no time, and finished 5th and won the Invitation class. Brendan Roberts had finished 5th on the road but got a sixty second penalty for a pit stop infringement and dropped a place to 6th. Dan Cox took a class win in his Ford Lotus Cortina in 7th, while Alfa Romeo took another class win with the Giulia Sprint of James Fuller and Barry 'Whizzo' Williams in 9th. The other two class winners were Colin McKay at the wheel of a Jaguar S Type in 11th and a third Alfa Romeo success with Simon Whiting and Martyn Corfield in their Alfa Romeo Giulia Sprint GT in 12th.

Race 11 on the programme was for the HSCC Classic F3 supported by Motor Sport Magazine race. Ben Simms took a very close pole position on a drying track in his March 803B by just 0.334 of a second from Paul Smith in a Martini Mk31. A late addition to the grid was Rudolf Ernst, driving a Ralt RT1, who was allowed to start from the back of the grid, having missed qualifying. On a dry track, Simms was jumped at the start by Smith in the Martini who led at the end of the first lap with Simms almost attached to his gearbox. By the end of the second lap Simms was in front and slowly began to pull out a lead from Bill Coombs in an Argo JM6, with Smith now in a steady 3rd position. The front positions stayed the same until the end of the eleven lap race, with Simms winning by over twelve seconds from Coombs and Smith. In 4th place was Richard Trott in a Chevron B43, 5th was Geoff Hoodless in a March 803 and in 6th was Tom Thornton in an Argo JM3. The other two class winners were 7th placed Scott Temple in a Reynard SF79 and Albert Clements in a Lotus 69 back in 21st position. By the end of the race Rudolf Ernst had worked his way up to 20th in the Ralt RT1.

There was a large entry for the HSCC 'Grandstand Sports Tours' Formula Ford supported by Avon Tyres race, with Darren Burke in a Macron MR8 starting from pole position. Burke made the most of his pole position and at the end of

Enrico Spaggiari Cooper T53 won the second Pre 66 Grand Prix car race.



© Simon Wright

the first lap he had a lead of over one and a half seconds from David Wild in a Lola T200 and Robert Wainwright in an Elden Mk8 who were almost linked together. By the end of the second lap Wainwright was up to 2nd with Wild right behind. They remained in that order to the end of the eleven lap race. At the flag, Burke won by over five seconds from Wainwright and Wild. In 4th place was Amanda Whitaker in another Elden Mk8, with Derek Rodgers in a Merlyn Mk11A in 5th and John Hayes-Harlow in yet another Elden Mk8/10 in 6th. The other class winner was Simon Toyne who finished 7th in a Lola T200.

Ian Ashley took 2nd in the LDS Alfa Romeo and a second class win in the Pre 66 Grand Prix cars.



© Janet Wright

The second Pre 66 Grand Prix Cars race took place early Monday afternoon on a dry circuit. Harper and Minshaw started from the front row but neither completed a lap. This meant that Bancroft in the Cooper T51 was in the lead at the end of lap one and he held that place for the first four laps. Then Spaggiari in the Cooper T53 took the lead and Bancroft dropped back to 5th. Spaggiari maintained the lead till the end of the race, winning by nearly three seconds from Baillie in the Cooper T71/73 on

The class winning Maserati 250F of Charles McCabe finished 20th in the Pre 66 Grand Prix cars race.



© Simon Wright

the road with Ashley 3rd in the LDS Alfa Romeo. However, after the race finished, Baillie was given a 3 second penalty, which dropped him down to 3rd and gave Ashley his second class win of the weekend as he moved up to 2nd overall. Hoole took a second class win in 4th overall at the wheel of the Cooper T66, while Nick Eden won his class in a Cooper T45 in 7th. Grant in the Cooper Bristol Mk2 and Taylor in the Cooper T45 also scored second class victories of the meeting. The final class winner in this race was Charles McCabe in a stunning Maserati 250F who finished 20th overall.

The HSCC Guards Trophy with Dunlop Tyres - Race A had the Minshaws in pole position at the wheel of their Chevron B8 after dry qualifying. The twenty lap race was early afternoon on Monday and in the rain. The Minshaw Chevron led from the start for the first four laps before retiring. This let Cottingham in a Chevron B8 to lead, which it extended from Schryver in another Chevron B8 for the first half of the race before coming in for its pitstop on lap eleven. Schryver now took the lead for three laps before he came in for his pitstop. Newall in another Chevron B8 was now leading and took its pitstop on the next lap and still came back out in the lead by nearly a minute and a half from Schryver. At the chequered flag, Newall won by nearly eleven seconds from Schryver, with Cottingham back in 3rd. Two more Chevron B8's made it a Chevrom walk-over in the wet conditions. Shaw was 4th and Hodges was 5th. Wilson was the first non-Chevron to finish, taking 6th place in an Elva Mk7, winning his class. The other class winners were Bennett in 12th place driving a Lister Jaguar and Tilley in an Elva Mk7S in 20th position. Race 15 of the weekend was the second Derek Bell Trophy race was on Sunday in wet conditions, with Hadfield starting from pole. In the wet conditions Judy Lyons elected to start from the back of the grid in the Gurney Eagle, having failed to finish the Saturday race. Also starting from the back of the grid was Mark Dwyer

who had changed his Lola T400 for a Lola T332C since Saturday. The wet damp conditions gave the advantage to



Class winner John Rand Lola T460 finished 14th in the second Derek Bell Trophy race

© Janet Wright

the more nimble Formula 2 cars and Evans in the Chevron B40, led from start to finish, extending his lead every lap. At the flag he was over thirty three seconds ahead of first race winner Hadfield, who at least took another class win in the Trojan T101. Daryl Taylor made it a good day for local manufacturer Chevron, taking 3rd in the Formula 5000 Chevron B28. Trimmer took 4th in the Lola T332 and Smith was 5th in the Formula 2 March 722. Taking his second class win of the meeting was Glover in the Lola



Richard Evans won the second Derek Bell Trophy race in his Chevron B40

© Simon Wright



The Lola T240 of James Claridge own its class in 16th in the second Derek Bell Trophy.

© Simon Wright

T330/332 in 6th. Having started from the back of the grid Dwyer had worked his way through to 7th at the end of the nine lap race. Also taking a second class win for the meeting were both Rand in the Lola T460 in 14th and Claridge in the Lola T240 in 16th.



Gregory Thornton Surtees TS11 finished 12th and 3rd in class in the second Derek Bell Trophy race.

The second 'half' of the Guards Trophy - Race B were out next with a drying circuit. This was the 'GT' race with Minshaw on pole position driving a Jaguar E-Type. Boot in a TVR Griffith 400 led from the start with the Fleming/Fleming Lotus Elan 26R holding a comfortable 2nd place until he and Minshaw, 3rd both pitted early, on lap seven. When Boot pitted on lap twelve it was Minshaw who now came through to lead the race, with Newman driving another Jaguar E-Type in 2nd and yet another Jaguar E-Type of Radcliffe/Bussell in 3rd. That was the order they remained in until the flag, with Jaguar E-Types taking all three podium positions. Minshaw winning by over seven seconds from Newman and Radcliffe/Bussell. Boot took

4th place to win his class, Welch in the Austin Healey 3000 was 5th and Moore in another E-Type was 6th. The 8th placed Marcos 1800GT of Smith/Evans won their class, along with 11th placed Barrie in a Porsche 911. The final class winner was Wetherell in a Triumph TR4. In 12th. The penultimate race of the weekend was the HSCC 'West End Motors' Historic Formula Ford 2000 race. Neil Fowler started from pole position in his Reynard SF79 and led the race from start to finish. He was followed all the way by Dale Spruce in another Reynard SF79. In 3rd for the first half the race was Colin Wright, also in a Reynard SF79, but he was passed at half distance by Scott Temple in a fourth Reynard SF79 who stayed in 3rd to the end. Wright finished 4th and Russell Love, in 5th, made it a clean sweep of the top five places for the Reynard SF79. In 6th place was the Delta T78 of Nigel Grant. The other two class winners were Luke Dimsdale in a Van Diemen RF78 in 13th position, and 12th placed John Bowles driving a Royale RP9.

The final race of the meeting was for 500cc Formula 3 cars. After qualifying, Nigel Ashman in a Cooper Mk XI was fastest. He lead from start to finish, winning by nearly thirteen seconds at the flag. Mike Fowler in a Cooper Mk V and Gordon Russell in a Cooper Mk 8 battled for 2nd, swapping positions several times during the race, but in the last couple of laps Russell managed to pull out a gap and took 2nd place by just under five seconds from Fowler in 3rd. Some way further back, Roy Hunt in a Martin took 4th place, while Neil Hodges in a Cooper Mk VIII and Richard Ellingworth in a Martin Norton rounded out the top six finishers.

The other major feature of the Gold Cup weekend is the action rally display on the test track located in the centre of the circuit. Historic Rally cars are demonstrated round the course, and although the event is non-competitive and not timed, it doesn't stop the drivers from really trying and putting on a great show for the spectators.

Rally Stage demonstration



Ford Escort Mk2



Saab 99

© Janet Wright



Ford Escort Mk1

© Simon Wright



Talbot Sunbeam Lotus

© Simon Wright

Bentley Blower Car Zero Continuation Car.





crafted to create the new Blower. Two hundred and thirty parts scanned were actual assemblies, including the engine. Each part and assembly has been created by the project team of Bentley Mulliner engineers, craftspeople and technicians working together with a number of British specialists and suppliers.

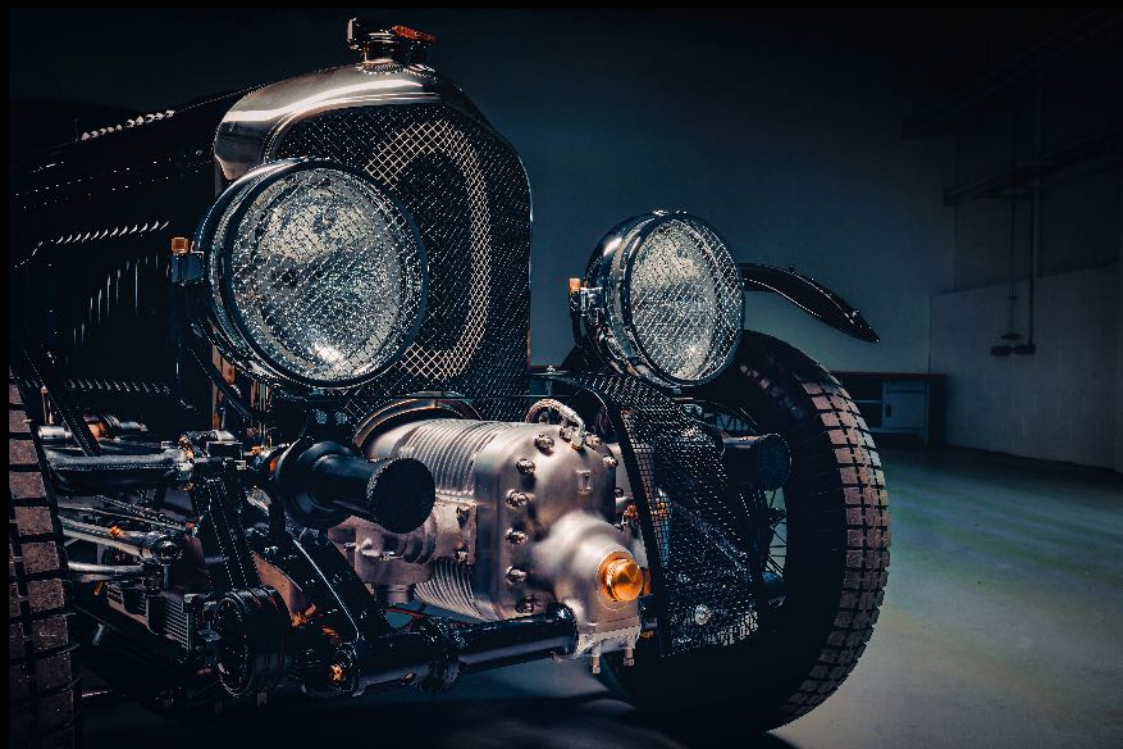
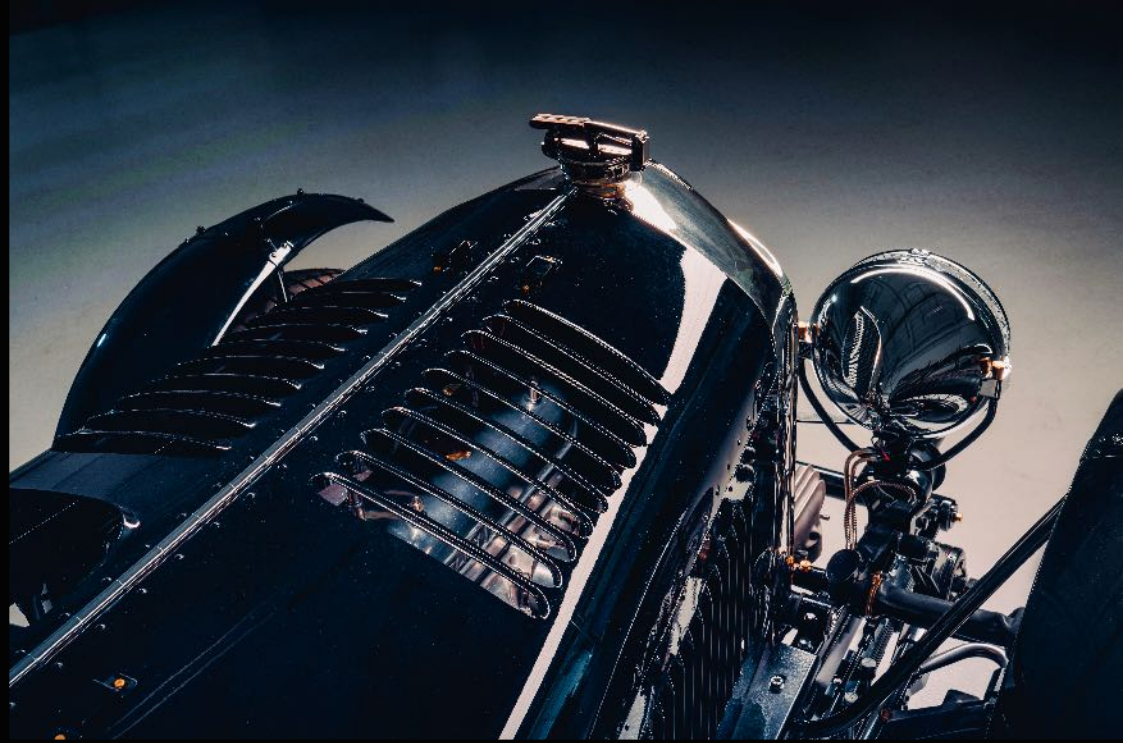
Blower Car Zero is a dedicated test and development prototype, built in advance of the limited production models. The prototype will be subjected to months of durability and performance testing. It is finished in gloss black, with an interior of Oxblood red leather and matching trim from Bridge of Weir. As per the original, the seats are stuffed with 10 kilograms of natural horsehair.

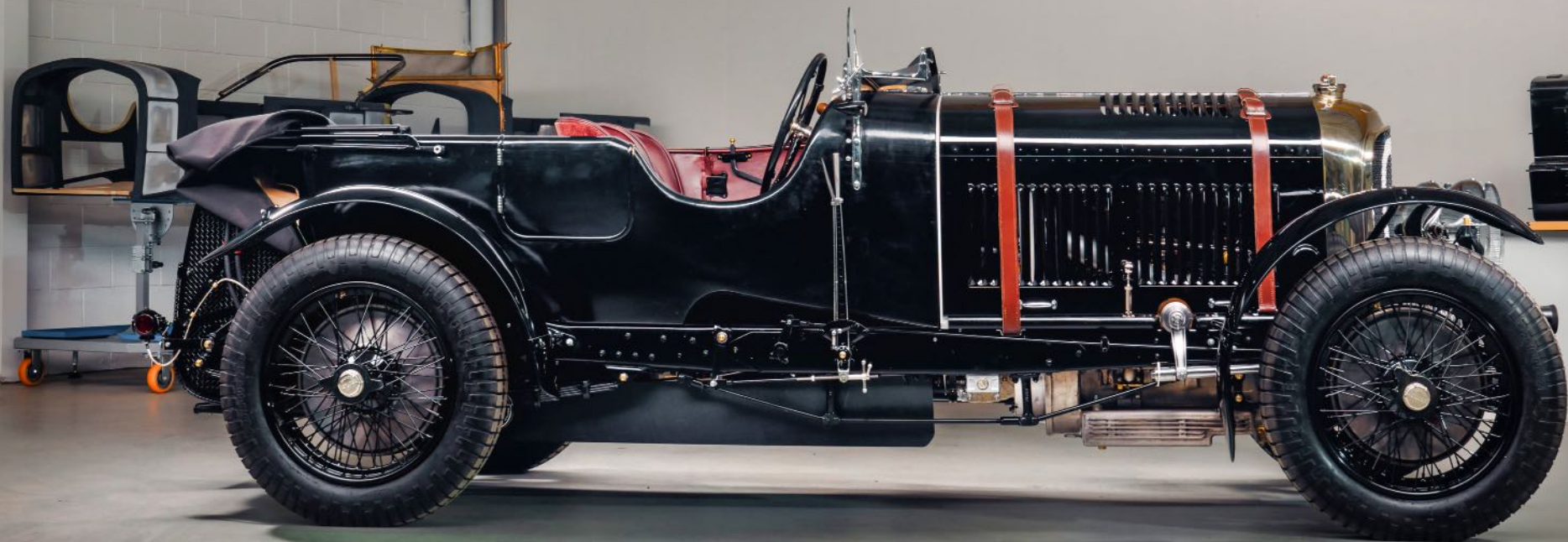
The car made is debut to officially mark the creation of the new Bentley Motors campus in Crewe, which has been made possible by the closing of Pym's Lane, Bentley's address since 1946. The new campus extends Bentley's

After 40,000 hours of work (Over 4 ½ years in man hours), Bentley Mulliner have completed the first new Bentley Blower in over 90 years. Car Zero is the first of a limited run of Bentley Blower continuation cars, that was completed in December 2020, and is the first example of the World's first pre-war continuation series. It has been crafted by hand from original drawings and tooling, using a team of in-house and external British suppliers. Nearly 2,000 individually designed and hand crafted parts have been used in the assembly. Data has been provided by laser scanned, 3D CAD models of the original 1929 4 ½ litre Supercharged Bentley Team Car raced by Sir Henry 'Tim' Birkin, which had been completed stripped down to component level for a sympathetic restoration rebuild. This was Chassis HB 3403, engine SM 3902, registration number UU 5872.

From the data received from scanning the entire vehicle, 1,846 individual parts have been designed and hand-





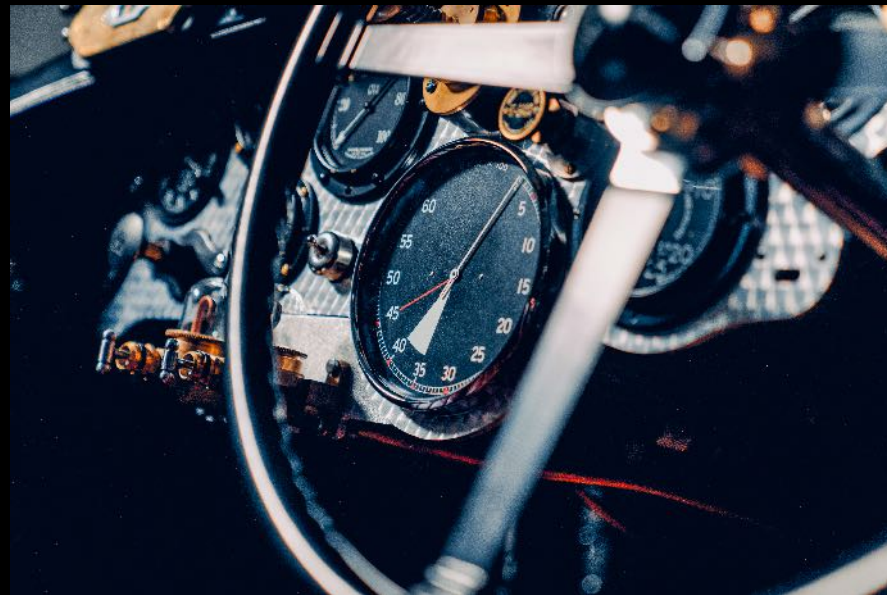


headquarters. Chairman and Chief Executive of Bentley Motors, Adrian Hallmark, had the honour of driving Car Zero down Pym's Lane to mark the occasion. He commented "Today was a truly remarkable day, not just as a milestone in the Blower Continuation Series project but also for Bentley Motors. To drive the first new Blower in 90 years was a privilege, and the quality of the car would make Sir Tim Birkin himself proud. The craftsmanship is exquisite, and I'm pleased to report that the car drives just as beautifully as our original team car."

"It was also significant that I could drive the new Blower down Pym's Lane, now part of our main site as we

expand to create the new Bentley campus." "Investing in our headquarters is vital both for Bentley's future and for Crewe, and our new developments and buildings are a physical manifestation of the exciting future before us as we start the journey to become the World leader in sustainable luxury mobility."

The Blower Continuation Series is the first customer-facing project delivered by the new Bentley Mulliner Classic Portfolio, one of three new divisions of Mulliner, alongside Coach-built (currently developing the equally exclusive Bacalar) and Collections



(responsible for the Continental GT Mulliner)

The first step in creating Car Zero was an extensive analysis of the original design drawings and drafts that were referenced in the creation of the original Blower Team cars, together with archived period photographs of the cars. Following a piece by piece disassembly of the number 2 Team car owned by Bentley (Likely to be the most valuable Bentley in the World), an exceptionally precise laser scan was made of the frame and its components. From this a complete digital CAD model of the Blower was created.

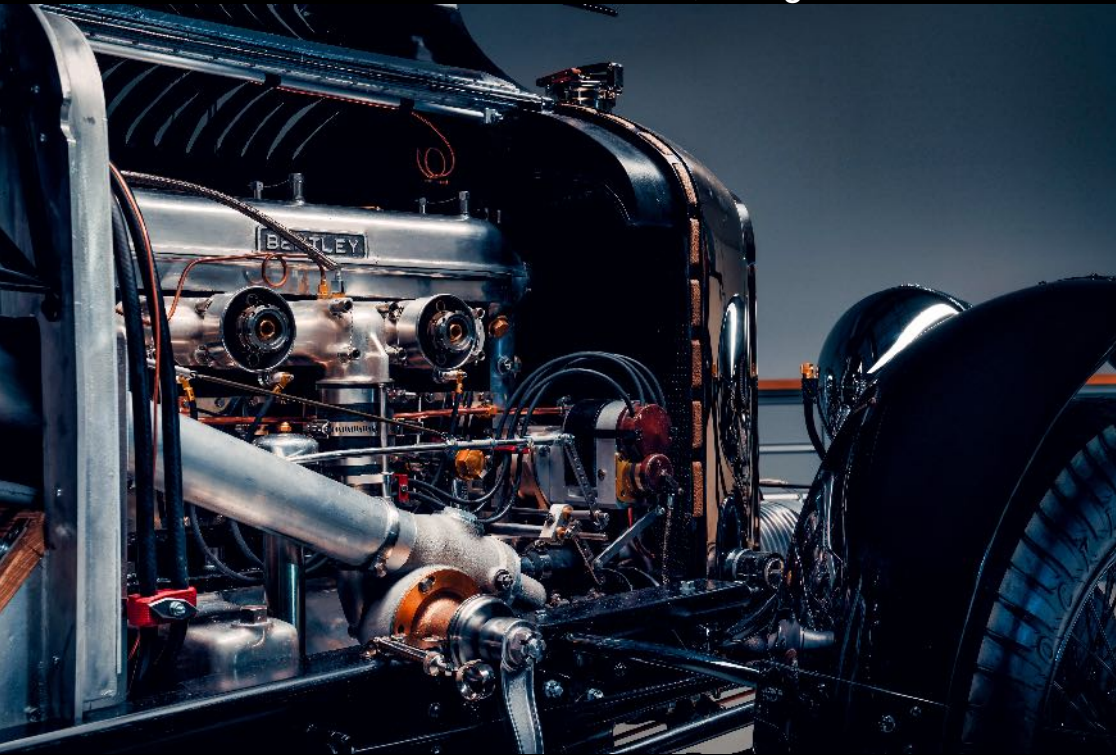
From this, a team of artisan specialists were recruited to start manufacturing the components that would be assembled to create the first new Blower. The latest digital design techniques came together with genuine hand crafted artistry, often using manufacturing methods from the 1920s. This fusion of old and new, along with the skill

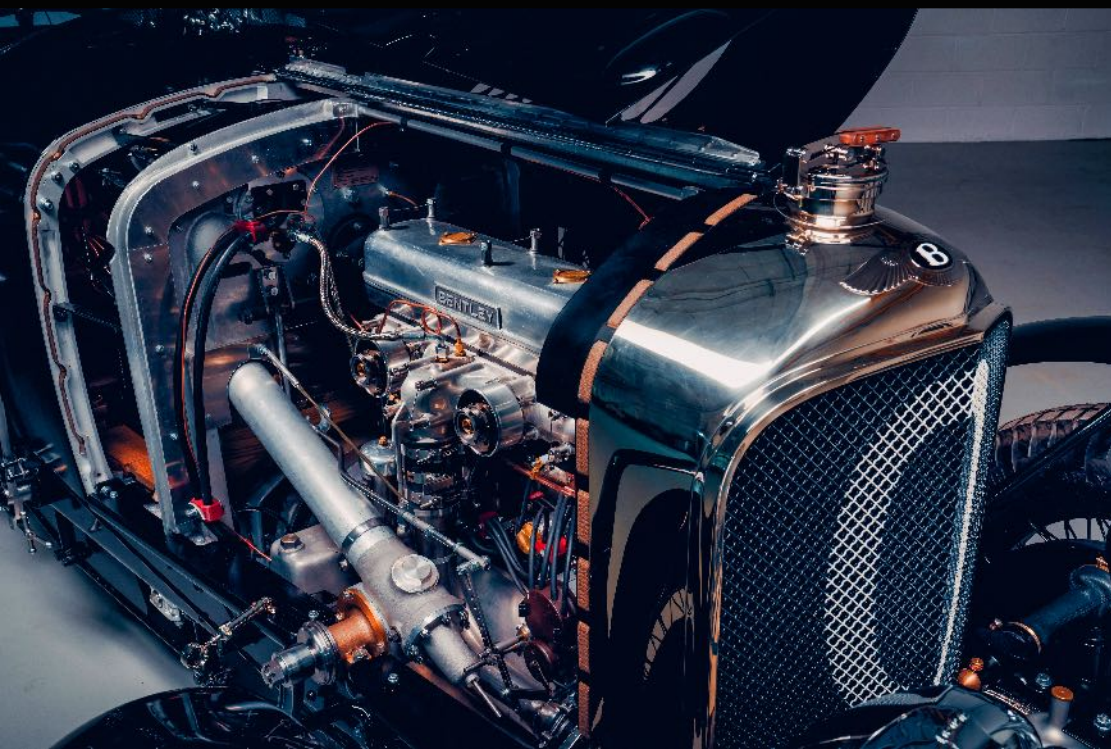


of the engineers, has seen Car Zero come together. The chassis has been created in heavy-gauge steel, hand-formed and hot riveted by specialists at Isreal Newton & Sons limited. This 200 year old company, based near Derby, traditionally manufactured boilers for steam locomotives and Traction engines and therefore had the skills required to forge and shape metal in a traditional way.

The Vintage Car Radiator Company, based at Bicester Heritage, made some of the other Blower's key components, including the mirror-polished, solid nickel silver radiator shell and the hand beaten fuel tank made of steel and copper.

The leaf springs and shackles were made to the original specifications by Jones Springs Ltd in the West Midlands, who have over 75 years of experience, having started in a blacksmith's forge. The iconic headlamps were reproduced by Vintage Headlamp Restoration Ltd in Sheffield.







spark ignition. The engine has been paired with a newly machined Amherst Villiers roots-type supercharger. It is an exact recreation of the engine that powered Tim Birkin's four Team Blowers that raced in the late 1920s, including the use of magnesium for the crankcase. An engine testbed had to be converted to accept the old design engine, which included making a replica Blower front chassis to hold the engine. This allowed for the engine to be put through a defined schedule of run-in before it was fitted to the car.

The car will now complete a programme of real-world durability tests. This will gradually increase in duration and speed to test that the vehicle is functional and robust under all conditions. This will include test to simulate famous rallies such as the Peking to Paris and Mille Miglia events and include runs at top speed.

Only 12 customer cars will be built, all pre-sold and specified.

The bespoke Mulliner Trim Shop in Crewe did the final stages of carpentry on the new Ash frame, which had been produced by Lomax Coach-builders of Ludlow. This included the application of 25 metres of highly specialised Rexine material used to wrap the body. Hand trimming of the body was completed by Mulliner's master craftsmen. Car Zero's brand new 4 ½ litre engine, originally designed by W.O. Bentley, has been created with the expert support

of various specialists, including NDR Ltd in Watford. It features many innovations of which a sports car engine of the 1970s would be proud. These include aluminium pistons, and overhead camshaft, four valves per cylinder and twin



United States
Grand Prix West.
Long Beach, California.
April 8th 1979.
By Syd Wall.



Derek Daly's Ensign Ford N179 leads Riccardo Patrese's Arrows Ford A1

The Grand Prix of Long Beach, held since 1975, is an event in the IndyCar series but from 1976 to 1983, it was the US Grand Prix West, part of the F1 World Championship. As a street circuit, it was an accident waiting to happen, abounding in bumps, manhole covers, drains, kerbs, sharp descents and steep climbs, cambers and solid concrete walls. It was street racing at its best, a fast 90 mph average speed with the best overtaking at a hairpin at the end of a 180mph straight. Unlike Monaco, the roads were relatively wide so there was room for overtaking. For the 1979 race I was there for the three days of practice but not for the race. We did see some racing though: Formula Atlantic, the US equivalent of Europe's Formula 2 where we saw upcoming stars such as David Brabham, Kevin Cogan, Tom Gloy, and Howdy Holmes and the Toyota Pro-Celebrity race. These races are normally without much interest but this race was notable for the result. The professionals included Kitty O'Neil and Gary Gabelich (women's and men's land speed record holders at 512mph and 621mph) Tom Sneva, Rick Mears, Don Prudhomme and Al Unser while the three main celebs were actors James Brolin, Clint

© Syd Wall



Bruce Jenner's white Toyota soon to take the lead from Rick Mears!



Jabouille's Renault didn't run again

© Syd Wall

Eastwood and incredibly the winner of the race, World and Olympic Decathlon champion Bruce Jenner, now known to the world as Caitlyn Jenner.

In F1 practice, the biggest event was a massive 180mph accident for Jean Pierre Jabouille when a broken driveshaft in the Renault RS01 pitched him into the concrete, flat out on the long straight by the sea. No doubt he had a good view of the Queen Mary cruise ship while

© Syd Wall



Gilles Villeneuve locks up at the end of the 180mph straight en route to pole

© Syd Wall



he was up in the air. A broken wrist put him out for the weekend. A stronger driveshaft in Rene Arnoux's Renault failed during Sunday warm-up so the car was withdrawn letting Derek Daly's Ensign N179 into the race. Notable in the entry were Arturo Merzario's eponymous car, the



© Syd Wall

Rene Arnoux Renault on fire at the rear



© Syd Wall

James Hunt in the Wolf WR8 retired from the race

Merzario A1B, and the beautiful Lotus 79 appearing in brown for Hector Rebaque. Has there ever been another brown liveried car in F1? Probably not and with good reason. (Yes, the Hexagon Brabham BT42/BT44 of John

© Syd Wall



Alan Jones gets the Williams FW06 sideways



Patrick Tambay's strange looking blue and turquoise McLaren M28 in with Lowenbrau livery

© Syd Wall

Scheckter Ferrari 312T4 leads Jacques Lafitte's Ligier JS11

taking the Ferrari 312T4 to victory with Scheckter 2nd in the other Ferrari 312T4 and Alan Jones 3rd for Williams in the FW06. Local hero Mario Andretti was 4th in the Lotus 79, followed by Patrick Depailler in the Ligier JS11. The last point went to Jean-Pierre Jarier in the Tyrrell-Ford 009, who finished in 6th place, a lap behind the winner.

© Syd Wall

Watson in 1974 was brown- Ed.) After a crash in practice in front of us, Jody Scheckter qualified 3rd for Ferrari, Carlos Reutemann 2nd for Lotus and Gilles Villeneuve on pole for Ferrari. Villeneuve was dominant in the race,



Carlos Reuteman's Lotus 79 retired from the race after stopping on the warm up lap

© Syd Wall



The Merzario A1B of Arturo Merzario leads Mario Andretti's Lotus 79

Supercar Sunday

Heritage Motor Centre

19th June 2005

By Simon & Janet Wright.



1981 Lotus Turbo Esprit



There are many kits based on the iconic Ford GT40

© Simon Wright

The Heritage Motor Centre, now known as the British Motor Museum, at Gaydon, held their annual Supercar Sunday event on a lovely sunny Father's Day in June. There was a massive turnout of both display cars and enthusiasts spread out on the massive car parks at the front of the museum. Most manufacturers of sports and supercars were represented by Owners Clubs and individual owners, displaying their cars. There was a great turnout of Lamborghini models. These are some of the most eye catching vehicles on the road, and guaranteed to turn heads whenever they appear. The Jalpa was built between 1981 and 1998 and only 410 were produced. It used a 3.5 litre transverse DOHC V8 mid-mounted engine, which produced 255 hp and 225 lb/ft torque. It used four twin-barrel down-draught Weber 42 DCNF carburetors. The engine was connected to a 5-

speed
synchromesh
manual
transmission,
driving the
rear wheels.
It was the last
Lamborghini
using the V8
engine until
the Urus was



Lamborghini Jalpa

© Janet Wright

introduced in 2017. The Jalpa was the introduction level model and had a top speed of 155 mph, with a 0-62 mph time of 6 seconds, and ¼ mile reached in 15.4 seconds. One of the most futuristic, even today, is the sleek Lamborghini Countach, which was the successor to the iconic Miura. With its huge rear wing and scissor doors, this rear mid-engined Italian sports car, designed by Bertone, was produced between 1974 and 1990, during which time nearly two thousand were built. It was the first production car to feature Scissor doors. There were three



© Janet Wright

Lamborghini Countach LP400

different versions built with the Lamborghini V12 engine, the LP400 using the 3.9 litre version which produces 370 hp. It had a top speed of 179 mph and could go from 0-62 mph in 5.4 seconds. The LP500 S using the 4.8 litre version produced 370 hp, had a top speed of 182 mph and could do 0-62 mph in 5.2 seconds. The 5000 QV, 25th Anniversary version using the 5.2 litre version, which



Lamborghini Countach LP5000 QV

produced 449 bhp, had a top speed of 185 mph and could go from 0-62 mph in 4.5 seconds. Apart from a few American specification LP5000 QV models, all cars are fitted with six Weber carburettors. All use a 5 speed manual transmission, mounted between the two seats and driving the rear wheels. The driveshaft runs through the engines oil sump to a rear mounted



Lamborghini Countach cockpit



Lamborghini Countach

differential. This improves stability by placing more mass in the centre of the vehicles. Over its sixteen year life-cycle, 1,983 cars were built.

The successor to the Countach was the Lamborghini Diablo which was produced between 1990 and 2001. The bright yellow 1996 Diablo SV at Gaydon had a suitable appropriate number plate. The SV version was introduced at the 1995 Geneva Motor Show, reviving the Super Veloce title first used on the Miura SV, and continued until 1998. The mid-mounted 5.7 litre V12 engine had an



Lamborghini Diablo SV 1996

Lamborghini Diablo SV 1996



Lamborghini
Diablo SV

© Janet Wright

increased power output of 510 hp and 428 lbs/ft torque, driving the rear wheels through a 5-speed manual transmission. It was priced as the entry level model of the Diablo range. It had an adjustable rear spoiler, dual front fog lamps and extra brake cooling ducts for the front 13.4 inch disc brakes. The front wheels also increased to 18 inches diameter.



Ascari KZ1

© Simon Wright

The Ascari KZ1 was a brand new car at the show, built at nearby Banbury by Ascari cars. The KZ came from the owners initials, Klass Zwart, a wealthy Dutch businessman. It had made its World debut at the 2005 Autosport International show a

few months earlier. It was a limited edition sports car, with just 50 cars being produced, each with a price tag of £235,000 and taking 340 hours to build. It was powered by a longitudinal mid-mounted 4.9 litre BMW S62 V8 engine, with 4 valves per cylinder and dry sump lubrication. It produced 500 bhp, a power to weight ratio of 420 bhp per ton. It was mounted to a 6 speed manual Cima transmission system and was equipped with 6 pot AP Racing disc brakes on the front and 4 pot discs on the rear. It had a top speed of 201 mph and could accelerate from 0-60 mph in 3.7 seconds and do the ¼ mile in 11.8 seconds, with a terminal speed of 124 mph. Production ran from 2005 until 2010.



© Janet Wright

Ascari KZ1R

Also on display was the Ascari KZ1-R, the racing version. This was aimed at the FIA GT3 European Championship and the United SportsCar Championship. It is still a road car but tuned for racing. The front lip spoiler has been updated with a pronounced splitter for increased down-force. It also has a large fixed wing at the rear. The



Ascari KZ1R

© Simon Wright

headlights have been modified with HID bulbs and indicators. The rear bumper has also increased slightly to house the larger wheelbase and aluminium alloy wheels are fitted to reduce weight. The interior has also been stripped right down,

with the power windows removed along with the leather seats, replaced by carbon fibre racing seats, but the power steering remains. A full roll-cage also adds rigidity to the car body. The BMW V8 engine is tuned to produce 520 bhp. This gives it a slightly faster 0-62 mph time, just four tenths faster than the road version.

Morgan were represented by the Aero 8 GTN. The Aero model was introduced in 2000 and was the first new Morgan design since the 1964 Morgan +4. It was also the first Morgan with an aluminium chassis and frame as



© Simon Wright

Morgan Aero 8 GTN

opposed to the traditional Morgan sports cars that have an aluminium skinned wooden body tub on a steel chassis. It also does not have anti-roll bars, which is unusual on modern sports cars. The Aero 8GTN was one of only eleven produced in 2004. This limited edition Series 1 was to mark the success of the Aero GT racing car and included the 4.6 litre Alpina BMW engine. This produced 330 bhp and gave the car a top speed of 165 mph. It had slightly different and stiffened suspension plus semi-slick AO48's fitted as standard. All eleven were produced in the two tone blue and grey colour scheme. It was also the first of the Aero 8 models offered with an optional hardtop alongside the soft top roof. It also features a carbon fibre dashboard, unique gloss black wooden trim, a custom Mota-Lita steering wheel and side exhausts.



© Janet Wright

TVR Tuscan Speed Six

Another low volume British sports car manufacturer, TVR from Blackpool, produced the TVR Tuscan Speed Six from 1999 to 2006. This 2002 model Targa Top is a front engined, rear wheel drive sports car. It has a fibreglass

body mounted over a tubular steel chassis. It is powered by an inline TVR Speed six, fuel injected 6 cylinder 4 litre engine. When introduced in 1999, the Speed Six engine produced 360 hp and 310 lb/ft torque. Later, an option pack raised the power to 380 hp and the high performance Tuscan S produced 390 hp and had aerodynamic improvements over the base model. This gave the car a 0-60 mph acceleration time of 3.68 seconds.



Bugatti EB 110

© Simon Wright

A stunning super car of the period was the Bugatti EB 110. This is a mid-engined, all-wheel-drive sport car, produced by the Bugatti Automobil S.p.A. company between 1991 and 1995, when the company went in to liquidation. It was the only production model made by Romano Artioli's Italian incarnation of Bugatti. Only 139 were built between 1991 and 1995. It was powered by the 3.5 litre 60 valve Bugatti quad-turbocharged V12 engine,



© Simon Wright



Bugatti EB 110

© Simon Wright

which produced 553 hp in GT and 603 hp in Super Sport. It was attached to a 6-speed manual transmission system. When introduced, it was at the forefront of technology, being one of the first with a carbon fibre monocoque chassis, active aerodynamics and an all-wheel-drive system for better handling. The GT has a speed sensitive electronic rear wing and active air flaps near the rear window that can be raised at the flick of a switch manually. The Super Sport has a fixed rear wing. The model is

named after Ettore Bugatti and was launched on what would have been his 110th birthday. The Super Sport model was introduced just six months later, at the 1992 Geneva Motor show. The Super Sport had a top speed of 221 mph and accelerate from 0-62 mph in just 3.2 seconds.

Bugatti EB 110

ENZO



Ferrari Enzo

© Simon Wright

The high-light of the show for many enthusiasts was the Ferrari Enzo or Type F140. This mid-engined sports car was named after the company's founder, Enzo Ferrari. It was developed in 2002 using Formula 1 technology, and just 400 were produced between 2002 and 2004. It has a carbon-fibre body, F1 style automated shift 6 speed automated sequential manual transmission, with paddle-shifters. It has LED lights on the steering wheel, telling the driver when to change gear. It has carbon fibre reinforced



© Simon Wright

Ferrari Enzo

silicon carbide ceramic composite disc brakes. It also features technology not allowed in Formula 1 such as active aerodynamics and traction control. It can



© Simon Wright

Ferrari Enzo

generate tremendous downforce from the front underbody flap, the rear diffuser and small adjustable rear spoiler. The F140 B 6 litre V12 DOHC 48 valve engine was the first of a new generation for Ferrari, based on the Maserati Quattroporte V8 engine design. It produces 651 hp. This

gives it a top speed of 221 mph and can accelerate from 0-60 mph in 3.14 seconds and do the ¼ mile in 11 seconds. It has four wheel independent



© Janet Wright

Ferrari Enzo rear engine bay



Ferrari Enzo

© Janet Wright



Ferrari Enzo

© Simon Wright

suspension with push-rod actuated shock absorbers,

which can be adjusted from inside the cockpit.



© Janet Wright



Ferrari 512 BB

© Simon Wright

An earlier example of the scarlet marque was a very nice 1979 Ferrari 512 Berlinetta Boxer. This was produced between 1976 and 1981, when just 929 were built. The Berlinetta Boxer was the first Ferrari to use the mid-mounted Flat twelve 5 litre engine and replaced the iconic front engined Ferrari Daytona. The 4943cc dry sump lubricated engine in the 512BB produced 355 hp and 333 lb/ft torque. It drives the rear wheels via a 5-speed manual transmission. The 512BB has a top speed of 179 mph and can accelerate from 0-62 mph in 5.4 seconds.



© Janet Wright

Ferrari 512 BB

Nissan 350Z



An area of the car park was blocked off for Russ Swift to do some stunt driving in a Nissan 350Z and Nissan Micra. This consisted of some high speed stunt driving, smoking donuts round marker cones and driving on just two wheels.



© Simon Wright



© Simon Wright

2 Wheels on my Nissan....



Chevrolet Corvette 1963

© Janet Wright

The 1963 Chevrolet Corvette is one of the nicest looking versions of the model. This was the C2 second generation of the Corvette sports car produced by Chevrolet, part of General Motors, between 1963 and 1967. This one is powered by the 7 litre Big-Block V8 engine. The 1963 Corvette Sting Ray had a new design which is lighter, and therefore had improved acceleration despite no increase in horsepower. The demand for more luxury in a sports car saw various equipment options available on the new model. These included power brakes, power steering, air conditioning and leather upholstery, plus aluminium knock off wheels, with power assisted brakes the most popular at 15%. Most popular option selected was the 4-speed manual gearbox fitted to around 80% of the cars built. Over 21,500 cars were assembled during the year. A local supercar was the Jaguar XJ220. It was produced in collaboration with Tom Walkinshaw Racing between 1992 and 1994 at a purpose built factory near Banbury and at the time was the fastest production car having

recorded a top speed of 212.3 mph at the Nardo test track in southern Italy. It also achieved a lap time of 7 minutes 46.36 seconds round the Nurburgring, faster than any other production car at that time. It was powered by a 3.5 litre, twin turbocharged Jaguar JRV-6 V6 rear mid-mounted, dry sump, engine driving the rear wheels through a 5-speed manual gearbox. The engine developed 542 hp and 475 lb/ft of torque and had a top speed of 212.3 mph and could accelerate from 0-60 mph in 3.6 seconds. The chassis was an Alcan bonded honeycomb aluminium structure with integral roll cage forming part of the chassis and monocoque. The front and rear independent suspension consisted of double unequal length wishbones, inboard coil springs and anti-roll bars with Bilstein gas-filled dampers. The AP Racing brake system used ventilated and cross drilled discs front and rear, with the handbrake having separate callipers acting on the rear discs. Power assisted rack and pinion steering had 2.5 turns lock to lock. In total, just 282 cars were produced.



© Janet Wright

Jaguar XJ220



Mercedes Benz SLR McLaren

© Janet Wright

The Mercedes Benz SLR McLaren was a joint development between Mercedes Benz and McLaren Automotive between 2003 and 2010. The SLR designation was in respect to the Mercedes Benz 300 SLR which served as inspiration for the vehicle. It was powered by a front mid-mounted 5.4 litre supercharged M155 Mercedes SLR V8 engine, which produced 617 hp and 575 lb/ft of torque. It was attached to a 5-speed automatic transmission which drove the rear wheels. It has a top speed of 208 mph and could accelerate from 0-60 mph in 3.4 seconds, with the standing ¼ mile taking just 11.2 seconds. The car had several technological advanced features, including Sensotronic Brake Control, a type of brake-by-wire system. The carbon-ceramic disc brakes provided

better stopping power and were more fade resistant than normal steel brakes. The 14.6 inch front brakes were internally vented, with eight piston callipers, while the rear disc brakes were 14.2 inches with 4 piston callipers. In wet conditions, the callipers automatically skim the surface of



Mercedes Benz SLR McLaren

© Simon Wright

the discs to keep them dry. The SLR also features active aerodynamics. There is a spoiler mounted integral air brake flap. The spoiler increases downforce depending on the speed of the vehicle. At a set speed the spoiler automatically raises to 10 degrees. The driver has a switch which can increase this to 30 degrees, to increase rear downforce. The underbody of the car is flat with a rear diffuser to also increase downforce. To keep the flat surface, the exhaust pipes exit the vehicle at the sides of the car, just behind the front wheels.



© Janet Wright

Mercedes Benz SLR McLaren interior

February 2021



Honda NSX

The Honda NSX is equally a match for any European supercar, with its sleek, low design and stunning performance. This two seater, mid-engined coupe was produced between 1990 and 2005. A later, second generation model was re-introduced in 2016. It was the first mass produced car to have an all aluminium body. The mid-mounted 3 litre V6 all-aluminium engine features Honda's VTEC (Variable Valve Timing and Lift Electronic Control), producing around 270 bhp and drives

© Simon Wright

the rear wheels through either a 5-speed manual or 4-speed automatic transmission system, also known as F-Matic, which has either conventional automatic shifting or manual shifting through a fingertip shift lever on the steering column.



© Simon Wright

Lotus 340R

One of Britain's top sports car manufacturers have been Lotus Cars from Hethel. The Esprit was produced between 1976 and 2004, when over 10,500 were built. The car on display at Gaydon was a 1997 version of this rear mid-engined 2 door coupe. The S4 (Series 4) model was introduced in 1994 and was the first version to have power steering. The turbocharged 2 litre engine produced 264 hp.



© Janet Wright

The 2000 Lotus 340R is an interesting design, with a custom built body-shell with no roof or doors and all four wheels outside the body with each covered by a separate wheel arch. It is a limited, special edition of the Lotus Elise. Only 340 were built, and all were sold before they were even built. They are powered by the 1.8 litre Rover K Series 4 cylinder engine which produced 177 bhp. It gave the car a top speed of 133 mph and could accelerate from 0-60 mph in 4.4

seconds. It had a list price of £35,000.

Maserati are another major Italian manufacturer which an illustrious history. The 1996 Ghibli (Tipo AM336) is a two door, four seater coupe, which was first introduced in 1992. It is powered by an updated 24 valve twin turbocharged 2.8 litre V6 engine, producing 280 hp and 305 lb/ft torque. It gave the car a top speed of 155 mph and a 0-62 mph acceleration time of 6.0 seconds. The 2.8 litre engine was only used for export models, the domestic Italian market had a 2 litre engine. The 2.8 litre engine is coupled with a 6-speed manual gearbox, with a 4-speed automatic option. This was a luxury performance model which featured Connolly leather and burr elm trim in the interior. The Ghibli GT was released in 1996, fitted with seven spoke 17 inch alloy wheels, black headlight housings and had suspension and transmission modifications.



Safir GT40 - Kit of the original Ford GT40

© Simon Wright



Maserati Ghibli GT

© Janet Wright



© Simon Wright

Dodge Viper GTS R



Ultima GTR

© Janet Wright



Aston Martin Vanquish

© Simon Wright



Honda NSX

© Simon Wright



Lamborghini Gallardo Coupe

© Janet Wright



Gordon Keeble

© Simon Wright



Ferrari F355 Berlinetta

© Janet Wright



Bentley Continental GT

© Simon Wright



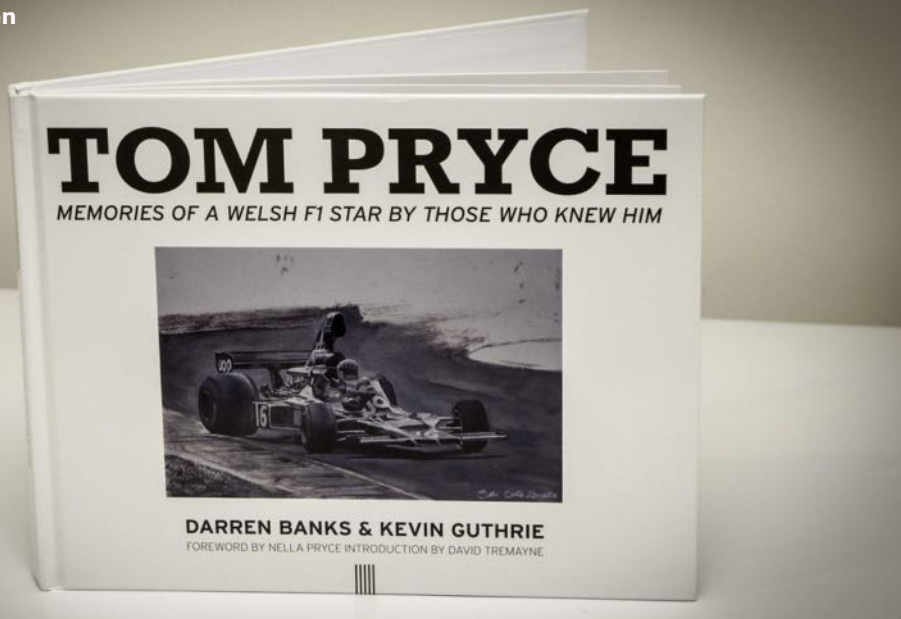
Lotus Exige

© Simon Wright



Noble M12

© Janet Wright



BOOK Review By Peter McFadyen Tom Pryce – Memories of a Welsh F1 star

Darren Banks and Kevin Guthrie

Publisher : Performance Publishing (<https://www.performancepublishing.co.uk>)

Price : £35.00 plus postage

Dimensions : 270 x 210mm, 168 pages. Hardback

ISBN: 978-0-9576450-7-3

When Tom Pryce won the British Airways/Daily Mail *Race of Champions* at Brands Hatch on 16th March 1975 he became the first Welshman ever to win a Formula 1 race. It may have been a non-championship race but the quality of his achievement can be judged by the fact that the four places behind him at the finish were filled by John Watson, Ronnie Peterson, Jacky Ickx and Emerson Fittipaldi. The UOP Shadow driver was at the beginning of what would surely have been an extremely successful Grand Prix career but that promise was to be brutally ended just nine days short of two years

© Peter McFadyen



later in the 1977 South African Grand Prix at Kyalami. Pryce's story and those of two more lost British talents, Roger Williamson and Tony Brise, have already been told in David Tremayne's highly regarded book *The Lost Generation* but authors Darren Banks and Kevin Guthrie have taken a different approach and one which works extremely well. They interviewed more than sixty people who knew Tom personally from his early school days to his time as a leading Grand Prix driver. Rather than arranging the resultant wealth of information into a chronological story of their subject's life and career as in a conventional biography, they have let each story speak for itself. The recollections of drivers, team principals, mechanics and journalists mingle in no particular order with those who describe themselves simply as fan, childhood friend or colleague. Naturally there is some overlap and repetition between their stories but this serves only to reinforce the picture which builds up of a naturally gifted but modest driver and well liked human being. Tremayne acted as Editor of the book and wrote its introduction. The final chapter, as well as the book's foreword, comes from Tom's widow, Nella Pryce. The book is illustrated throughout with a superb collection of photographs both professional and personal. All were contributed free and the high quality printing and production, including Sarah Scrimshaw's excellent design, have been supplied at cost by the publishers. The reason for this altruism is that profits raised by the book will go towards the £50,000 target of a fund to erect a statue in memory of Tom Pryce in his home town of Denbigh, North Wales. Whether as a contribution to this laudable goal or simply for the pleasure of a really good read, the book's cover price of £35 seems modest indeed. The book is available directly from the publishers (<https://www.performancepublishing.co.uk>) and also from Hortons Books (www.hortonsbooks.co.uk)

2020/21 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series

Round 2 - Taupō Historic GP celebrating Ford meeting

Bruce McLaren Motorsport Park Taupō

23-24 January 2021.

Prepared by FAST COMPANY of behalf of the New Zealand Formula 5000 Association

www.F5000.co.nz

Photos ©Fast Company/Geoff Ridder.

Competition came from Codie Banks (Lola T332) and Kevin Ingram (Lola T332).



Current SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series title-holder Michael Collins (Leda GM1) led the first race of the weekend at Taupo from start to finish.



© Fast Company/Geoff Ridder.

COLLINS MAKES EVERY MOVE A WINNING ONE IN TAUPO HISTORIC GRAND PRIX RACE.

The Taupō Historic GP runs over two-days, 23 and 24 January 2021. As well as races for Formula 5000s, the event features demonstrations of many historic Ford racing and rally cars, races for Historic Muscle and Saloon Cars, Formula Junior, Historic Sports Racing and other Invited Historic Cars, Historic Formula Fords, Historic Sports Sedans & Allcomers, and TraNZams, plus displays of Ford models spanning 60 years of motoring in New Zealand assembled by members of multiple Ford-Owner clubs from around the country.

Defending series title-holder Michael Collins (Leda LT27/ GM1) might have qualified on pole and gone on to lead the first SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series race of the weekend at the second round at the big Taupo Historic GP meeting at Bruce McLaren Motorsport Park this afternoon from start to finish.

But with fellow category young Codie Banks (Lola T332) joining him on the front row of the grid for the first time after a stand-out performance in the category qualifying session earlier in the day, then stalking him relentlessly for the first half of the eight lap race Collins admitted afterwards that he had his work cut out to stay in front. "There was definitely no cutting out a couple of hot laps then going into cruise mode," Collins said afterwards. "I had my ears pinned back from the first lap until the last.." With his father David's Talon MR1/A side-lined on Friday by a broken half shaft, son Codie Banks' speed and confidence in qualifying and as he matched Michael Collins move for move for the first four laps of the eight lap race looked like just the fillip his family-based and run team needed.

It was not to be, however, as a gear selection issue rearing its head on the fourth lap and his race ended in the pits on the fifth (lap).

Kevin Ingram (Lola T332) was second in the feature race.



© Fast Company/Geoff Ridder.

“First I couldn’t find a gear to change down into then it took me half the length of the start/finish straight to get it started again... but when I did I couldn’t find any gears, so figured it was time to stop.” Banks said.

Behind Collins and Banks, former New Zealand Formula Ford champion Kevin Ingram (Lola T332) from Feilding qualified third quickest and inherited second place with a gap back to Brett Willis – driving his new Lola T332 – who managed to work his way up from 6th spot on the grid. Early on fourth quickest qualifier Glenn Richards (Lola T400) from Auckland was part of the top six battle pack, until a half-spin saw him slip back down through the field. That left Shayne Windelburn (Lola T400) and Anna Collins (Leda LT27) to inherit 4th & 5th places respectively with Russel Greer (Lola T332) 6th and Glen Richards 7th, Tony

Galbraith (Lola T332) qualified in 9th place but also ended his race in the pits, in his case thanks to a fuel starvation issue.

Behind Richards, Tim Rush (McLaren M22) put in an absolute storming drive to cross the finish line in 8th place and claim victory in the Class A standings from fellow McLaren drivers Frank Karl (M10B), Tony Roberts (high-wing McLaren M10A) and category new face Toby Annabell (McLaren M10B).

Roberts got the jump on Karl and Annabell but after spending most of the race tucked in behind the Roberts’ M10A, Karl finally found a way alongside then past and was then able to ease away.

Category young gun Michael Collins (Leda GM1) made every move a winning one in the feature Taupo Historic Grand Prix trophy race at the second round of the 2020/21 SAS Autoparts MSC NZ F5000 Tasman Cup Revival motor racing series at the lakeside central North Island city’s Bruce McLaren Motorsport Park today (Sunday Jan 24).

Behind the wheel of the Alistair and Vicki Hey-owned ex Graham McRae/Dexter Dunlop 1972 Tasman Cup/US L&M series-winning Leda GM1, Collins, 25, set the fastest race lap - a 1:28.532- on his way to his second lights-to-flag victory at the fifth annual, this time Ford-supported, Taupo Historic GP meeting. After qualifying comfortably quickest on Saturday morning defending SAS Autoparts/MS Series title holder Collins won the first category race of the weekend in similar swash-buckling fashion on Saturday afternoon.

Not before he had been put under considerable early race pressure, however, by fellow young gun Codie Banks (Lola T332).

Banks, who qualified second quickest, pushed Collins hard for the first four laps of the first (8 lap) race before being slowed by a gear selection issue and

Toby Annabell (McLaren M10B) won the category handicap race on Sunday morning.



© Fast Company/Geoff Ridder.

Frank Karl (McLaren M10B) won a race-long battle with Tony Roberts (McLaren M10A).



© Fast Company/Geoff Ridder.

ending his charge in the pits. His luck didn't get any better on Sunday either, pulling out of the second SAS Autoparts MSC series race on Sunday morning before it had even started thanks to an engine issue then being forced to sit out the final race when the problem turned out to be terminal. That left Kevin Ingram and fellow Lola T332 driver Brett Willis to pick up the pieces and claim the final podium places in both the first and final class races. Former SAS Autoparts MSC Series title holder Willis did particularly well to get up to third place in the 10-lap Taupo Historic GP Trophy final, after being tipped into a half spin as the field entered the first corner on the opening lap. Michael Collins' older sister Anna Collins driving the other Alistair and Vicki Hey-owned Leda (LT27) in the field, was the immediate beneficiary of the first corner fracas, inheriting third place. However she was eventually caught and shuffled back to sixth place by category old hands Russell Greer (Lola T332), Shane Windelburn (Lola T400), and Brett Willis.

Until the final lap that looked like the order the trio was going to cross the finish line in as well – until Brett Willis found a way around both to add a second third race placing to his weekend tally.

New face Tony Annabell (McLaren M10B), meanwhile, who won the second – rolling handicap start - SAS Autoparts MSC NZ F5000 series race of the weekend, earlier in the day, starting off the front of the field and retaining the lead from the start to the finish.

Early on he came under considerable pressure from fellow Class A McLaren driver Frank Karl (McLaren M10B) before Karl slipped back down through the field with a battery issue.

That left Tony Galbraith (Lola T332) in second place with fastest qualifier Michael Collins (Leda GM1) the first of the category front-runners – who started the handicap race from the back of the grid – in a hard-won third place. Much of the interest in the race was in the position-

Current SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series title-holder Michael Collins (Leda GM1) winning the Taupo Historic GP feature race



© Fast Company/Geoff Ridder.

swapping through the middle of the race, with the starting order based on qualifying positions set on Saturday morning,

Michael Collins again showed his class, however, with both the fastest race lap – a 1:27.742 – and the most positions made -11.

Unfortunately Codie Banks's father David's Talon MR1/A was side-lined on Friday by a broken half shaft and Tony Galbraith was forced to sit out the final race thanks to a brake caliper issue.

Race 1 (Sat) 8 laps

1. Michael Collins (Leda GM1) 12:01.882
2. Kevin Ingram (Lola T332) +5.454
3. Brett Willis (Lola T332) +6.714
4. Shayne Windelburn (Lola T400) +9.267
5. Anna Collins (Leda LT27) +16.558
6. Russel Greer (Lola T332) +26.383
7. Glenn Richards (Lola T400) +35.297
8. Tim Rush (McLaren M22) +40.849
9. Frank Karl (McLaren M10B) +1:08.486
10. Tony Roberts (McLaren M10A) +1:09.649
11. Toby Annabell (McLaren M10B) +1:09.965
12. Codie Banks (Lola T332) + 3 laps
13. Tony Galbraith (Lola T332) + 4 laps

Race 2 (handicap start 8 laps)

1. Toby Annabell 12:44.723
2. Tony Galbraith +0.581
3. Michael Collins +1.377
4. Brett Willis +3.841
5. Russell Greer +4.483
6. Sayen Windelburn +5.141
7. Kevin Ingram +6.043
8. Anna Collins +8.051
9. Glenn Richards +9.640
10. Tim Rush +29.621

11. Frank Karl +31.858
 12. Tony Roberts +1:0.034
- DNS: Codie Banks

Race 3 (Taupo Historic Grand Prix) 10 laps

1. Michael Collins 15:44.757
 2. Kevin Ingram + 15:47.678
 3. Brett Willis 16:14.667
 4. Shayne Windelburn 16:14.956
 5. Russell Greer 16:15.464
 6. Anna Collins 16:20.249
 7. Glenn Richards 16:21.117
 8. Tim Rush 16:35.364
 9. Tony Roberts 16:58.957
 10. Toby Annabell 16:59.424
 11. Frank Karl 17:14.603
- DNS Codie Banks & Tony Galbraith.

© Fast Company/Geoff Ridder.



Collins sharing the podium with second placed Kevin Ingram (right) and third placed Brett Willis (left)



Archive Photo of the Month.

By Pete Austin.

Not a sight you will see in a Formula One paddock these days. This month's photograph was taken before practice for the Race of Champions at Brands Hatch in 1968. Three works Ferraris were entered for Chris Amon, Jacky Ickx and Andrea de Adamich with Amon's car nearest the camera. de Adamich failed to start after his car crashed and caught fire in practice. Amon would go on to finish 4th in the race itself. Just look at those exhausts! In the background can be seen the Cooper BRM of Brian Redman plus a nice selection of period transporters.

Bulldog Rally of North Wales 2009

27th-28th March 2009.

By Simon Wright.



Rally winners Cronin/Shinnors
Mitsubishi Lancer Evo IX

Bulldog Rally of North Wales 2009

Using some of the classic north Wales forrest rally stages, including Dyfnant and Gartheiniog, The Bulldog rally attracted a good entry, which included Mark Higgins and Bryan Thomas at the top of the entry list in a Subaru Impreza STi N11 Spec C. They had strong opposition in the Irish crew of Keith Cronin and Greg Shinnors in a Mitsubishi Lancer Evo IX.

As expected, this pair did most of the running at the front of the field, with Higgins taking the first stage by 1.1 seconds from Cronin, with Adam Gould and Sebastian Marshall in another Subaru Impreza STi N14 in 3rd but another 13.5 seconds further behind.

The second stage at Aber-hirnant saw Cronin reverse the order by exactly the same margin over Higgins, to win the stage by 1.1 seconds, which meant they were tied equal

2nd Higgins/Thomas Subaru Impreza Sti N11



first overall. Andreas Sjölander and Håkan Jacobsson in another Mitsubishi Lancer Evo IX took 3rd on the stage, which moved them into 3rd overall.

The third stage, Gartheiniog 1, saw Higgins back in front from Cronin by two seconds, which also gave Higgins the

overall lead. Showing how equal the rest of the field was in class R4, on this stage it was Stuart Jones and Andrew Bull in a Mitsubishi Lancer Evo IX who were 3rd fastest, which also moved them in to 3rd overall but nearly forty five seconds behind 2nd placed Cronin.

The next stage was Big Ray 1 and Higgins maintained the pressure at the front, taking this stage by 7.5 seconds from Cronin, extending his overall lead to 9.5 seconds. Shuffling their way back up the order were 3rd fastest Gould & Marshall in the Subaru, but it didn't knock Jones & Bull out of 3rd overall.

The penultimate stage was Gartheiniog 2 and this time Cronin was fastest, beating Higgins by 6.5 seconds, reducing Higgins overall lead to just 3 seconds. Jones and Bull consolidated their 3rd overall with another 3rd fastest time on stage 5, opening their lead over Gould & Marshall in 4th to 22 seconds.

The final stage was Big Ray 2, and Cronin made a big push for victory. He won the stage by twelve seconds from Higgins, which was enough to secure the rally victory for the Mitsubishi crew. Jones & Bull took another safe 3rd on stage to secure 3rd position overall.

So at the end of the rally Keith Cronin & Greg Shinnors

3rd Jones/Bull Mitsubishi Lancer Evo IX



© Simon Wright

Class winner Walster Renault Clio R3 in 9th position.

© Simon Wright



the Subaru Impreza STi N14 of Adam Gould and Sebastian Marshall, nearly forty seconds behind Jones. The trend continued with 5th place going to the Mitsubishi Lancer Evo X of David Bogie and Kevin Rae, just over twenty seconds behind 4th. In 6th place were Dave Weston Jnr and Neil Shanks in another Subaru Impreza STi N14, who were three minutes and thirty eight seconds behind the winner.

took the win in their Mitsubishi Lancer Evo IX in a total time of 1 hour 20 minutes and 59.7 seconds. In 2nd place was the Subaru Impreza STi N11 Spec C of Mark Higgins and Bryan Thomas in a time of 1 hour 21 minutes 8.7 seconds, just nine seconds behind the winner. In 3rd place was Stuart Jones and Andrew Bull in their Mitsubishi Lancer Evo IX, who were over two minutes twenty one seconds further back. Proving that the Subaru and Mitsubishi were pretty evenly matched, 4th place went to

© Simon Wright

11th placed
Pritchard/
Edwards Citroen
C2 R2 class
winner



Class R3 was won by Tom Walster and Timothy Sturia in a Renault Clio R3 in 9th place. They beat 10th placed Craig Breen and Gareth Roberts in a Ford Fiesta by over a minute and a half, the 2nd Class R3 car home. Another Ford Fiesta ST took 3rd in class, driven by Kris Hall and Robbie Durant, who finished 15th overall. Class R2 was won by 11th placed Jason Pritchard and Andrew Edwards in a Citroen C2 R2. Fourteen seconds behind, and down in 14th overall was Marty McCormack and Phil Clarke in another Citroen C2 R2 who took 2nd in

© Simon Wright

10th Breen/Roberts Ford
Fiesta ST 2nd in class.



15th Kris Hall Robbie Durant Ford Fiesta ST

class. Citroen took all three podium places in Class R2, with Mark Gamble and Stephen Link taking 3rd in class in their Citroen C2 R2 Max in 21st position.

© Simon Wright

Finally, Class 1 was won by Molly Taylor and Jemma Champion in a Suzuki Swift Sport Mk4 in 24th position. In 2nd place in R1 was Luke Pinder and Peter Scott in another Suzuki Swift Sport in 25th. Adding a little variety, 3rd in class went to Joseph McGonigle and Patrick Brides in a Honda Civic SiR in 27th place.

A total of thirty two cars were classified as finishers at the end, with



18th Tom Cave Gemma Price Ford Fiesta ST

ten retirements. Sjölander and Jacobsson who took 3rd on the second stage, retired on stage 5 with engine problems.

The Bulldog Clubman Rally is run in conjunction with the Main event, but just consists of the first four stages. On SS1 Aber-Hirnant, Hugh Hunter and Andy Marchbank driving a Ford Focus RS WRC '02 took a dominant lead of over twenty two seconds over the Ford Escort Mk2 of Joe Price and Chris Brooks. Only 2.4 seconds behind them in 3rd place was the Michael O'Brien and Ian Allsop Ford Focus RS WRC '03.

On stage SS2 at Gartheiniog Hunter and Marchbank



26th Andrew Hockridge Richard Mills Citroen C2 R2

© Simon Wright

managed to extend their lead by another four seconds over O'Brien and Allsop, who moved in to 2nd position. This time 3rd fastest on the stage was Ian Joel and Graeme Wood in a Ford Escort RS Cosworth, a further twenty one seconds further back, while Price and Brookes had problems and dropped back to last place. Stage SS3 Big Ray saw O'Brien and Allsop fastest by over thirteen seconds from Hunter and Marchbank, but it was not enough to change the overall lead, with Hunter and

24th Molly Taylor
Jemma Champion
Suzuki Swift
Sport Mk4



© Simon Wright

Marchbank still in front by over fifteen seconds. On this stage 3rd fastest went to James Belton and Eurig Evans in a Subaru Impreza S7 WRC, which moved them into 3rd overall as well.

31st Steve Graham
Graham Tony Vauxhall
Astra Diesel



© Simon Wright

The final stage was a cracker, with O'Brien and Allsop setting the fastest time by just 0.8 of a second. Joel and Wood were 2nd, over five seconds faster than Belton and Evans in 3rd. But the big news was that Hunter and Marchbank retired with engine problems. This meant that O'Brien and Allsop were the winners in

© Simon Wright

27th Joseph McGouigle
Patrick Brides Honda
Civic SiRst



their Ford Focus RS WRC '03 by over a minute and eight seconds from Joel and Wood in their Ford Escort RS Cosworth. In 3rd place was Belton and Evans in the Subaru Impreza S7 WRC '01. In 4th place, and winning class N4 was David Howells and Andy Morgan in a Subaru Impreza. Class B12 was won by 7th placed Henri Grehan and Christopher Ridge in a Ford Escort Mk2. In 14th place was the Peugeot 206 XSi of Alun Roberts and Emyr Hall, who won class B10. They were followed by 15th placed Jay Stanley and Ryan Price in a Ford Escort Mk2 who won class B11. The final class winner was the Nissan Micra of Tristan and Alistair Dodd who finished 2nd.

Retired Fin McCaul Huw Mathias BMW 120d

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© Simon Wright

Retired Patrick Malley Malcolm Read Ford Fiesta ST



© Simon Wright

Retired Swann Subaru



© Simon Wright

Retired Sjolander Mitsubishi

**Challenge 1st Matt
Edwards Andy Murphy
Ford Fiesta ST**



© Simon Wright

The Bulldog Challenge Rally 2009 saw Matt Edwards and Andy Murphy take victory in a Ford Fiesta ST by over two minutes and forty Seven seconds from Luke Francis and Jon Madoc-Jones in another Ford Fiesta ST. Making in a total Fiesta podium was the 3rd placed car of John

**Challenge 6th Class
winner Richard Archer
and Tom Ward Opel
Corsa S1600**

© Simon Wright



Boyd and Fred Bell.

The MG ZR 105 of Callum Black and Paul Wakely won class RC1 in 5th place overall. The 6th placed Opel Corsa S1600 of Richard Archer and Tom Ward won class RC4 and the final class winner was the Peugeot 106 of 9th placed Brett Griffin and Sam Fordham.

**Challenge 5th
Callum Black Paul
Wakely MG ZR
105**



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**Challenge 9th
Brett Griffin Sam
Fordham Peugeot
106**



Bulldog Historic Rally, Dunlop Gambia MSA British Historic Rally Championship 28th March 2009 By Simon Wright.



Historic 1st Nick Elliot Dave Price
Ford Escort RS1800 Mk II

Historic 5th David Higgins Ieuan Thomas Ford Escort RS1600 Mk1



Run in parallel with the Bulldog rally was the Dunlop Gambia MSA British Historic Rally Championship Bulldog Historic Rally, run on the 28th March 2009. They only ran the four stages once. Their first stage was SS2 Aber-Hirnant and the Ford

Historic 41st Gary and Jane Edgington Singer Chamois



Escort proved why it has been one of the dominant rally cars on gravel stages. Nick Elliot and Dave Price were fastest in their Ford Escort RS1800 MkII, going seven and a half seconds faster than their nearest rival. Julian Reynolds and Ian Oakley in another Ford Escort RS1800 MkII were second fastest, with a four point seven second advantage over 3rd placed Seamus O'Connell and Dai Roberts in another Ford Escort RS1800 MkII. In fact Ford Escorts filled the first fourteen places on the first stage. The next stage was SS3 Gartheiniog and Elliot & Price

© Simon Wright

Historic 4th Darren Moon Chris Parsons Ford Escort RS1800 MkII



Historic 9th Stewart Clarke Nigel Gardner Ford Escort RS1800 MkII



© Simon Wright

pulled out another seven point two seconds over Reynolds and Oakley. In 3rd place was Gwyndaf Evans and Clive Jenkins in their Ford Escort RS1800 MkII, which also promoted them to 3rd overall. On SS4 Big Ray Elliot & Price increased their lead by another eleven seconds from Reynolds & Oakley. Back in to 3rd on this stage was O'Connell and Roberts, which put them back in to 3rd overall.

The final stage was SS7 Dyfnant where Reynolds & Oakley finally took the stage honours, taking the stage by eight point eight seconds from Elliot and Price. However, this was not enough to change the overall result. Taking

Historic 14th Jeremy Easson Alun Cook Ford Capri



© Simon Wright

Historic 18th Jonathan and Graham Gale Sunbeam Tiger



Historic 52nd Hugh and Debby Myers Datsun 240Z

© Simon Wright

3rd place again on this stage was O'Connell and Roberts. The final result was Nick Elliot and Dave Price took victory in their Ford Escort RS1800 Mk II by 17.1 seconds. In 2nd place was Julian Reynolds and Ian Oakley in another Ford Escort RS1800 Mk II. Finishing over one and a half minutes behind in 3rd place was Seamus O'Connell and Dai Roberts, also in a Ford Escort RS1800 MkII.



Historic 10th Connor Corkill Howard Allison Ford Escort RS1800 Mk II

© Simon Wright

Historic 39th Geoff Bell
Wayne Kieswetter Ford
Escort RS1800 Mk II



© Simon Wright

Continuing the trend, 4th place went to Darren Moon and Chris Parsons in another Ford Escort RS1800 MkII. Finally in 5th place we have a different car, a Ford Escort RS1600 Mk1 of class winner David Higgins and Ieuan Thomas. In fact the first thirteen places were filled with

Ford Escorts of either MkII or MkI. In 6th overall was Simon Tysoe and Cliff Simmons, while 7th and 2nd in class C5 Category 2 was the Mk I Escort of Rupert Lomax and Dave Alcock. The next class winner was 10th placed Conner Corkill and Howard Allison in their Ford Escort RS1800

Historic 20th Roger Kilty
Lynette Banks Vauxhall
Chevette 2300 HSR



© Simon Wright

© Simon Wright

Historic 27th Graham
Waite Gill Cotton Volvo
Amazon 122S



MkII who took class D3 Category 3. Making a break in the Escort parade, was the next class winner, 14th placed Jeremy Easson and Alun Cook in a Ford Capri who won Class C4 Category 2. Now it was back to the Escorts, with the next class winners being 15th placed Tim Jones and Don James in a Ford Escort Mk1, who won Class C3 Category 2.

Historic 59th
Richard Morgan
Tim Madeley
Porsche 914



© Simon Wright

Historic 15th Tim
Jones Don James Ford
Escort Mk1



© Simon Wright

The first non-Ford to finish was the class winning Sunbeam Tiger of Jonathan and Graham Gale who finished 18th overall and won Class B5 Category 1. The next class winner was Graham Waite and Gill Cotton who finished 27th overall to win Class B4 Category 1 in their Volvo Amazon 122S. Class B1 Category 1 proved to be a happy hunting ground for the Imp. Class B1 Category 1 was won by the Singer

Historic 48th
Richard Lane Frank
Richer Ford Escort
RS2000 MK II



© Simon Wright

Chamois of Gary and Jane Edgington in 41st place, followed home by the Sunbeam Imp Sport of Geoffrey Taylor and Steve Greenhill in 42nd place and 2nd in class. Another Ford took another class win, with Jake Scannell and Nina Thompson winning Class D2 Category 3 in their Ford Escort Mk2 that finished 44th. Ford was definitely the marque to have at this rally with the penultimate class

Historic 22nd David Lloyd-
Roberts Dei Jones Ford
Escort RS2000 Mk II



© Simon Wright

Historic 45th Ian Beveridge
Peter Joy Volvo PV 455t



© Simon Wright



Historic 46th Richard Williams Richard Ekin Ford Escort Mexico Mk1

© Simon Wright

winner Richard Williams and Richard Ekin driving a Ford Escort Mexico Mk1 to 46th place, winning Class C2 Category 2. The final class winner was Philip and Stuart Smith who guided their Austin Mini Cooper to 58th place and gaining a class win in Class B2 Category 1. Early front runner Gwyndaf Evans and Clive Jenkins ended their rally stuck in a ditch on the final stage SS7. The most eye-catching car on the event was the fabulous



Historic 44th Jake Scannell Nina Thompson Ford Escort Mk2

© Simon Wright



Historic 38th Paul Mankin Desmond Bell Ford Lotus Cortina Mk1



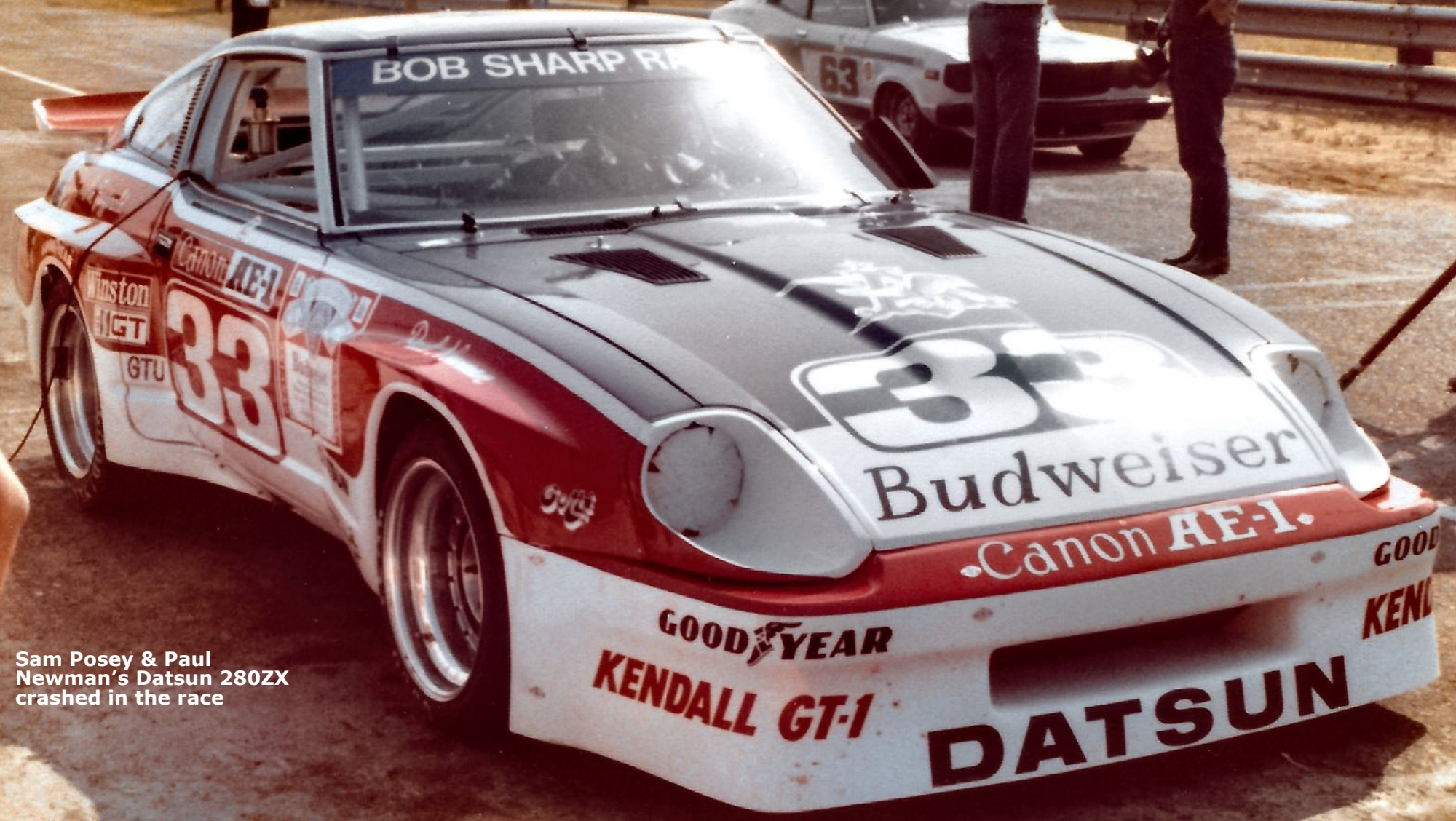
Historic 58th Philip and Stuart Smith Austin Mini Cooper

© Simon Wright

Lancia Stratos HF of Steve Perez and Paul Spooner, who unfortunately retired on SS4 with an oil pressure problem. Finally, the only runner in Class D4 Category 3 was the Volvo 244 GLT of Bill Douglas and Stephen Hancock who retired on SS4.

Riverside Reflection USA 1979.

By Syd Wall



Sam Posey & Paul Newman's Datsun 280ZX crashed in the race

Jim Busby (entered in both BMW 320i Turbos) & Toine Hezemans suffered engine failure



© Syd Wall

Riverside International Raceway was considered to be one of America's great race tracks. Situated about 50 miles east of Los Angeles and opening in 1957, it was known for the almost desert-like hot and dusty conditions. The challenging turn 9 was remodelled after a number of deaths including Ken Miles (receiving belated deserved



© Syd Wall

No funny fuels here - filling up from the pump

fame recently after featuring in last year's Ford v Ferrari film) and Rolf Stommelen. I was there the weekend after Orange County for the first practice day of the Riverside 6 Hours, the Los Angeles Times Grand Prix of Endurance. The race had an incredible entry of 66 cars, dominated by

Another non-finisher - Chris Cord & John Adams' Chevy Monza

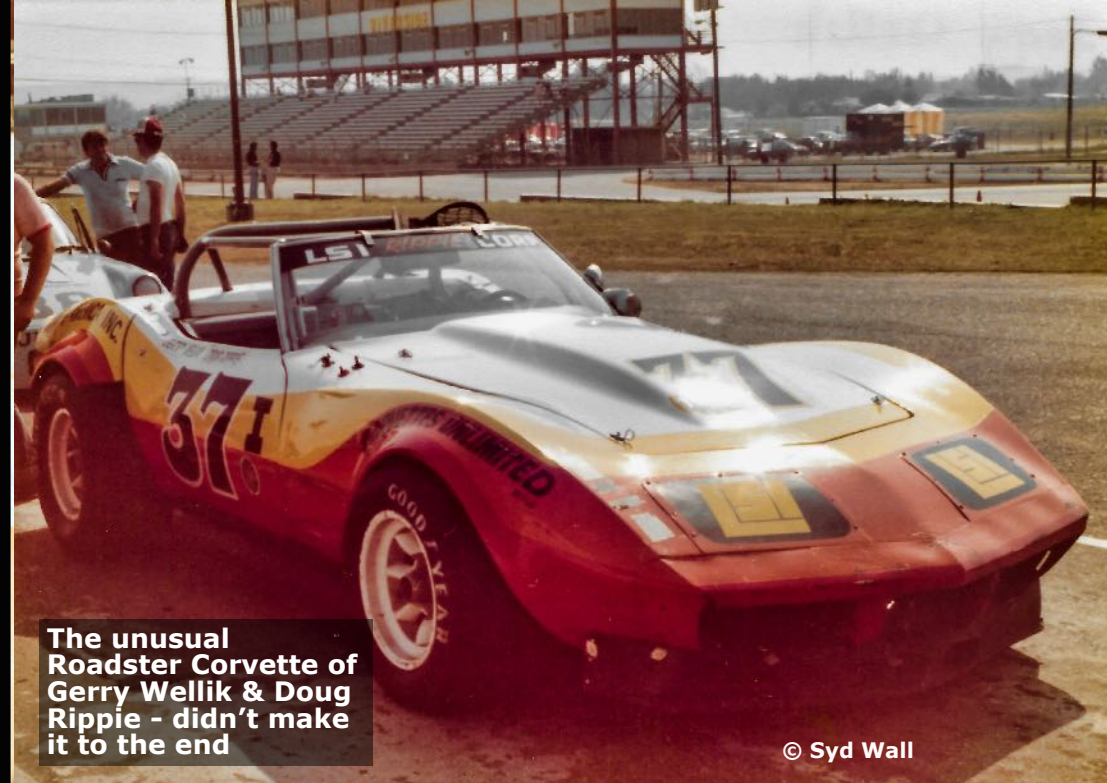


© Syd Wall

hordes of Porsches (37 of the 66), mostly 935s and a few 911s, BMW 320s, Datsun 280Zs, Mazda RX7s and masses of USA muscle in the form of Corvettes and Camaros. Somehow, we got into the pits and trackside at the pit wall so didn't catch any action on track. Pole was taken by Peter Gregg's 935, co-driven by Klaus Ludwig. Porsche 935s filled the podium: winners were the Whittington Brothers, 2nd John Paul and Al Holbert's and third were George Follmer, Brett Lunger and Derek Bell. Other well known drivers appearing were Rolf Stommelen,



An engine change for Gianpiero Moretti & Hurley Haywood's 935 but it crashed out



The unusual Roadster Corvette of Gerry Wellik & Doug Rippie - didn't make it to the end

© Syd Wall

Brian Redman, Sam Posey and Paul Newman. The wonderful BMW 320s driven by Manfred Winkelhock & David Hobbs and Jim Busby failed, finishing 38th and 55th respectively.

The final major race at Riverside, a NASCAR Winston Cup event, took place in 1988 after which it became a shopping mall and houses in the new city of Moreno Valley. The memory is maintained by street names - Yarborough Drive, Gurney Place, Donohue Court, Surtees Court, Brabham Street, Andretti Street and Penske Street. Having looked at the photographs I've posted here and the race results, it appears I was the kiss of death - nearly all failed to finish

Big hopes for David Hobbs' (in the background) McLaren-entered BMW 320i Turbo came to nothing



© Syd Wall



Otis Chandler & John Thomas took their 935 to 29th place

© Syd Wall



Herb Jones & Steve Faul's Camaro didn't finish

© Syd Wall



This McLaren M20 chassis 2 was rolled end-over-end by Denny Hulme at Road Atlanta in 1972

© Syd Wall



Ted Field & Milt Mintner's fabulous Porsche 935 failed to finish

© Syd Wall

New Abarth 595 Range.



New Abarth 595 range refresh for 2021.



Abarth 595 Competizione and Esseesse

The Abarth 595 range has been updated for 2021 with an updated 595, Turismo, Competizione and Esseesse models. With fresh interiors, a new colour palette and unique detailing, the new models are now available to order from £17,760 OTR.

Available in hatchback and convertible versions, the Abarth 595 range is united by performance and style. The four trim levels vary in power ranging from 145 to 180 bhp.

'Sport' mode has been renamed 'Scorpion' mode throughout the new range to match the Abarth logo and in recognition of Carlo Abarth, the company founder. Engaging 'Scorpion' mode alters peak torque delivery, power steering calibration and accelerator pedal engine response, making them

Abarth 595 Turismo



sharper and increasing driver enjoyment. To cater for this, the 595 is also equipped with a high-performance braking system with 284mm front ventilated discs and 240mm rear discs.



The entry level 595 is distinctive but accessible, offering all the equipment needed for fun and driving enjoyment. This includes a flat bottomed steering wheel, updated instrument panel and the pressure gauge is now lit in white to ensure better legibility. Polyelliptical headlights and LED daytime running lights are standard. Xenon headlights are available as an option. The Abarth 595 starts at £17,760 OTR. The 595 Turismo also has a refreshed interior including diamond-embossed leather

Abarth 595 Turismo



Abarth 595 Turismo

seats available in a range of colours, including heritage brown. Abarth 595 Turismo prices start from £20,960 OTR.

The 595 Competizione has a new exterior colour option, Rally Blue, a matt colour inspired by the Fiat 131 Abarth



Abarth 595 Competizione

Rally of the 1970s. New 17-inch alloy wheels are a nod towards the 1990s Lancia Delta Rally Integrale, while a body colour body kit, specific to the Competizione in combination with the new rally blue or Scorpione black exterior paint. The interior has a new dashboard covered in Alcantara along with new leather seats and a gear lever in carbon fibre.. The Abarth Competizione is priced from £23,060 OTR. The top-of-the-range 595 Esseesse has new titanium tailpipes for the Akrapovic exhaust system which provides



Abarth 595 Competizione



Abarth 595 Competizione



Abarth 595 Esseesse



Abarth 595 Esseesse

an even more powerful sound. Inside there is a new dashboard effect and carbon fibre gear lever. The 595 Esseesse is priced from £26,560.

The entire range is equipped with the 1.4 T-jet engine. The 595 runs at 145hp. The Turismo rises to 165 hp, while the 595 Competizione and 595 Esseesse both have 180 hp. The Esseesse also has a Garrett GT1446 turbine, a mechanical self-locking differential, which improves traction, Koni FSD shock absorbers on both axles and Brembo brakes



with fixed aluminium callipers. All models have the 6-speed manual transmission, but the Turismo, Competizione and Esseesse can also be fitted with a robotised sequential transmission with paddle shifts.

The entire range is equipped as standard with the Uconnect infotainment system with 7-inch high-definition touchscreen, DAB radio and Apple CarPlay and Android Auto compatibility. Satellite navigation is also available as an option.

Abarth 595 Esseesse

Closing Shot.

By Simon Wright.

Julian Wilkes and Will Rutherford-Child raise the gravel on the Bulldog Challenge Rally 2009 in their Vauxhall Nova. They retired from the event with fuel pump problems.

