

Classic and Competition Car

Founded 2010

Austin Centenary celebrations 2005



Tasman Revival Rd 3



Silverstone Classic



Loton Park Hill Climb 2006



Agbo Rally 2006



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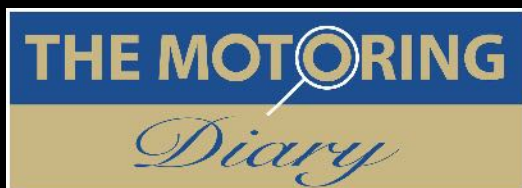
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Photo of the month

By Simon Wright



The MOT Tester could never understand why the drivers side rear tyre looked like new, when all the others were almost slicks!

John Cartwright trying to save on tyre wear in his Volkswagen Golf GTi at the Easter Weekend hill climb meeting at Loton Park in 2006.



Motorsport gets the Green light to restart from 29th March 2021.

Following the Government announcement on 22nd February 2021 by Prime Minister Boris Johnson that the third lockdown imposed on the 4th January 2021 will be lifted, and that formally organised outdoor sports, for adults and under 18s, can be restarted, but should be compliant with guidance issued by national governing bodies.

As the applicable governing body for the sport, Motorsport UK will now begin granting permits for all disciplines, and applications are invited in the usual way.

Motorsport UK will resume the sport in accordance with its Restart protocols, which have guided the safe resumption of motorsport through the lifting of the previous two lockdowns. Updated guidance relevant to the latest restart will be available on [MotorsportUK.org](https://www.motorsportuk.org) in due course. Motorsport UK guidance in relation to Exemptions and Elite Sport still applies.

The Governing body acknowledges the target of late

spring for allowing spectators on a limited basis and will follow those developments in order to keep its stakeholders informed.

Motorsport activities in Scotland, Wales, Northern Ireland and the Channel Islands are subject to prevailing government guidance in those devolved territories and announcements relevant to those nations will be made in due course. The Isle of Man is not subject to a lockdown at this time (23rd February 2021).

So basically motorsport can recommence for competitors from 29th March 2021. MSV have said they will allow spectators back in to club meetings from 17th April 2021 in limited numbers. Elite sport events such as the British Touring Car Championship (BTCC) and British Super-bike Championship (BSB) will not be allowed spectators until at least the middle of May. Therefore some events have already been rescheduled to come after these dates to hopefully allow limited spectator attendance.. For other events and venues, please check with organisers websites for more details



© Janet Wright



Jaguar F-Type Heritage 60 Edition.

To celebrate the diamond anniversary of the legendary E-Type in March 2021, a new limited-edition Sherwood Green V8 Supercharged Jaguar F-Type Heritage 60 Edition from SV Bespoke. The 4 Wheel Drive F-Type R produces 567 bhp, and is finished in solid Sherwood Green paint from the

E-Type palette, which Jaguar hasn't offered since the 1960's.

They will include a bespoke interior with specially curated interior materials and features including duo-tone Caraway and Ebony

Windsor leather, E-Type inspired aluminium console finisher and SV bespoke commissioning plates. The exterior features exclusive heritage inspired Gloss Black and Chrome accents and Diamond Turned Gloss Black 20 inch forged alloy wheels

Only sixty hand-finished cars will be available Worldwide in either convertible or coupe body style, with prices starting at £122,500. See www.jaguar.com/SVO for more information.



Historic Rally Festival announce Revised date.

The inaugural Historic Rally Festival will now take place on the 21st and 22nd August 2021 with live action at Weston Park

in Shropshire. This venue was made famous by the RAC Rally throughout the 1980s. This will be the first event of this kind in the UK, emulating successful similar events in Europe. Planning is now underway to bring a fully MSUK permitted multi venue historic rally to reality.

Tickets will go on sale shortly for the Weston Park stage and will be available from Weston Park. There will also be a free to enter rally village in Telford Town Park to allow the public to see the cars up close on Saturday 21st August. This will feature live scrutineering, autograph sessions and a ceremonial start.

On Sunday 22nd August, 80 cars will re-visit historic stages made famous by the RAC Rally and Weston Park will be the first live-action venue.

Tickets start at £15 per person and are available from www.weston-park.com



© Simon Wright



First National Ferrari Owners' Day

On Saturday 5th June 2021, the UK's first National Ferrari Owners' Day will be held at Sywell Aerodrome in Northamptonshire. Organised by the Ferrari Owners' Club of Great Britain, it will welcome all Ferrari Owners from across the UK to attend. It is set to be the biggest gathering of 'Tipos' (Ferrari types) in the UK for many years. The heart of the event will be a curated Ferrari Timeline, representing every possible model and era of production from Italy's illustrious marque.

There will be the opportunity for Ferrari visitors to show their Ferrari in a free to enter Meguiars' Pride of Ownership Trophy, not a concours event.

Ferrari owners can also pre-register for the Superformance Runway Speed Experience. This is the chance to drive your Ferrari at speed in a controlled environment on Sywell's 1,200 metre runway.

Silverstone Auctions will also be holding a Best of breed sale of Ferraris in Hanger One.

As the event coincides with the anniversary of D-Day, there will also be an air display comprising of Spitfire, Thunderbolt, Mustang and Messerschmitt amongst others. See www.nationalferrariownersday.com for more details

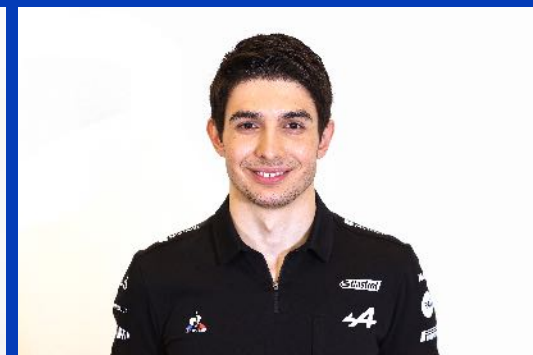


Alpine A521 F1 Team launch.

The Renault team has been re-branded as the Alpine F1 Team for the 2021 racing season. The Alpine name is already recognised for success in both Rallying and Endurance racing, so as part of Groupe Renault's strategy to position Alpine at the forefront of Groupe Renault's innovation, it made sense to brand the F1 team and chassis Alpine. It will retain the Renault hybrid power-plant. With former World Champion Fernando Alonso returning to the team for 2021, he will join last years driver Esteban Ocon, as the team aim to close the gap on current World Champions Mercedes, during the 2021 season.



Fernando Alonso



Esteban Ocon

Back to Basics with the Volvo P1800 Cyan.



Cyan Racing was founded in 1996 to race Volvo cars in Sweden. They founded the Polestar Performance Company in 2009, which was bought by Volvo Cars in 2015. Cyan Racing won their first World Title with Volvo in 2017. The Volvo P1800 Cyan is a tribute to Volvo motorsport and the first car carries their blue and yellow racing colours. The team decided to treat the design and engineering of the sixties with care. There are no driver aids to distort the driving experience, so no stability control, ABS or brake booster. The Volvo P1800 body has been altered to accommodate a wider track, and larger wheels among a long list of redesigns. The 2 litre turbocharged four cylinder engine is based on the World Title winning Volvo S60 TCI, producing 420 hp and 455Nm of torque. It is attached to a 5-speed bespoke



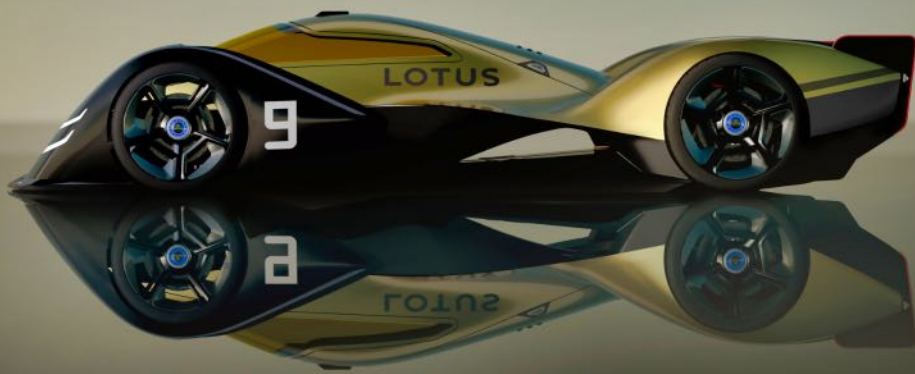
Holinger gearbox, giving greater gear change precision and capability of handling the increased torque. The original Volvo P1800 live rear axle is replaced by a Cyan designed independent rear suspension. A torque-biasing

Limited Slip Differential is mounted in a Holinger housing with unique gears in order to combine capable performance on a circuit with civilised behaviour for road use.

The Volvo P1800 Cyan started life as a 1964 Volvo P1800 that has been refined and reinforced using high-strength steel and carbon fibre. The fully adjustable front and rear suspension features bespoke lightweight components, including aluminium uprights, double wishbones and two way adjustable dampers with Cyan hydraulics. 18 inch forged rims have Pirelli P Zero 245/40 tyres at the front and 265/35 at the rear. Finally the brakes are 4 piston callipers with 362x32mm steel brakes.

This car is marketed independently by Cyan Racing and there was no collaboration between Cyan Racing and Volvo Cars in relation to this car project.

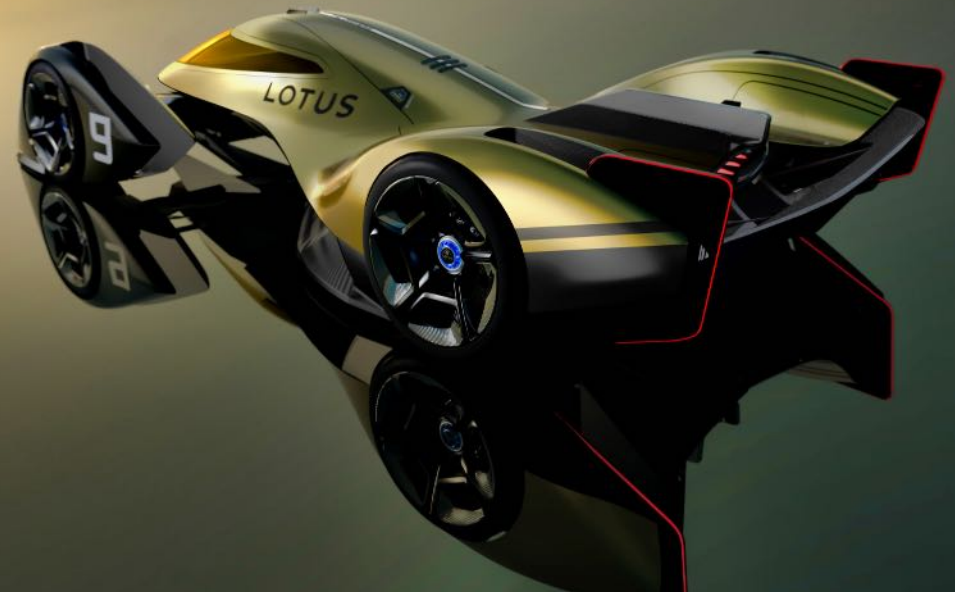




Lotus E-R9 Next generation EV Endurance racer.

Lotus have unveiled the E-R9, a dramatic new design study for the next generation pure electric endurance racer that could be on the starting grid of circuits around the World for the 2030 season.

Finished in striking Black & Gold, a nod to Lotus' pioneering motorsport heritage that led to 13 Formula 1 Championship titles. The EV features a sleek fighter jet style canopy, centrally mounted in a delta-wing upper body. Innovations include advanced active aerodynamics with 'morphing' body panels and vertically mounted control surfaces to assist with high speed cornering. E-R stands for Endurance Racer and 9 represents the Lotus IX that the team made their debut at the 1955 Le Mans 24 Hours, with Colin Chapman among the drivers.





First reborn AC Cobra 378 Superblower.

The first production version of AC Cars third all-original recreated model, the 378 Superblower, is now complete. The landmark



production model is ready in its home market a mere 6 months after it was announced to the public. Powered by a 6.2 litre supercharged V8 engine, which produces 580 hp, connected to a 6-speed gearbox. The car features a four inch round tube ladder frame chassis. Which maintains the true AC Cobra pedigree.

The Superblower complements the recently announced Series 1 all-electric and 140 Charter Edition AC Cobra models that form part of the reborn series of cars to be faithfully recreated exactly like the stunning originals. Every new AC Cobra 378 Superblower Mk IV comes with a full certificate of originality along with a designated "COB" chassis number on the correct AC Cars chassis plate. Priced at £129,500 (OTR) and available through Boss Motor Company in Buckinghamshire. Visit www.accars.eu for more information.



Classic Car and Restoration moves to 2022

The Practical Classics Classic Car and Restoration Show , with Discovery have been forced to postpone this years event, and now look forward to 2022. The show had been scheduled. To take place between the 11th and 13th June 2021 after moving from its usual March date due to the current National lockdown.. However, the recent announcement of Covid restrictions going forward in to the summer, mean that the event could not be held at that time at the National Exhibition Centre, near Birmingham.

The organisers had to take the difficult decision to cancel this years event and look forward to it taking place in March 2022. The organisers do not want the event to go unmarked though, and are planning to hold an online addition on Saturday 27th March 2021 to celebrate all the great elements of the show. The Classic car community are invited to share their restoration stories, advice and projects through the show's social media channels.. The Practical Classics Classic Cars and Restoration Show auction will take place online on the 11-13th June 2021.

The organisers hope the next big show, the Lancaster Insurance Classic Motor Show will be able to take place at the National Exhibition as usual in November 2021.



Hyundai Veloster N ETCR



Hyundai use motorsport to test EV.

Motorsport is being used as a testing ground for new technologies by Hyundai. The new Veloster N ETCR and i20 N Rally 2 racing models are based on normal production road cars and illustrate how technology transfers in the digital age. By building an all-electric racer like the Veloster N ETCR, Hyundai proves that high-performance Electric Vehicles are possible.

Hyundai Motorsport will compete in the inaugural all -electric touring car championship PURE ETCR, which is due to start later this year. This will set a benchmark for electric racing around the World. This heralds an exciting new era for Hyundai when it competes with its all-electric Veloster N ETCR. Alongside this electrification strategy, Hyundai will also use its leadership in fuel cell technology to develop its hydrogen generator. This will be able to charge electric cars

Hyundai Veloster N ETCR



by converting green hydrogen into charging power. Hyundai are relatively new to motorsport, but have already made quite an impression. Only starting in 2012, the team entered the World Rally Championship (WRC) in 2014. After success across five seasons, the team won the

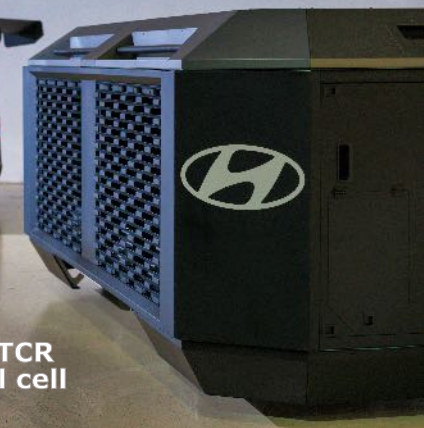
World Rally Championship in 2019 and again in 2020. In 2018 they entered circuit racing with the i30N TCR and Gabriele Tarquini took the inaugural WTCR championship in 2018. The following year it was the turn of Norbert Michelisz to take Hyundai's second consecutive title. The all-electric Veloster N ETCR is a highly modified version of the North American Veloster N road car. It is a zero-emission, rear wheel drive touring car with mid-mounted motors and designed specifically for the ETCR regulations. It is powered by a 798 volt battery pack from Williams Advanced Engineering, located in the floor of the car. It boasts

a peak power of 500kW (equivalent to 670 bhp) and a continuous power of 300kW, driving four motors, two per wheel, which are connected to a single gear ratio gearbox.

Hyundai Veloster N ETCR



HYUNDAI MOTORSPORT



Hyundai Veloster N ETCR next to Hydrogen fuel cell generator.

Silverstone Classic 2005

Silverstone Historic Circuit
29th-31st July 2005
By Simon & Janet Wright.



Maserati 300S of Mark Gillies won the first Sports Car race of the weekend



Nick Wigley won his class in 14th position in the Tojeiro Bristol



© Simon Wright

The Silverstone Classic in 2005 was organised by the Historic Sports Car Club (HSCC) and had a full 3 days of historic motorsport action using the original Grand Prix circuit layout, including Bridge. The track action included a wide range of different racing categories, from Formula 1 cars through the ages, through to some very recent Group C Le Mans cars, plus saloons, sports cars and GTs. Most major categories of single seater race cars were also covered from Formula Junior right through to thundering Formula 5000 cars. As well as 3 days of track action to keep the enthusiasts occupied, the centre of the circuit was filled by Car Club displays of popular and unusual vehicles.

Race 1 was the Tony Rolt Trophy for HGPCA Drum Brake Sports Cars which

Malcolm Ricketts Lotus 9 was 24th and 1st in class in the Tony Rolt Trophy race



© Janet Wright

had a large thirty six car entry across six different classes. Pole position for this first race of the weekend was claimed by John Clark at the wheel of a Cooper T39 Bobtail, by just over half a second from Mark Gillies in a stunning Maserati 300S. The twenty minute race saw Gillies take the lead from Clark and the pair circulated together for the first half of the race. By lap six, Irvine

Laidlaw in a Maserati 250S got through in to 2nd place. They stayed in that order to the chequered flag, making it a Maserati 1-2, with Gillies winning by just over three seconds. Clark was right behind in 3rd place, winning his class in the Cooper T39 Bobtail. Two more Cooper T39 Bobtails took 4th and 5th position, driven by Ollie Crosthwaite and Adrian Van

The class winning Cooper T39 Bobtail of John Clark finished 3rd



Michael Hibberd in a Lotus 27 won the Colin Chapman Trophy



© Janet Wright

Der Kroft. Michael Steele finished 6th in his HMW, winning class C. The next two class winners in the race were 14th placed Nick Wigley in a Tojeiro Bristol and Malcolm Ricketts in a Lotus 9 who finished 24th overall, one lap behind. The final class winner was David Brock-Jest in an Elva Mk5 who was 32nd overall and four laps behind the race winner.

Race 2 was the Colin Chapman Trophy for HSCC Historic Formula Junior, so it was apt that Lotus cars filled the first four grid positions. Edwin Jowsey was in pole position in his Lotus 22, over one second ahead of Michael Hibberd in a Lotus 27. The twenty minute race was a real thriller with Jowsey leading the first half of the race before Hibberd slipped past to lead the next couple of laps, with Jowsey on his gearbox. They swapped

The class winning Alexis Mk2 of Stuart Roach was 16th in the Historic Formula Junior race.



© Janet Wright



© Simon Wright

The HWM of Michael Steele finished 6th overall and won its class in the Tony Rolt trophy Race. It then also won its class in the Gentleman Drivers GT and Sports Endurance race, shared with Nuttall, finishing 9th.

Martin Walford won his class in the Elva 200 Historic Formula Junior



Lola Mk2 of class winner David Pratley in the Historic Formula Junior race.



© Simon Wright

positions again with Jowsey in front and Hibberd on his gearbox, then Hibberd timed it to perfection to win the race by just 0.04 of a second at the flag from Jowsey. In 3rd place, under two seconds further back was Ure Eberhardt in another Lotus 27, with Simon Diffey making it a Lotus clean sweep at the front, finishing 4th in another Lotus 20. Denis Welch managed to break up the Lotus party by finishing 5th in his Merlyn Mk5/7.

Class B was won by Martin Walford driving an Elva 200 in 11th place. Stuart Roach in his Alexis Mk2 won Class A2 in 16th. The other two class winners in the race were David Pratley in a Lola Mk2, 37th and Jason Wright driving a Stanguellini in 39th.

Jason Wright won his class in the Stanguellini, finishing 39th overall

© Janet Wright



AC Cobra of Grahame & Oliver Bryant won the Gentleman Drivers GT and Sports Endurance race

© Janet Wright

Race 3 was the Gentleman Drivers GT and Sports Endurance race which had a full 49 car entry with an additional five reserves. This race epitomised sports cars from the 1950s and early 60s. The Ferrari 246 of Leventis/Hardman was on pole position for the one hour race, ahead of the AC Cobra of Phillips/Williams. The Ferrari of Leventis/Hardman lead the race from the start until they pitted for the driver change on lap thirteen. This put the Grahame & Oliver Bryant AC Cobra in to the lead for four laps until they too pitted for the driver change. This handed the lead to the AC Cobra Le Mans of Lynn/Clark for a lap before they also headed to the pits for their pit

© Simon Wright



Austin Healey 3000 Mk II of Denis & Jeremy Welch finished 6th and won their class



Alfa Romeo TZ1 of Wright/Gans finished 22nd 1st in class

stop. After the pit stops it was the Bryants' AC Cobra that emerged as the race leader, over eight seconds ahead of the Laidlaw/Diffey Porsche 904/6. The Cobra continued to pull away from the Porsche, with the Grahame and Oliver

The Lotus 17 Horsman/Hulme finished 3rd and won its class in the Gentleman Drivers GT and Sports Endurance race.



Bryant Cobra winning by over one minute 27.577 seconds from the Porsche 904/6 of Laidlaw/Diffey. The only other car on the same lap was the 3rd placed Lotus 17 of

Horsman/Hulme, who won class A2. Showing the diversity of the entry, 4th place went to the Aston Martin DB4 GT of Blower/Clark, 5th placed went to the Jaguar E-Type of Clark/Clark and in 6th place was the Austin Healey 3000 MkII of Denis & Jeremy Welch who also won their class, B2. In 9th place and winning Class A1 was the Jaguar HWM of Steele/Nutall. Class C1 was won by Wright/Gans



The Class winning Lotus Elite of Hill/Monk finished 28th in the Gentleman Drivers GT and Sports Endurance race



driving an Alfa Romeo TZ1 in 22nd, while Class B1 was won by Hill/Monk, 28th in their Lotus Elite. The early leaders Leventis/Hardman in the Ferrari 246 set the fastest lap of the race on the third lap, with a time of 2 minutes 4.464 seconds, but after the pitstop they dropped back and eventually finished in 8th position.

Gary Pearson in the Jaguar XJR11 won the Group C race beating the Nissan R90CK of Charlie Agg who finished 2nd.



© Simon Wright

Race 4 was for Group C and GTP sports cars and drew a great field of twenty five cars. Charles Agg started from the front of the grid in his Nissan R90CK, with Gary Pearson next to him in a Jaguar XJR11. At the start it was Pearson in the Jaguar that led at the end of the first lap with Agg right behind in the Nissan. Then Agg led the next three laps with Pearson almost attached to his gearbox. Pearson re-took the lead and stayed in front for the next four laps before they changed places again for two laps before Pearson got back in front on lap eleven. This time

© Janet Wright



The class winning Ecosse Rover of Alasdair McCaig finished 16th

he managed to maintain his lead as they worked their way through traffic, with Pearson winning by 3.550 seconds from Agg at the flag. David Mercer in a Spice SE90C took a distant 3rd just ahead of Nigel James in a Porsche 962C. In 5th place was Simon Pullan in a Porsche 962 and 6th place was the Jaguar XJR16 of Richard Eyre. The other two class winners in the race were 14th placed Ian Stinton in a Harrier GT1 and Alasdair McCaig driving the Ecosse-Rover in 16th.

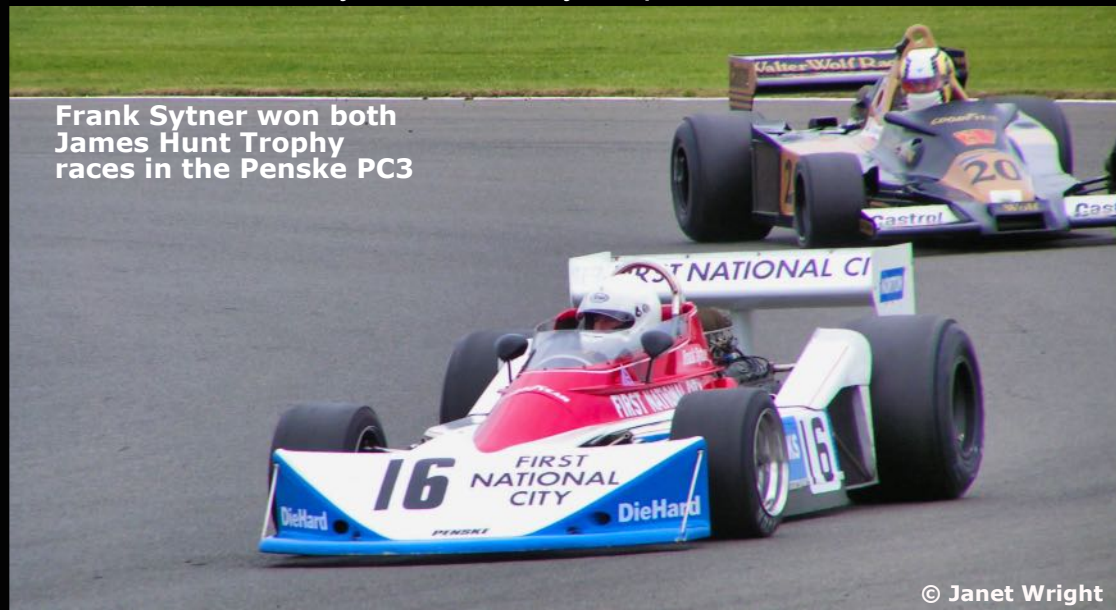
The iconic Lotus 72 of Alastair Morrison 6th and won its class



© Simon Wright

Race 5 was the James Hunt Trophy for Grand Prix Masters, with Formula 1 cars from the 1970s making up most of the entry. Duncan Dayton put a Brabham BT33 at

Frank Sytner won both James Hunt Trophy races in the Penske PC3



© Janet Wright



Jeff Lewis in Tyrrell 007 won his class and finished 10th

the front in qualifying, just ahead of the March 761 of Peter Williams. At the start, Dayton and James Hanson from the second row of the grid in a Surtees TS9B, had a problem and both went out of the race. This meant that Williams in the March led the first five laps with Frank Sytner in a Penske PC3 right behind him. On lap six, Williams dropped back to 3rd behind Sytner and Peter Wuensch in the Wolf WR1. Wuensch managed to lead for

The BRM P126 of Brad Klaus failed to finish the first James Hunt Trophy race



Ron Maydon driving the Cooper T86C won his class in both James Hunt trophy races



one lap, eight, before Sytner got back in to the lead. Despite tremendous pressure from Wuensch, Sytner managed to hang on to the lead until the end, winning by just 0.978 of a second from Wuensch. Williams was a distant 3rd, over thirty three second behind at the end. Chris Perkins took 4th place in a Surtees TS16, Frank Lyons was 5th in a McLaren M26 and rounding out the top six was the Stewart class winning Lotus 72 of Alastair Morrison. The Fittipaldi Class was won by Jeff Lewis driving a Tyrrell 007 in 10th. The final class winner was Ron Maydon who finished 15th in a Cooper T86C



The Brabham BT33 of Duncan Dayton finished 3rd and won his class in the second James Hunt trophy race

Their second race on Sunday, race 10 on the list, saw Williams in the March lead the first couple of laps from Sytner in the Penske. By the third lap Sytner got in front and slowly pulled away to take his second victory of the weekend in the Penske PC3. Williams headed for the pits on lap four to retire. This left Wuensch in the Wolf in 2nd until the ninth lap, when James Hanson took the position in his Surtees TS9B. He was right with the leader until the penultimate lap when he retired from the race. This left Sytner unchallenged to take the win from Perkins in the Surtees TS16 in 2nd, some forty five seconds behind. Taking the Stewart Class win in 3rd place was Duncan Dayton in his Brabham BT33. Frank Lyons took 4th in the McLaren M26, followed by Wuensch in the Wolf WR1 and Morrison in the Lotus 72. The Fittipaldi Class was won by Ryan Delane in Tyrrell 002 in 8th, while the second Clark Class win of the weekend went to Maydon in the Cooper T86C.

In the second James Hunt Trophy race Ryan Delane won his class and finished 8th in Tyrrell 006

© Simon Wright



Michael Schryver won the Tony Brookes Trophy race and the John Cooper Trophy race in his Lotus 18 over the weekend.



© Simon Wright

Race 6 was for the Tony Brookes Trophy for HGPCA pre 66 F1 cars. Michael Schryver started from pole position, less than a second ahead of Barry Cannell in his Cooper T53. Schryver won the race by just over six seconds from Cannell, with John Clark in a Cooper T51 a distant 3rd, over twenty seconds further back. In 4th place was Philip Walker in a Lotus 16,

followed by the class winning Cooper T43 of Andrew Smith in 5th. Bill Kirkpatrick rounded off the top six in his Cooper T45. There were plenty of other class winners in this race. Mark Gillies in an ERA A-

© Janet Wright



Burchard von Schenk in a Maserati 250F won his class in the Tony Brookes Trophy race.

ERA A-Type Mark Gillies 9th and class winner.



Type won class 4 in 9th position, followed by Class 8 winner Rod Jolley in the Monza Lister Jaguar in 10th. The iconic Maserati 250F of Burckhard von Schenk won Class 6 in 12th, followed by Class 10 winner Mark Griffiths driving a Lotus 18 in 13th. Charles Dean in a

Bugatti T51 won Class 1 in 18th, with 23rd placed Bob Gilbert in a Connaught A110 taking Class 5. The final class winner was Richard Last who finished 27th in an MG K3 to take Class 3.

They were out again for their second race on Sunday, this time for the John Cooper Trophy for HGPCA pre 66 cars, race 13 on the programme. John Clark in the Cooper T51 led the first lap but Schryver in the Lotus 18 was through into the lead by the second lap, which he maintained until the end of the race, winning his second race



Class winner in both races - Andrew Smith Cooper T43

© Janet Wright



The Bugatti T51 of Charles Dean finished 18th and won his class in the Tony Brookes Trophy race.

of the weekend. Clark dropped to 3rd behind Cannell in the Cooper T53, who maintained around a one second gap on the leader until nearly the end of the race. He eventually finished nearly four seconds behind Schryver at the flag. Duncan Dayton took 3rd in a Lotus 16, with Clark in 4th, Taking his second class win of the weekend was 5th placed Andrew Smith in the Cooper T43. Alan Baillie finished 6th in a Lotus 18. Mark Gillies in the ERA A-Type,

Rod Jolley in the Monza Lister Jaguar, Mark Griffith in a Lotus 18, Bob Gilbert in the Connaught A110 and Richard Last in the MG K3 all took second class victories of the weekend. The final two class winners in this second race were Nick Wigley in a Connaught B4 and Dick Smith in a Frazer Nash Nurburg.

© Simon Wright
Simon Hadfield took double victories in the two Derek Bell Trophy Races in his Chevron B37



Race 7 was The Derek Bell Trophy for Pre 80 F1, F2, F Atlantic, F3 & F5000 cars. The long straights of Silverstone favoured the more powerful Formula 5000 cars and Simon Hadfield proved this by putting his Formula 5000 Chevron B37 on pole position, by over two and a half seconds ahead of Edwin Jowsey in a Formula 5000 Lola T400. Hadfield lead the first race from start to finish, firstly holding of a challenge from Jowsey, but he retired on lap seven. It was left to Mike Wrigley in a Lola T330/332 to keep Hadfield honest, but as they lapped traffic, Hadfield was able to open up the gap to finish over thirteen seconds in front of Wrigley at the finish.

Formula 2 class winner in the first Derek Bell race of the weekend was Christian Fischer in a March 772 who finished 3rd



© Simon Wright

Way back, in 3rd place, and winning the F2C class was Christian Fischer in a March 722. He was followed home by 4th placed Frank Lyons in his Lola T332, Michael

12th placed March 712M Walter Hoffman won his class in the first Derek Bell trophy race.



© Janet Wright

Schryver in the Trojan T101 in 5th and Ian Giles in the Gurney Eagle in 6th. In 12th place, Walter Hoffman in a March 712M won Class F2B, while Amanda Whittaker in a Chevron B34 took Class F2A in 17th position. The second race of the weekend was race 15 on the programme and saw a repeat of the first race. Hadfield in the Chevron B37 won by over forty two seconds from

Amanda Whittaker in a Chevron B34 finished 17th in the first Derek Bell Trophy race, winning her class in the process.



© Janet Wright

The unusual Toj driven by Wolfgang Mathai was 16th in the first Derek Bell Trophy race, 3rd in class.



Wrigley in the Lola T330/332. There was a change for the Formula 2 class win, with 3rd placed Martin Stretton taking the honours in his March 712. Frank Lyons took another 4th place, but Giles improved to 5th in this race driving the Gurney Eagle FA 74. Finishing off the top six was John Crawford in a McRae GM1. Stuart Tilley in a Modus M1 took the final class win in 11th. Race 8 was the BRDC 500 for Pre-war sportcars and saw another very large entry. The Alta 21 sports of Burnett/

The BRDC 500 was won by the BMW 328 of Edwards/Stretton.



© Janet Wright

The 2nd placed Alfa Romeo Le Mans of Ainscough/Baxter chased by the Maserati 4CS of Painter/Short which retired.



© Janet Wright

Diffey took a comfortable pole position from the stunning looking BMW 328 of Edwards/Stretton for the one hour race. The Talbot Darracq of Pilkington/Guyatt took the initial lead of the race, for the first fifteen laps, until they pitted for the driver change. They had been chased all the way by the BMW 328 of Edwards/Stretton, who pitted a lap earlier. This gave the BMW the lead after the pitstops, by over thirteen seconds. They were now in the thick of traffic and the gap had opened up to over fifty seconds. Then with just two laps to go, the Alfa Romeo Le Mans of

© Simon Wright





© Simon Wright

Ainscough/Baxter got in to 2nd place. At the flag, they were over fifty two seconds behind winners Edwards and Stretton in the BMW, but six seconds clear of 3rd placed Pilkington/Guyatt in the Talbot. The only other car to complete full race distance was the Talbot 105 of Burnett/Walford in 4th. Completing the top six was the Invicta S-Type of Smith/Stretton in 5th and the Lagonda V12 Le Mans of Brock-Jest/Harding in 6th and both a lap down.



The Talbot Darracq of Pilkington/Guyatt finished 3rd in the BRDC 500 race



© Janet Wright



The Denny Hulme Trophy race was won by Frank Sytner in a Lola T70 Mk 3B .



© Janet Wright

Race 9, The Denny Hulme Trophy for WSM and GD SRC on Sunday saw the largest entry of the weekend, with 51 cars entered. Frank Sytner took an easy pole position in a Lola T70 Mk IIIB from Irvine Laidlaw in a beautiful Chevron B8. Sytner lead the first eleven laps of the one hour race until he took his pit stop. This handed the lead to Laidlaw on lap thirteen, which he held until his pitstop on lap sixteen. Former Grand Prix driver Jackie Oliver was now leading in a Ford GT40 until he too pitted. This returned the lead to Sytner, who had pitted first, with David Methley now up to 2nd in the Lenham Hurst GT. Sytner continued to extend his lead and when Methley finally

Irvine Laidlaw took 2nd in his Chevron B8 winning his class.



© Simon Wright

made his pit stop on lap twenty five, it was Laidlaw who moved back in to 2nd place, but over thirty four seconds behind the leader. By the end of the hour, Sytner had completed thirty one laps to win by nearly forty three seconds from Laidlaw. Oliver took 3rd and was the only other car to complete the full race distance. All three won their respective classes. Methley took 4th, one lap down, ahead of a train of Chevrons. In 5th place was the Chevron

Keith Martin driving the Dulon Porsche LD11 P won his class in 31st position.



B8 of Chiles/Ingram, with Philip Nelson right on their tail in his Chevron B8, taking 6th overall. Another five chevron sports cars took the next five places. The next class winner was Red Bull Grand Prix designer, the legendary Adrian Newey in his Ford GT40, who finished 12th overall to win class G1. Class GD went to 14th placed Redhouse/Wright in their Lotus 30, followed by Class GC winners Clark/Oldworth in their Elva Mk8. The class winners were coming thick and fast now, with Hancock/Cooke in a Lotus 23B taking Class GA in 16th position. They were all two laps down on the race winner. The next class winner was the Cooper Monaco of Walker/Wright who won Class GF in 23rd. Another Lotus claimed Class EW, the Lotus 23B of Marshall Bailey that finished 25th. The Cooper Monaco

© Simon Wright

Grand Prix designer supremo Adrian Newey took a class win in his Ford GT40, finishing 12th overall.



© Janet Wright



The Elva Mk7S of Ivan Scotti finished 17th, 1st in class.



Cooper Monaco King Cobra of Phillips/Williams finished 28th and won the class.

King Cobra of Phillips/Williams in 28th, won class GB, while Class SW went to Keith Martin in a Dulon Porsche LD11P in 31st place and four

laps behind the race winner. The final class winner was the Grahame and Oliver Bryant Lotus 15, which won Class GE in 41st position, twenty seven laps behind.

Lotus 30 of Redhouse/Wright 14th, and 1st in class



© Janet Wright

The Elva Mk8 of Clark/Oldworth finished 15th and won their class



© Simon Wright



The Class winning Lotus 15 of Grahame and Oliver Bryant finished 41st overall.

© Janet Wright



9The class winning Cooper Monaco of Walker/Wright finished 23rd.

© Janet Wright

Duncan Dayton driving a Williams FW07 was the winner of the Silverstone International trophy.



Race 11 was the Silverstone International Trophy for Thoroughbred Grand Prix cars. This had a fantastic selection of Formula 1 cars from the 1980s and 70s, with Duncan Dayton in his Williams FW07 fastest in qualifying, with Joaquin Folch at the wheel of a Williams FW08/5 making

it an all Williams front row. Folch made the best of his front row grid spot to lead the first seven lap, with Dayton trying to make the first Williams 8 wheeler as he chased Folch. His efforts paid off and he took the lead of the eighth lap and managed to open up a slight lead as they lapped



The final class winner in the Silverstone International Trophy race was John Delane in Tyrrell 001 who finished 16th.

Steve Hartley in the Arrows A6 finished 6th and took a class win.



traffic. At the chequered flag, Dayton was nearly four seconds ahead of Folch to make it a Williams 1-2. Some way behind was Hubertus Bahlsen in his Arrows A4 to take 3rd place. Taking a class win in 4th place was Martin Stretton in the fantastic 6 wheeled Tyrrell P34. Rounding out the top six places were Richard Eyre in a Williams FW08/3 in 5th and Steve Hartley in the Arrows A6 took a class win in 6th. A very special car, not often seen in UK historic races, was the Ferrari 312T3 of John Bosch, who finished 7th overall and 2nd in class. The final class winner was American John Delane, who finished 16th in the ex-Jackie Stewart Tyrrell 001.



Martin Stretton in the six wheeled Tyrrell P34 took 4th place and a class win in the Silverstone International Trophy race.



Silverstone International Trophy for Thoroughbred GP Cars. Rowland Kinch in the Arrows A1-3 who finished 8th overall and 3rd in class, chased by John Bosch Ferrari 312T3 who finished 7th and 2nd in class.



Minardi F1-185 of Rodrigo Gallego finished 21st and 3rd in class



Nico Bindells finished 9th in the Lotus 87B/3



The Wolf WR2 of Peter Weunsch was only seen in qualifying.



Alain de Wagter Surtees TS16 retired from the race



Terry Sayles Osella FA1 C/D was 17th and 3rd in class.



The Lotus 80 of Sid Hoole finished 12th overall and 8th in class

Justin Law drove a good race, in 2nd place, in the Jaguar XJR10 until he retired from the British Empire Trophy race.



Race 12 was the second Group C-GTP race of the weekend, this time for the British Empire Trophy. This was a 'sprint' race for the sports prototypes, with a single driver and no pit stops. Gary Pearson in a Jaguar XJR11 gave a convincing performance, leading the race from start to finish, winning by over fourteen seconds, for his second Group C victory of the weekend. He was initially chased by Justin Law in the Jaguar XJR10 until he retired on lap

© Simon Wright

The Ecosse Ford 285 of Andrew Smith won his class in 12th.



four. This left David Mercer in a Spice SE90C to lead the rest of the field in a lonely drive to 2nd place. He was over half a lap in front of 3rd placed Simon Pullan in a Porsche 962. The Spice GTP of Jim Mullen finished 4th ahead of Janine Payne and Henry Pearman in a pair of Porsche 962s, who were the last cars to complete the full race distance. In 12th place, Andrew Smith took a class win in his Ecosse-Ford 285 while Ian Stinton took his second class win of the weekend in the Harrier GT1 in 17th place.

© Simon Wright

Ian Stinton in the Harrier GT1 took a class win in 17th.



Race 14 was for The Reg Parnell Trophy sponsored by Bonhams for BRDC Sportcars. Grahame Dodd just managed to secure pole position in his Cooper Monaco, by just 0.118 of a second from Philip Walker in a Lotus 15. Dodd led the first lap but then Walker went past to lead a couple of laps. He and Dodd swapped positions several times, but at the flag it was Philip Walker in the Lotus 15

Nick Rini Jaguar XJR12D 11th in first Group C race.



© Simon Wright

Argo Chevrolet JM20C of Richard Oddie retired from both Group C races



© Janet Wright

Argo JMC19 of John Edwards finished 11th in the British Empire Trophy Group C race



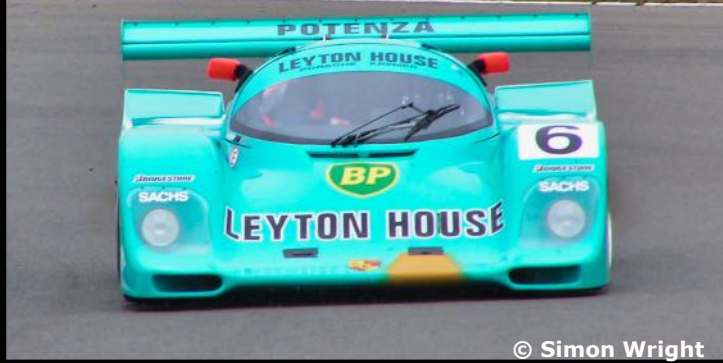
© Simon Wright

Prospert LM3000 Michael Christopher DNF



© Janet Wright

Janine Payne in a Porsche 962 finished 5th in the British Empire Trophy Group C race.



© Simon Wright

Nissan R90CK Charlie Agg 2nd



© Janet Wright

Tiga Rover GC287 Richard Bateman 19th 4th in class



© Simon Wright

Spice SE90 Peter McLaughlin 12th



© Janet Wright

The Nissan NTP1 GTP of Chris Randell retired from both Group C races.



© Simon Wright

that was the winner by just 0.551 of a second from Graeme Dodd in a Cooper Monaco. Over sixteen seconds further back was Tony Dron in a Ferrari 246S, followed by Oliver Bryant in a Lotus 15, John Harper in a Cooper Monaco and Tony Wood in a Lister Jaguar. Winning his class in 8th place was Peter Horsman in a Lotus 17 prototype. Also winning his class was Jamie McIntyre in the Rejo MkIV in 11th and 12th placed Murray Smith in a Lotus 15. Michael Steele in the HMW Jaguar took the final class win in 19th.



Tony Dron finished 3rd driving the Ferrari 246S in the Reg Parnell Trophy race

© Simon Wright

Race 16 on Sunday saw early morning qualifying for the Legends Racing Trophy for Historic Formula Ford. This proved to be very close, with the top three all within a second of each other. James Winslow grabbed Pole position in his Macon MR8 from Neil Fowler in a Lola T200 and Nelson Rowe at the wheel of a Crossle 20F. Fowler grabbed the lead at the start but was soon passed by

Winslow, who was then swapping the lead with Nelson Rowe in a Crossle 20F, both taking turns leading over the line. Then Fowler began to pressure Winslow, giving Rowe the chance to stay in front of the race. When Winslow dropped out on the sixth lap, Fowler continued to apply pressure on Rowe and as they crossed the finish line, Rowe won by just 0.567 of a second from Fowler. John Pearson driving a Merlyn Mk11A finished 3rd over seventeen seconds behind the leading duo. C. Lillingston-Price was 4th in another merlyn Mk11, with Nigel Bancroft in a Nike Mk4 finishing 5th and John Bladon took 6th in another Merlyn Mk11A.

Race 17 for The Jack Sears Trophy for HSCC Historic Racing Saloons also had early Sunday morning qualifying. It was the Ford Falcon of Leo Voyazides that took pole position from another Ford Mustang of Angle/Angle. At the start, Voyazides took the initial lead for the first couple of laps before Les Ely swooped past in his BMW 2000 to grab the lead. He remained in front for the rest of the forty minute race. Meanwhile Voyazides got involved in a scrap with the Cox/Fitzgerald Ford Anglia and the Dodd/Dodd Alfa Romeo Giulia Sprint GT before slipping down to 9th after his pit stop. Ely built up enough lead that he didn't lose 1st place even during his pit stop and won the race by just over two and a half seconds from Voyazides, who also won his class. The Alfa Romeo of Dodd/Dodd was 3rd, while some way behind, Paul Ingram in a Ford Mustang finished 4th. In 5th place was class winner Robert Hartley at the wheel of a Ford Lotus Cortina and 6th went to Richard Shaw in a BMW 1800. Rodger Godfrey took a class win in his Austin Mini Cooper S in 8th, along with Peter Woodhead in his Ford Lotus Cortina in 11th. The final two class winners in the race were the Ford Galaxie of King/Blunden in 26th and the Morris Minor of Tony Welsh in 32nd.

Austin Centenary celebrations

Birmingham City centre & Cofton Park, Longbridge.

9th - 10th July 2005.

By Simon & Janet Wright.





Cars lined up outside the Council House in Birmingham

© Janet Wright

To commemorate the founding of the Austin Motor Company and 100 years of continuous vehicle production on the Longbridge site, a weekend celebration took place in the middle of July 2005. This was the largest gathering of Austin vehicles ever, and was organised by the Federation of Austin Clubs, registers and Associations in conjunction with Greenwood Exhibitions of Bromsgrove. It

© Janet Wright



was also supported by Phoenix Venture Holdings Ltd, the then owners of MG Rover Group, Powertrain Ltd, MG Sport & Racing, and XPart Ltd who owned and ran the Longbridge factory at the time. Footman James Classic Car

Insurance were also an event sponsor. On the Saturday morning 100 vehicles assembled outside the Town Hall and Victoria square in the centre of Birmingham, with the support of Birmingham Council. A procession then took place from Birmingham, along the Bristol Road South, to Cofton Park in South Birmingham. The park is situated right next to the Longbridge factory site, which had been the home of Austin since 1905. The parade vehicles joined



John Bull in Birmingham

© Janet Wright



© Simon Wright

Cars lined up outside the Council House in Birmingham



Stirling Moss at the start line in Birmingham

thousands of other vehicles already on display in the park, many belonging to members of the 22 clubs affiliated to the Federation. The range of vehicles on display spanned the entire century of production and included the famous Austin 7, the iconic Austin Mini, taxicabs, military vehicles and even a replica Austin Whippet bi-plane from the 1920s. The vehicles also included Wolseley, Riley, Vanden Plas, and anything else that had

ever been assembled at 'The Austin'. Two of the largest displays were from the pre-war Austin 7 and Austin 10 clubs.

The procession from Birmingham was lead by Herbert Austin's first car, a 1903 Wolseley 10HP. This featured a



© Janet Wright

1903 Wolseley 10HP

horizontal engine which helped keep the centre of gravity low and helped lubrication. They also ran at 750 rpm which gave them a longer life than competing engines that usually ran between 1,000 and 2,000 rpm. He founded Wolseley Motors in 1901 with the Vickers armaments combine, and after the five years of his contract Wolseley was the largest British motor manufacturer. With his reputation now made, Austin left to found the Austin Motor Company in 1905.

The first model that Austin produced was the 25/30 hp Open tourer which ran from 1906 to 1907, with a production run of 67. In 1906 they also produced four of the 15/20 hp. From 1907 to 1913 it was the 18/24 hp



© Simon Wright

1907 Austin York Landauette

Limousine and Phaeton that was mass produced, with 1,575 sold. They also produced 152 of the 40 hp Endcliffe and York. The 1907 Austin 40hp York Landauette was one of the biggest Austins ever built, with a wheelbase of 9

feet 11 inches. Its four cylinder 5843 cc engine produced 36.3 bhp and gave it a top speed of 40 mph. The conventional chassis has half-elliptic springing and artillery style wheels and cost £800 for just the chassis.



© Simon Wright

1912 Austin 15 h.p. Wellington

The bright green 1912 Austin 15 HP Wellington had originally been exported to Australia when new, returned to the UK in 2002. It is car 5997, chassis number 5997 and engine number 6107, with a registration number YW 715. It used the usual Austin side valve T-head engine, with increased capacity of 2838cc, with a 4 speed gearbox complete with cone clutch. The suspension consisted of semi-elliptic leaf springs at the front and Austin patent full elliptic leaf springs at the rear. The brake drums were applied to the rear wheels, plus a transmission brake. A powered chassis with tyres cost £350.



© Simon Wright

1914 Austin 20hp Vitesse

Looking resplendent in a deep red colour was a 1914 Austin 20hp Vitesse, a model built between 1913 and 1919. Powered by an inline four cylinder 3160cc engine. After the first World War the twenty went in to volume production with over 15,000 built between 1919 and 1930. The Austin Twelve was built with many different bodies between 1922 and 1926, including Clifton, Burnham, Berkeley, Westminster and Windsor. They used the 1660cc 4 cylinder engine.



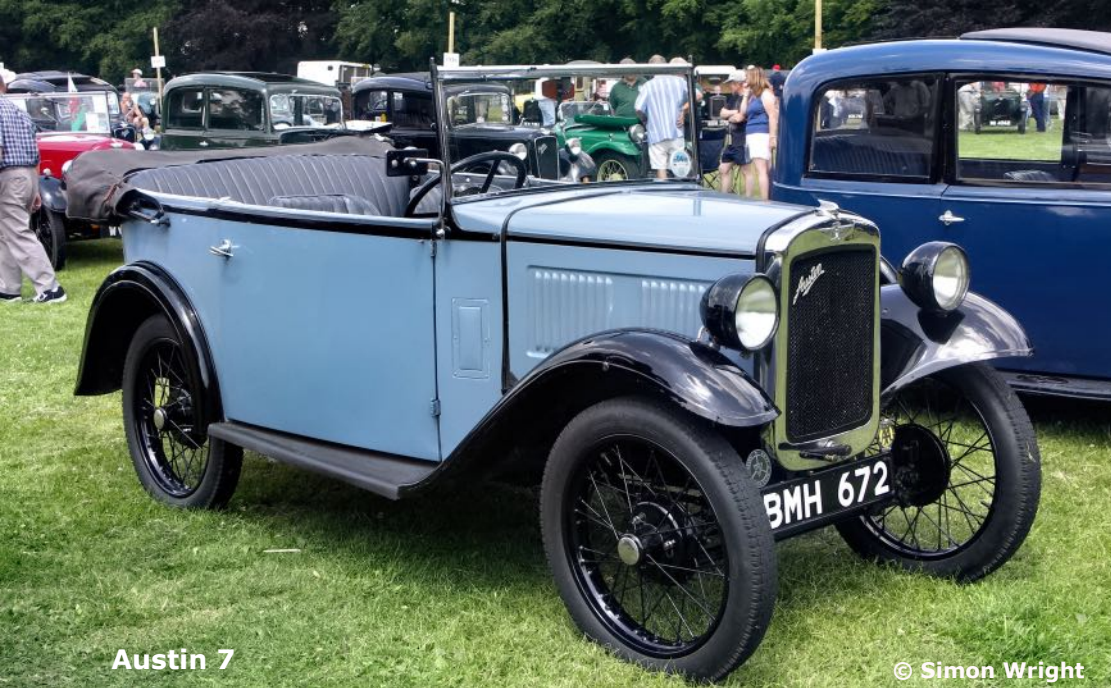
© Janet Wright

1922 Austin with a 3.2 litre engine

The Austin factory at Longbridge has built many aircraft over the years, especially during war time. This is the 1919 Austin Whippet, a single-seater biplane light aircraft which was designed and built by the Austin Motor Company just after the First World War. It was intended to be an inexpensive aircraft for the amateur private pilot. Only 5 were built before Austin abandoned aircraft production in 1920 due to the Great Depression limiting aircraft sales. They were powered by the six cylinder Anzani air cooled radial engine.

© Janet Wright





Austin 7

© Simon Wright



1929 Austin 7 Taylor Semi Sports

© Janet Wright

The Austin 7 was the economy car, that was produced in really large numbers, between 1922 and 1939. It was known as the 'Baby Austin' and was one of the most popular cars ever produced for the British market. It was produced in many different body styles between 1922 and 1939. With over 290,000 sold, it dominated the small car market in Britain, wiping out lots of small cars and cycle-cars of the early 1920s. The engine was a 747cc four cylinder unit producing 10 hp. It drove the rear wheels through a three speed gearbox. On the early models the braking system was only on the rear wheels, with the handbrake operating on the front wheels, until 1930 when braking was on all four wheels.

This 1925 Austin 7 Chummy Pick-up is an example of one of the many different designs of the Austin 7.



© Simon Wright

1929 Austin 7 Taylor Semi Sports is a two seater sports version of the Austin 7 built by coach-builders H. Taylor and Co. Ltd of South Kensington. The Longbridge chassis was modified and strengthened to Special Sports specification to receive the special bodywork. This was constructed on an ash frame, covered in steel and features a high tail line. Two doors allow easy access to the cockpit, which features a wooden dashboard. It is powered by a 747cc magneto engine driving through a three speed gearbox. An added feature are a pair of marine type scuttle vents in front of the V split windscreen. It is thought that there are only 3 remaining Austin Sevens fitted with Taylor bodywork.

1925 Austin 7 Chummy Pick-up



1928 Rosengart LR2
2 seater Sports

© Simon Wright

It also licensed and copied by companies all over the World. The very first BMW, the BMW Dixie was a licensed Austin 7, as were the first American Austins. In France they were made and sold as Rosengarts. In Japan, Nissan



BMW 3/15 PS

also used the Austin 7 design as a basis for their first cars, but not under license.

After the second World War, many Austin 7s were rebuilt as Specials, resulting in many unique cars. The very first Lotus, the Mk1, was based on an Austin 7.



BMW Dixie, first BMW
from 1928 to 1931.

© Janet Wright



© Janet Wright



© Simon Wright



© Simon Wright

1927 Austin Seven 'Top Hat' Saloon. The Austin Seven range production ran from January 1923 until 1939. The Seven introduced the man in the street to the world of motoring, thanks to its relatively cheap price and its simple construction, which made it easy to maintain for the home mechanic. Over the 16 year production run of the Seven, it retained the A Frame chassis, transverse front spring, rear quarter elliptic springs and four cylinder side-valve engine.

© Simon Wright



1927 Austin Seven Top Hat saloon

The original version was the Chummy tourer, and by 1927 this 'Top Hat' version was offered as a roomier tourer. The name came from its upright, straight sided body, which is panelled in Aluminium to save weight. Other interesting features are the sliding windows and the solid disc wheels.



1937 Austin 7 Van

© Janet Wright



© Simon Wright

1938 Austin 7 Special

1925 Austin 14/4 Heavy Van

© Simon Wright



The 1925 Austin 12/4 Heavy Van was a scaled down version of the existing 20/4 model. It has a sturdy ladder frame chassis with rod-operated drum brakes and all-round semi-elliptic leaf sprung suspension. It was powered by a 1661cc side valve four cylinder engine attached to a four speed manual transmission. From 1926 to 1939 the Twelve used the 1861 cc engine, becoming the Heavy Twelve/Four from 1931

The Austin Twenty ran from 1927 to 1939 with a much larger 3397cc 6 cylinder engine, with Carlton and Whitehall saloons and Ranalagh and Mayfair limousines and Landalette versions.

During this same period, the Sixteen Light Six used a smaller 2249cc 6 cylinder engine from 1927 to 1936. The Light Twelve-Six was a 14 hp (Tax) car with a 1496cc six cylinder side-valve engine that was produced from 1931 to 1936. It came with a three-speed gearbox, with a four-speed Twin-Top offered as an option from 1932 and became standard in 1933. It was a conventional chassis with semi-elliptic leaf springs all around, with rigid axles front and rear. It also had a 12volt electric system which also included an electric windscreen wiper in front of the driver. From 1932 bumpers and Magna wheels were included at no extra cost. There were just two body options, a Harley pressed metal car or a Clifton Fabric bodied saloon.



1926 Austin 12/4 Clifton Tourer.



1930 Austin Six



Austin Princess from the Netherlands

launched as replacements for the earlier models. These cars were renamed the Princess 1800 and Princess 2200 from September 1975.

Austin started to use County names for some of its models

in the 1950s, with the A40 Devon/Dorset running from 1947 to 1952. The 2 door model was the A40 Dorset and the 4 door saloon was the much more successful A40 Devon. These rounded saloons used a 4 cylinder 1197cc engine which



Austin A40 Devon Saloon all the way from Switzerland

© Simon Wright

produced 40 bhp. They featured front coil spring independent suspension, with a ridged rear axle and semi-elliptic leaf springs at the rear. Production ran to 456,544 sold cars, of which only around 16,000 were the 2 door Dorset model.

More up-market was the large Luxury car, the A125 Sheerline, which used a six cylinder 4 litre engine and was sold between 1947 and 1954. It was designed by Austin



© Simon Wright

1952 Austin A125 Sheerline

during the second World War as a luxurious car in the style of the contemporary Rolls Royce or Bentley, but at a much lower price. It was approximately 2/3rds of the price of a Rolls Royce, but that still made it about the price of five or six small Austins. The first Sheerline cars were designated A110 and had a 3 1/2 litre straight six side-valve engine but it was soon increased to the



© Janet Wright

1950 Austin Sheerline 40

1933 Austin 10 4 Cabriolet

© Simon Wright



© Janet Wright



1939 Austin 8 Tourer

The 1933 Austin 10/4 Cabriolet was introduced in 1932. It is powered by a 1125cc side valve engine which produced 21 bhp and connected to a four speed synchromesh gearbox. The 1933 models had plated hubcaps and X braced frames. Over 290,000 were produced between 1932 and 1947.

Straight after the Second World War, the main production model coming off the assembly lines was the Austin Eight, which ran from 1939 to 1947, with over 56,000 assembled. This was built during the war years, mainly as a two-seater military 8AP tourer which was produced for the armed services and Government. The Eight was powered by a 900cc four cylinder side valve engine attached to a four-speed gearbox. The chassis was completely new for this model, being halfway to a full unitary construction. The main part was a pressed steel floor pan with a box section welded down each side of the car, with three others going across the car. The body was then bolted onto this structure. The suspension was the

typical semi-elliptic leaf springs with hydraulic dampers. It was built as both a two or four door saloon and a two or four seat tourer. There was also a commercial van option. This was built in parallel with the Austin 16 hp, a four door saloon and shooting brake, produced between 1945 and 1949, with nearly 35,500 rolling off the assembly lines.

© Simon Wright



1948 Austin 16HP



1950 Austin D2
Princess 3995cc

The first Austin to use the Princess name was the A120, which ran from 1947 to 1956 and was powered by a six cylinder 4 litre engine. It was a series of large luxury cars, which were also made by the Vanden Plas subsidiary from 1947 to 1968. The Princess range was updated to the A135 which kept the 4 litre engine and ran from 1947 to 1956. In later years, the Princess brand was used on a deluxe version of BMC's Austin Westminster and Wolseley

© Janet Wright



1959 Austin Princess



1965 Vanden Plas
Princess 3993cc

6/99 and 6/100. From 1962 it was also used on a deluxe version of the Austin/Morris 1300. From 1975 it was used as the range name for a mass produced family car that had previously been branded the Austin/Morris/Wolseley 1800/2200. In 1975 the 1800 and 2200 (ADO71) were



1979 Austin Princess 2 HL

4 litre engine and the A125 designation. Initially it was made as a saloon, but the limousine version soon followed in 1949. It was a heavy vehicle with the saloon weighing in at 1,850 kg for the saloon and 2 tons for the limousine. This gave the saloon a top speed of just 82 mph.



1955 Austin FL1 HIRE car/Taxi

© Simon Wright

The 1955 Austin FX3 Hire Car Taxi were a familiar sight in London in the 1950s and 1960s. The bodies were built by Carbodies on the Austin FX3 chassis. A four door version, the FL1 Hire Car was also produced, which had four doors, a front bench seat and column gear change. It is powered by a 2.2 litre petrol engine and 4-speed manual gearbox. The Austin A90 Atlantic was the first post war car engineered from scratch by Austin and was available as a convertible or coupé. It was built mainly for the American market between 1948



© Simon Wright

1950 Austin A90 Atlantic convertible

March 2021

© Janet Wright



1952 Austin A90 Atlantic saloon

and 1950. It used a four cylinder 2,660cc engine and saw nearly 8,000 built. The Atlantic saloon followed from 1949 to 1952. The flowing front wings both featured a Flying A bonnet ornament. The rear wheels are enclosed with spats. There is a third, centrally mounted main beam headlight in the front grille and the car had hydraulically powered windows and hood and for the American market it also had flashing turn indicators rather than the normal trafficator arms. A final novel feature on the hardtop coupe was that the centre section of the three piece wrap round rear window could be lowered for improved ventilation.



1950 Austin A70 Hampshire

The county line continued with the Austin A70 Hampshire, built between 1948 and 1950, replaced by the A70 Hereford from 1950 to 1954. They were a larger car of similar design to the smaller A40 Devon and Somerset

models. Most of the first generation A70s were 4 door Hampshire saloons. They were powered by a 2.2 litre inline four cylinder pushrod engine, which produced 67 bhp. This was the same power as the earlier Austin 16 hp, but the new car was lighter and therefore had better performance figures. It had a top speed of 83.3 mph and



1953 Austin A70 Hereford

could accelerate from 0-50 mph in 14.5 seconds. In 1950 the price was £648, which included a heater. Over 35,000 were built during the two year production



cycle. A few estate and pickup trucks also produced as the A70 Countryman and the A70 pickup.





1952 Austin A40 Sport

The early 1950s also produced the Austin A40 Sports, a four seater convertible with an aluminium body built by Jensen Motors at West Bromwich, who had also worked in conjunction with Austin on the design. It was first shown at the 1949 London Motor Show. Production began in November 1950 and it finished in 1953, with just over 4,000 built. It was based on Austin A40 Devon mechanicals, but used a twin SU carburettor on the 1.2 litre engine, developing 46 bhp. The early models had a floor gear change and a dashboard taken from the Devon. After August 1951 they had a steering column gear change, full hydraulic brakes and a revised dashboard with a centred instrument panel. It had a top speed of 77.8 mph and could accelerate from 0-60 mph in 25.6 seconds. It was originally designed for the American market. In the UK it was priced at £818, which was expensive compared to the Vauxhall Velox at £550 and Austin's own A40 Saloon at £500.

1951 also saw the introduction of another Austin success, the A30, a compact, small family car. It was shown at the 1951 Earls Court Motor Show. It was aimed to take on the Morris Minor in the market place and was priced at £507, over £62 cheaper than Morris Minor. It had a monocoque chassis-less design, the first Austin to be built without a



1953 Austin A30 4 door saloon

separate chassis. To keep costs down, it only had a single windscreen wiper and sun visor, in front of the driver. A second wiper and sun visor could be purchased as optional extras. At launch it was only offered as a four door saloon, the 2 door version arriving in late 1953. It was powered by the newly designed A Series 4 cylinder 803cc engine driving the rear wheels through a 4-speed manual gearbox. It had a top speed of 70 mph and could accelerate from 0-60 mph in 42.3 seconds. Over two hundred and twenty three



© Janet Wright

All the way from Sweden, an Austin A30 2 door Estate



1957 Austin A35 Pick-up

© Janet Wright

thousand were built between 1951 and 1956. In 1956 the Austin A30 was replaced by the Austin A35, which over a three year period saw over 280,000 built. Although looking almost identical to the A30, the A35



© Simon Wright

An overseas Austin A35 with roll down soft top

featured a larger rear window and had flashing turn indicators instead of the A30's pop up trafficator. It also had a larger 948cc or 1098cc engine, which gave better performance. It had a top speed of 71.9 mph and could accelerate 0-60 mph in 30.1 seconds.



© Simon Wright

1954 Austin A40 Somerset

From 1952, Austin became part of the British Motor Corporation (BMC) and saw the launch of the next in the County line, the A40 Somerset. This replaced the Austin A40 Devon, which was a similar size. It used many of the previous models components including the 1.2 litre straight four pushrod engine. The engine was updated to now produce 42 hp compared to the 40 hp in the Devon. This gave the car a top speed of 70 mph. It was attached to a four speed gearbox with steering column gearchange. The new body design resembled the larger Austin A70 Hereford, with the "Transatlantic" body style with flowing lines, with the aim of improving sales in America. Over one hundred and seventy three thousand were built between 1952 and 1954.



1957 Austin Metropolitan

A car that still stands out is the Metropolitan, an American car that was assembled at Longbridge and was sold as the Nash/Hudson/American or Austin Metropolitan, a nice 2 door coupe/convertible which was produced at Longbridge from October 1953 to April 1961. It was designed in America by Nash, who felt that it would cost too much to build from scratch in America so they looked for an overseas manufacturer who could use existing components. In 1952 they selected Austin to produce the vehicle, which was nicknamed "Baby Nash". It used the Austin A40 series 1.2 litre straight four engine, as used in the Austin A40 Devon/Dorset. By American standards, the car had slow performance and never sold in great numbers and even changing it to a Hudson Metropolitan made no difference to sales. After the first 10,000 were built, the engine was changed to the B Series engine, but still at 1.2 litre as used in the Austin A40 Cambridge. In late 1955 the engine capacity was increased to 1.5 litre and sold as the American Motors Metropolitan 1500. Around 95,000 cars were sold in America and Canada, making it one of the top selling import cars at the time. The car was sold as the Austin Metropolitan in markets where American Motors did not have a presence, which appeared to be the United Kingdom and New Zealand.



1958 Austin Cambridge

© Simon Wright

By 1954 we had progressed to the A40 Cambridge. This used the 1.2 litre straight 4 engine which produced 42 bhp. It was only available as a four door saloon. The A50 Cambridge ran from 1954 to 1957 and had the 1.5 litre B Series engine which developed 50 bhp. The A40 and A50 Cambridge were identical apart from the engine. This was followed by the A55 Cambridge Mk1 running the four cylinder 1489cc engine updated to produce 51 bhp. It was only in production from 1957 to 1958. The upmarket car was the A90 Westminster, which used the six cylinder 2639cc engine. In 1959 the A55 Cambridge Mark II was launched. This had a different



© Simon Wright

1957 Austin Westminster



© Simon Wright



Austin A40 Farina Countryman showing hatchback rear opening

© Simon Wright

design to the previous model with rear fins, similar to American cars of the period. This model continued using the B Series 1.5 litre engine, now producing 55 bhp. The model was released in a variety of different forms, the Morris Oxford, the Riley 4, the MG Magnette III and the Wolseley 15/60, with different levels of trim, accessories and performance.

The Austin A40 Farina Mk1 was a car ahead of its time. Small hatchback style design, with a folding boot lid. It had an incredibly low coefficient of drag, thanks to its cut off tail. This was thanks to the design coming from the Italian Battista Farina's Pinin Farina Turin studio. The model was introduced in 1958 and ran until 1961, with 169,612 built. The MkII ran from



© Janet Wright

1962-1967. What was unusual was that this model was only ever an Austin, it was never sold under any other BMC brand name. The Countryman Estate version had a hatchback, lift up and down rear opening, instead of side opening doors like on previous Countryman models. The Mark I used the 948cc A Series engine and was intended to replace the A35 and carried much of the A35 running gear on to the new model. The drum brakes were hydraulically operated on the front wheels and cable operated on the rear wheels. The rear bench seat could fold down to increase storage capacity. The car had a top speed of 66.8 mph and 0-50 in 19.5 seconds.

1954 Mini 1000

© Simon Wright



The most iconic car to come from Longbridge was launched in 1959, and was originally given the Seven moniker to pay tribute to the original Austin 7. The Mini was a revolutionary design, with maximum passenger cockpit space inside a very small package, thanks to the transverse front engine and gearbox design. A range of engine sizes were squeezed out of the A series engine, ranging from 997cc to 1275cc. It also had a unique suspension system which used compact rubber cones instead of conventional springs. These gave the car superior road holding capabilities. The Mini was designed

as a monocoque shell with subframes fitted at front and rear to carry the engine/gearbox and suspension units. Various tuning firms produced modified Minis, and the factory teamed up with the Cooper Car Company to produce the 997cc Mini Cooper. This was followed by the more



© Janet Wright

1967 Mini Countryman



1972 Mini 1275 GT

© Janet Wright

powerful 1275cc Mini Cooper S. These models were built at Longbridge until 1971

In 1969 the Mini Clubman was offered as an alternative body style and was intended to replace the Riley Elf and Wolseley Hornet. It had a larger, square front, but the engine and other mechanical components were the same as the original Mini, which continued in production. Also launched at the same time was the sporty Mini 1275GT, with the 1275cc A Series engine which produced 59 bhp. The Mini proved to be very successful in the motorsport arena, winning races and rallies all over the World. The model was available as a two door saloon, with a van, pick-up and Countryman option on body. A spin-off of the Mini was the Mini Moke, which was produced between 1964 and 1968, mainly for overseas markets with fine weather.



© Simon Wright

1966 Mini Moke



1967 Austin 1100

In 1963 we had the introduction of the BMC ADO16, Austin 1100, a family sized small saloon, based on the Mini A series engine and gearbox, with the engine mounted transversely, driving the front wheels. Its unique feature was its Hydrolastic interconnected fluid suspension system, which was inspired by the Citroen

© Janet Wright

1970 Austin 1300 GT



2CV suspension. It also had front disc brakes, not common on mass produced cars in the early 1960s. In typical BMC fashion, the car was marketed under several of the BMC owned

brand names, as the Austin 1100, the Morris 1100, the MG 1100, the Riley Kestrel, the Vanden Plas Princess and the Wolseley 1100. 1966 saw the introduction of a three door estate version, called the Austin 1100



1967 Austin 1100 Estate rear

Countryman. In 1967 the larger 1275cc A Series engine was fitted to the MG, Riley, Vanden Plas and Wolseley versions. Then in 1969 it was launched as the Austin and Morris 1300 GT, fitted with twin SU carburettors like those used previously on the MG version. It would continue in production until 1974 in 1100 and 1300 versions, including the Estate model. During many of its years in production, it was Britains best selling car.

By 1964 the Austin 1800 was launched, an even larger version of the 1100. It was a large family saloon that used

© Janet Wright



1971 Austin 1800

the 1.8 litre B Series engine driving the front wheels. The spacious interior had a few unusual features, including a ribbon speedometer, a green indicator light on the end of the indicator stalk and a chrome umbrella handle handbrake located under the dashboard parcel shelf. This allowed the two front seats to meet in the middle, almost like a bench seat. The vehicle also used the Hydrolastic suspension system like that used on the Austin 1100. The Mark II version was released in 1968 with a cheaper and more conventional interior. In 1969 the 1800S came with twin SU carburettors, producing 95 bhp. The Mark 3 came out in 1972 along with the new six cylinder Austin/Morris 2200 and Wolseley Six. The 2.2 litre six cylinder engine came from the Australian Tasman & Kimberley X6 cars. In total 386,000 vehicles were built over the decade across all models. Popular in Australia was the Austin 1800 Mk I Utility, which was based on the Austin 1800 and built by BMC Australia. It had an unladen weight of 1141 kg and could carry a payload of 583 kg. The Mk1 model was produced between July 1968 to March 1969. The Mk2 went from March 1969 to November 1970. Total production for the Utility was 2331.



© Janet Wright

1968 Austin 1800
Mk 1 Utility BMC
Australia.



© Simon Wright

A rare visitor was an Australian 1971 Austin Kimberley. Due to Australian Government policy of adding a high rate of duty to fully assembled foreign imported cars, BLMC, exported only the floorpan, suspension and the 2200cc OHC 6 cylinder engine and gearbox of the Wolseley 2200 to Australia. A local built body was fitted by BLMC Australia, to produce the Austin Kimberley. To comply with Government regulations regarding local content, an Australian P.B.R. braking system along with Lucas Australia electrical systems were fitted. The Kimberley remained in production in Australia until 1974.



© Simon Wright

Austin Rally cars



Austin 1800 Rally car

© Janet Wright



Team Thailand Austin 1800 of Viscount Errington and Bill Heinecke World Cup Rally

© Janet Wright



1974 Austin Allegro 1750 Sport rally car. Driven for Patrick Motors, Bournemouth by Peter Cooper

© Simon Wright



London to Mexico World Cup Rally 1970 Austin 1800 of Ken Tubman/Andre Welinski/Rob McAuley

© Simon Wright

In 1967 the company became British Leyland (BL) and became a multi-manufacturer group incorporating Jaguar, Rover, Triumph, and Land Rover to join the Austin Morris empire. The new group saw the 1300 launched in 1967, with the 1275 A series engine fitted in to the 1100 body shell. The Austin 3 Litre was also launched the same year, aimed at the Executive market. It had been designed in the early 1960s, before the British Leyland days. It was visually similar to the Austin 1800, but larger. Unlike the 1800, the 3 litre straight six engine drove the rear wheels through a 4 speed gearbox. It had twin SU carburetors and produced 125 bhp. The car did use the Hydrolastic suspension system as on the 1100 and 1800 cars in the range, with the addition of self-levelling hydraulic rams at the rear to improve ride and handling. It ran through to 1971, with under 10,000 being built. A small number of estate models were built by Crayford.



© Simon Wright

1971 Austin 3 Litre Automatic



1979 Austin Maxi

© Janet Wright

The next major model from Austin was the Maxi in 1969. A large 5 door hatchback with a either a 1485cc or 1748cc E-Series engine. Although an Austin model, the Maxi were actually produced at Cowley, but the E-Series engines were built at the new engine factory at Cofton Hackett in Longbridge It is also famous for being the last car designed by Alec Issigonis as well as the last design from BMC. It was also the first proper hatchback built in Britain. It kept in line with its smaller siblings on being a front engine, front wheel drive model, with a 5-speed manual transmission. The the 1485cc E-Series engine gave the car a top speed of 90 mph, while the 1750 and twin-carburettor 1750HL, added in 1971, had a top speed of 97 mph. It would continue in production until 1981.

In 1973 the 1100 was replaced with British Leyland's new hope for the medium family sector car, the Allegro. Using both the A-Series and



© Simon Wright

1972 Austin Allegro 1748cc



1975 Austin Allegro HL 1750

the E-series engine and a new Hydragas suspension system, it was a more modern design, even having a 'square' steering wheel initially. But it did not have a hatchback, just a normal boot, similar to its major rival at the time, the Ford Escort. It was decided by British Leyland that the Maxi would be the only hatchback in the range. The Allegro would remain in production until 1982, with 642,350 built in that ten year period, with a wide range of engine options. These included the 1 litre, 1.1 litre and 1.3 litre versions using the A series engine, while the 1.5 and 1750 models used the newer E-Series engine. The Allegro followed its

© Simon Wright



Austin Allegro Estate

March 2021



1977 Vanden Plas 1500

predecessor with a Front engine, Front wheel drive configuration. The only two significant additions to the range were the Allegro Estate and an upmarket version, the Vanden Plas 1500. This featured special leather seats with reclining backrests, deep pile carpets, extra sound deadening insulation, a new instrument panel in Walnut dash and walnut folding tables for the rear seat passengers. In some respects, British Leyland was its own worse enemy, as it produced rival cars to its own products under different brand names. The Morris Marina launched in 1973 was aimed at the same market as the Allegro, but with a

more conventional front engine, rear wheel drive configuration, with the smaller engined versions using the same A series engine. To make matters worse, in the same engine capacity market there was also the Triumph Dolomite range and the Rover 2000 series.

The next significant launch was in 1980, when the Austin Metro arrived to replace the Mini, but the Mini did remain



The MG Metro 6R4 only really shared the Metro name and roof silhouette with the production Metro

© Janet Wright

in production at the time. The Metro was a new, modern small hatchback saloon, using a similar Hydragas suspension system as used on the Allegro, but without the front to rear connection. It would soon be the Rover Metro as the group changed name again in 1982 to BL/Rover Group and eventually became the Rover 100. The Austin Metro used the long lived A series 1 litre and 1.3 litre engine, which later got a turbocharger added. In usual Leyland style, other versions were added further down the line. The MG Metro was the sporty model, which had a modified engine producing 72 bhp to give a top speed of 103 mph and a 0-60 mph time of 10.9 seconds. The

Vanden Plas Metro was the luxury model with radio-cassette player, electric front windows, an improved instrument panel, including a tachometer and options such as trip computer, leather trim, remote boot release and front fog lamps. In 1982 an MG Metro Turbo was also added to the range, with a power increase to 93 bhp giving a top speed of 112 mph and a 0-60 mph time of 9.9 seconds. When British Leyland decided to enter Group B rallying, they created the MG Metro 6R4. The only things it had in common with the road going Metro was the roof silhouette and the name badge. The rest was pure racing car. Rear mounted 3 litre V6 DOHC engine took the rear half of the car from behind the drivers seat and produced 410 bhp. It was four wheel drive and had very large spoilers at both front and rear. Unfortunately, Group B was banned very soon after due to some high speed accidents. The 200 'Clubman' specification cars built to allow homologation of the works rally cars, did go on to win various National and Club rally events and also proved very successful in Rallycross racing. They only produced 250 bhp and were initially sold for £40,000

In 1994 the Metro name was dropped and the Rover 100 switched to using the new K-Series 1.1 and 1.4 litre petrol engines, and also offered a 1.5 litre Diesel option. It remained until 1998.



© Simon Wright

1.4 litre Rover 100



Austin Ambassador Vanden Plas

© Simon Wright

The Ambassador was launched in 1982 by British Leyland. It was a large family 4 door hatchback wedge saloon, evolved from the former Princess range. The major change was to add a rear hatchback to the new model. The Princess never had a hatchback, just a normal boot. It was powered by the new O Series 1.7 and 2 litre engines. Sales were low and the model was discontinued in 1984 with just 43,427 cars built.



© Simon Wright

1994 Rover Maestro 2.0 GSD Turbo

The Maestro replaced the Allegro and Marina as a small/medium family car, with a hatchback design. It was produced between 1982 and 1994, first by British Leyland and



© Janet Wright

then the Rover Group and was assembled at Cowley. It used a wide range of engines from the 1.3 litre A-Series, the 1.6 Litre R-Series, the 1.6 Litre S-Series and the 2 litre O-Series and was also offered with a diesel engine option. It was the usual Leyland Front Engine, Front wheel drive configuration. As usual, a performance model was branded as the MG Maestro from 1983 to 1991. Three trim levels were offered on the 1.3 litre model, the base-line, the L and the HLE. The 1.6 litre version had the L and HLS and Vanden Plas and the sporty MG Maestro. A year after the Maestro was launched, the Austin Montego was introduced in 1984. It was originally a Maestro with a boot and was designed to replace both the Morris Marina/Ital and Austin Ambassador. It retained the front engine, front wheel drive layout and used the same range of engines as the Maestro, going from the 1.3 litre A-Series through to the 2 litre O-Series turbocharged. It was the last model launched as an Austin and also sold as an MG. From 1988 it was sold just as the Montego,



1986 Austin Montego 2 litre

without a marque. The Montego offered many improvements over the Maestro, many of which were later incorporated into that model. It was originally just sold as a four door saloon. An Estate version soon followed. The MG version was the high performance model, using the turbocharged O-Series engine, producing 150 bhp. This made it the most powerful production MG, having a top speed of 126 mph and a 0-60 mph time of 7.3 seconds. A luxury Vanden Plas version was also launched, with leather seats, walnut veneer, electric windows, central locking and power door mirrors.

The Austin name was phased out in 1994, being replaced by the Rover Group brand, with car production continuing at Longbridge. The Mini and Metro were both re-branded as Rover. The Rover Group was then sold to British Aerospace and then to the BMW Group. In 2000 BMW sold the Rover and MG activities to the Phoenix Consortium, who established MG Rover Group at



2005 MG ZT 260 V8

© Janet Wright

Longbridge, though BMW retained the ownership of the Rover marque, allowing MG Rover to use the brand under license. The last cars built at Longbridge before the MG Rover Group went out of business was the MG ZT. This was an executive car available as a 4 door saloon or a 5 door estate car. It had an range of engines from 1.8 litre to a 4.6 litre V8. The ZT was front engine, Front wheel drive, except the V8 model which was front engine, rear wheel drive. It was based on the Rover 75

In April 2005, the group ceased production and became insolvent, just 3 months before these centenary celebrations. The assets then got split between two Chinese manufacturers and the MG brand continued at Longbridge, run by Nanjing Automobiles of China. BMW sold the Rover marque to Ford in 2006, after they had purchased Land Rover back in 2000, and in March 2008, the entire Jaguar Land Rover operation was sold by Ford to Tata Motors of India.

Although all car production has now ceased at Longbridge, and most of the former Austin Site has been turned in to homes and a shopping centre, the event at Cofton Park has been continued as the Pride of Longbridge, which is held annually in April, to originally commemorate the date that the Phoenix Consortium stopped production. The Covid pandemic stopped the 2020 event from taking place, and also the scheduled 2021 event has been postponed due to current restrictions. Hopefully the event will return in 2022.



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1962 Vanden Plas Estate

© Janet Wright



1937 Austin Eaton 12/4

© Janet Wright



1998 Rover 800 Series

© Simon Wright



2003 MG XPower SV

© Simon Wright



Austin Gipsy

© Janet Wright



Austin Champ

© Simon Wright

2020/21 SAS Autoparts MSC NZ F5000
Tasman Cup Revival Series
Round 3 31st Skope Classic meeting
Mike Pero Motorsport Park @
Ruapuna Christchurch
05-07 February 2021.
Prepared by FAST COMPANY of
behalf of the New Zealand Formula
5000 Association www.F5000.co.nz



Michael Collins and his sister Anna lead the SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series field into the first turn at the 31st annual Skope Classic historic motor racing meeting at Mike Pero Motorsport Park – Ruapuna.

Michael Collins qualified quickest and won two of the three races.



before crossing the finish line 4.773 seconds in front of fellow category young gun Codie Banks (Lola T332) from Auckland with last season's category runner-up, Glenn Richards (Lola T400) coming home a fast-finishing third Anna Collins easily held on to second place for the first two laps, before her car's engine rev limiter started playing up and she was soon caught and quickly dropped back to fifth place by Codie Banks, Glenn Richards and Codie's father David Banks (Talon MR1).

As it turned out that was as good as it was going to get for both Anna Collins and David Banks, with Anna's race ending in the pits and Banks Snr's at the side of the track with a flat front tyre.

With Kevin Ingram (Lola T332) - loose bodywork - and Shayne Windelburn (Lola T400) - a sticking throttle - also forced to pull out of the race only six cars were recorded as finishers.

COLLINS AND WINDELBURN SHARE RACE WINS/ KUDOS AT LATEST NZ F5000 SERIES ROUND IN CHRISTCHURCH

Kiwi F5000 category pace-setter Michael Collins' (Leda GM1) winning streak in New Zealand's SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series continued in the first race of the weekend at the third round of the 2020/21 season at the annual Skope Classic historic motor racing meeting at Christchurch's Mike Pero Motorsport Park - Ruapuna.

After helping make a little history in the category qualifying session Michael Collins and sister Anna annexed the front row of the grid for today's race in their Alistair Hey & Vicki Jones-owned Leda LT27s, defending SAS Autoparts MSC Series title holder Michael, 25, streaked away from Anna and everyone else in the 10-strong field to win the first 8-lap race of the weekend very much as he liked.

Along the way he set the fastest race lap - a 1:21.547 -



Frank Karl's McLaren M10B was first Class A car home in 6th place

Despite that Tony Galbraith (Lola T332) and Tim Rush (McLaren M22) were never more than a couple of car lengths apart, crossing the finish line in that order in fourth and fifth place respectively with Frank Karl – in the only older (Pre '71) car in the field this weekend guaranteed himself maximum Class A points by claiming sixth place.

Local ace Michael Collins (Leda GM1) got within 0.168 of a second of claiming a qualifying/race win/quickest race lap clean sweep at the latest round of New Zealand's SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series in Christchurch.

However, rather than rue the difference between himself in second place and the winner of the category's new 'rolling-start-handicap' race on Sunday morning, Shayne Windelburn (Lola T400), defending category holder and current class pacesetter Collins said that he would simply have to work even harder next time.

Second home in the feature final race was Feilding ace Kevin Ingram (Lola T332)



Anna Collins was quick but a dnf in the first race thanks to an engine issue, saw her out for the rest of the weekend.



© Fast Company/Euna Cameron

"All credit to him," the 25-year-old Leda GM1 driver said as he packed up after his latest lights-to-flag victory in the 8 lap feature final at the 31st annual Skope Classic historic motor racing meeting at his 'home' track, Christchurch's Mike Pero Motorsport Park- Ruapuna late on Sunday afternoon.

"I definitely was close at the end but he got to the line first. "Could I have gone faster earlier on? Definitely. And could I have got through the traffic in the middle of the race quicker? Probably. But that's the beauty of having a handicap race in our mix now. You have to learn a whole lot of new race skills."

Category stalwart Windelburn also won the handicap race at the first round of the 20/21 series at Manfield Circuit Chrs Amon in November last year, But he stopped - well - short of saying he was an expert at the format, "Particularly here (At Mike Pero Motorsport Park) where I've only raced the Lola twice before.'

That said, when he saw the handicap he had been given

Michael Collins leads the SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series field out of the hairpin at the 31st annual Skope Classic historic motor racing meeting at Mike Pero Motorsport Park – Ruapuna



he decided he was 'definitely in with a chance' and once he got into the lead, it was "amazing how motivating it is to have a bunch of quick guys like that behind you!"

As it turned out the weekend became one of celebration for the Auckland man, and his travelling companion, 9-year-old son Joshua.

Each year at the Skope Classic meeting local man Steve Weeber awards the Stan Redmond Memorial Trophy to the driver in the SAS Autoparts MSC NZ F5000 category who exhibits the same sort of selfless enthusiasm for the cars and category as his late friend Stan Redmond did.

This year he awarded the trophy to Shayne Windelburn. Unfortunately the unusually high rate of attrition in Saturday's race carried over into Sunday with both Anna Collins and Tony Galbraith out for the weekend, Collins thanks to a broken valve spring, Galbraith with a gearbox issue. Gearbox issues also sidelined Tim Rush (McLaren M22) between the second and third races on Sunday.

With category stalwart Russell Greer (Lola T332) already

out after his ex Graham Lawrence car suffered some damage to a corner of its monocoque after a coming together in the category qualifying session on Saturday morning, it meant that a smaller field of eight cars was flagged away by the starter of the second race, won – just – by Shayne Windelburn from a fast closing Michael Collins with Kevin Ingram (Lola T332) third and Glenn Richards (Lola T400) fourth.

It was Michael Collins again all the way in the feature final, though this time the young gun could not quite shake off former NZ Formula Ford class champion Kevin Ingram (Lola T332).

Not far back Codie Banks (Lola T332) had established the early advantage over a closely matched Glenn Richards with Codie's father David (Talon MR1) finally enjoying a trouble-free run (after all sorts of mechanical issues through practice, qualifying and the first two races) behind



© Fast Company/Geoff Ridder

Aucklander Codie Banks in his ex-Johnnie Walker Lola T332. Finished 2nd in the first race.

Richards but ahead of Shayne Windelburn. Richards then briefly enjoyed third place after catching and passing Codie Banks – whose early race charge had been at the expense of his Lola's brakes - only to out-brake himself at the end of the lap and find himself falling into the clutches of a fast-finishing David Banks who explained that “with nothing to lose we decided to make a really big change to the set-up of the car, comfortable in the knowledge that I would either really like it, or really hate it!”

As Glenn Richards found out on the last lap, Banks Snr really, really liked it, passing Richards for a weekend best third place finish.

In saying all this the weekend's round was another Michael Collins' benefit.

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

RACE 1 (Sat pm 8 laps)

1. Michael Collins (Leda GM1) 11:08.307
 2. Codie Banks (Lola T332) +4.773
 3. Glenn Richards (Lola T400) +5.621
 4. Tony Galbraith (Lola T332) +53.162
 5. Tim Rush (McLaren M22) +53.333
 6. Frank Karl (McLaren M10B) + 1:31.562
- DNF. Shayne Windelburn (Lola T400),
David Banks (Talon MR1),
Anna Collins (Leda LT27),
Kevin Ingram (Lola T332)

RACE 2 (Sun am 8 laps)

1. Shayne Windelburn 11:44.133
2. Michael Collins +0.168
3. Kevin Ingram +2.323

4. Glenn Richards +21.489
5. Codie Banks +22.768
6. Tim Rush +34.897
7. David Banks +35.921
8. Frank Karl +45.134

RACE 3 (Sun pm 8 laps)

1. Michael Collins 11:04.089
 2. Kevin Ingram +0.602
 3. David Banks +22.492
 4. Glenn Richards +22.747
 5. Shayne Windelburn +23.649
 6. Frank Karl +1:19.541
- DNF. Codie Banks+2 laps



Popular series competitor Shayne Windelburn (centre) receiving the Stan Redmond Memorial Trophy from NZ F5000 Association committee member Brenda Banks. (l to r) Last year's recipient David Banks, his wife Brenda Banks, this season's recipient Shayne and his son Joshua Windelburn and Steve Weeber).

McLaren Artura

High-Performance Hybrid Supercar





McLaren have unveiled the McLaren Artura, the all-new, next-generation, high-performance hybrid (HPH) supercar. The culmination of more than fifty years experience in race and road car engineering, the Artura is McLaren's first ever series production high-performance hybrid (HPH) supercar. It blends thrilling performance and driving dynamics with EV driving capability.

It is the first model to be built on the all-new McLaren Carbon Lightweight Architecture (MCLA), optimised for HPH powertrains. Built in-house at the McLaren Composites Technology Centre (MCTC) in the Sheffield region. The lightweight body features super-formed aluminium and carbon fibre and has perfect supercar proportions. It is the lightest in its class with a kerb weight of just 1,498 kg.

The power comes from an all-new 3 litre V6 twin-turbocharged petrol engine with an Electric motor and

energy-dense battery pack. The two engines combined produce 671 bhp and 530 lb/ft of torque. This gives the car a Class-leading Power to Weight ratio of 488PS/tonne. The V6 petrol engine alone produces 577 bhp and 585Nm torque. The 95PS E-motor delivers instant torque of up to 225Nm. This gives the fastest ever throttle response from a McLaren supercar and ferocious acceleration, going from 0-62 mph (100 km/h) in just 3 seconds, 0-124 mph (200 km/h) in 8.3 seconds and 0-186 mph (300 km/h) in 21.5 seconds. The Artura is also the most fuel-efficient McLaren ever produced. It can do 50+ mpg, 129g/km CO2 in combined EU WLTP.

The 7.4kWh battery can also go 30 kms of just Electric battery power. It has an all-new lightweight eight speed transmission which integrates McLaren's first electronic differential. It features a new rear suspension concept, uses uprated electro-hydraulic







steering and Proactive Damping Control enhanced agility, stability and dynamic performance. The tyres are next-generation Pirelli P ZERO CORSA tyres with innovative Pirelli Cyber Tyre technology which offers grip levels comparable to the extreme P ZERO Trofeo tyres. The interior is completely new with all key controls



accessible with both hands on the steering wheel. It also has a new 8 inch HD touchscreen infotainment system, enabling configuration of advanced driver assistance systems and smartphone mirroring. The car also features ground-breaking electrical architecture which enables Over-The-Air updates, integrated stolen vehicle tracking (available in certain markets) and future upgrades. The car comes with a 5 year vehicle warranty, a six year battery warranty and a 10 year body warranty. It is available to order now, depending on market, in a choice of 4 different specifications and prices start at £185,500.



Hill Climb from History.

Loton Park

17th April 2006

By Simon & Janet Wright.



The fastest time of the weekend was set by Roger Moran in the Gould GR61X at 46.26 seconds, probably on a Practice run.



Dave Mills Pilbeam MP62

We look back to the Easter weekend hill climb meeting at Loton Park from 2006, Unfortunately we do not have a copy of the official results, just the times achieved on the day, thanks to the Resultsman web site.

So for a change, we will look at the fastest times achieved by the driver over the whole weekend, including practice runs. These are **not the official results**, but do give an insight in to the performance of the top drivers.

The fastest time of the weekend was set by Roger Moran in a Gould GR61X with a time of 46.26 seconds, which I believe was set on a practice run. Only 800th of a second slower was Martin Grove in an earlier Gould GR55B with a time of 46.34 seconds. Roger Moran's son Scott set the third fastest time of the weekend



© Simon Wright

Charles Williams Dallara Tkd02

in the shared Gould GR61X with a fastest time of 46.54 seconds..The Gould design dominated the fastest times of the weekend, filling the top six positions. Simon Durling was 4th fastest in a GR55B, followed by Paul Ranson in another GR55B, with Chris Merrick in a GR55.

The Class runs are reported on Resultsman and the fastest time was shown as Charles Williams in a Dallara TKD02 who set a fastest time of 52.94 seconds, in class J, Racing cars over 1600cc to 2000cc. The second fastest time in the class runs was recorded to Jane Harratt in a Brabham BT21B with a time of 54.20 seconds. Third fastest time shown overall in the class runs was Paul Sandford driving an OMS SC2000 who was fastest in the

Sports Libre Cars up to 2000cc with a time of 54.44 seconds. In the Racing cars over 600cc to 1100cc class the fastest time shown in the class runs was set by Martyn Herridge in a Bewley 3.2/91 with a time of 55.23 seconds. Away from the single seater racing cars , the fastest time shown in the class runs was set by Mick Harriman in an Audi Quattro Sport with a time of 57.19 seconds to take the



Jane Harratt Brabham BT21B



Mark Goodyear gets a bit sideways in his Pilbeam M082/62



Tim King
Westfield SE1w



Graham Jones
Jaguar C Type
Replica



Terry Rogers
Frazer Nash Sports



Basil Pitt
Gould GR55C



Bryan Hartshorne Sylva Mojo 2

Paul Sandford
OMS SC2000



© Simon Wright

Modified production Sports over 2000cc class. He just beat Ken Evans who took fastest time in the class runs in the Modified Production Sports cars over 1400cc and up to 2000cc Roadgoing class in his Caterham Seven on 77.21 seconds. The next class fastest lap shown in the class runs was Paul Meakin in a Jedi Mk4 in the Racing Cars up to 600cc class with a time of 57.68 seconds. The modified Production saloons over 2000cc class saw Thomas Tremlow in a BMW 320i set the fastest time of 59.20 seconds. The Sports Libre cars over 2000cc class

© Simon Wright



Martyn Herridge
Bewley 3.2/91

Mick Harriman
Audi Quattro Sport



© Janet Wright

fastest time went to Barrie Lines in a Pilbeam MP43 with a time of 59.88 seconds. The Hill climb Super Sports Cars class saw Gary Stephens set the fastest time in his Mallock Mk21/24 in 60.94 seconds. Tim King used his Westfield SEiw to good effect, setting a time of 63.60 seconds, fastest in the Modified Production Sports over 1400cc to 2000cc class. Next was the Pilbeam MP88 of Geoff Rollason who set a time of 64.43 seconds in the Racing Cars over 1600cc to 2000cc class.



© Janet Wright

Robert Kenrick Caterham Blackbird



Robin Johnson Austin Healey
Sprite in the Loton Park
paddock.

© Janet Wright



David Condon
GTM Libra



Pat Hadley Lotus Elise S1

© Simon Wright



Martyn Pike Ford Escort

© Simon Wright

Simon Cooper
Ford Anglia 105E

© Simon Wright



Moving down the classes, we find Stuart Stelling in a Ford Fiesta Ghia setting the fastest time in the Modified Production saloons over 1400cc to 2000cc class with a time of 64.76 seconds. Simon Cooper was the fastest of the combined classes of Classic saloon cars merged with



Peter Cox
Chevton B42

© Janet Wright

classic sports cars in his Ford Anglia 105E with a time of 65.27 seconds. The Modified Production Sports over 1400cc to 2000cc roadgoing saw Steve Day in a Caterham Seven set the best time of 67.04 seconds. Peter Cox in a Chevron B42 set a time of 67.15 seconds



© Janet Wright

Paul Meakin
Jedi Mk4



© Simon Wright

Stuart Stelling Ford Fiesta Ghia



Ben Johnson locks the brakes on his Lotus Seven

© Simon Wright



Kevin Pryce lifts a rear wheel on his Citroen AX GT

© Simon Wright



Rob Turnbull locks his brakes on the Gould GR55

© Janet Wright



Matt Harrison Spa SC04

© Janet Wright



Will Hall runs wide in his Westfield Sei

© Simon Wright



Steve Day Caterham Seveb

© Janet Wright

and was shown as fastest in the Racing cars manufactured between 1972 and 1985 over 1600cc. The Modified Production Sports cars up to 1400cc class saw the Caterham Blackbird of Robert Kenrick go fastest in a time of 67.75 seconds. Alastair Crawford did a 70.82



Alastair Crawford Gould GR37

second run in his Gould GR37 to set the fastest time in the class runs in the Racing cars over 2000cc class. The Pilbeam MP56 of Gordon Marston set a time of 72.41 in the Racing cars manufactured between 1972 to 1985 up to 1600cc.



Gordon Marston
Pilbeam MP56

© Simon Wright



© Janet Wright

Gary Stephens Mallock Mk 21/24

**Richard Marsh
BMW E30**



© Janet Wright

Peter Radnall Force PC



© Simon Wright

**Nick Holder
Ballfry Mk1**



© Janet Wright

**Ben Stapley
Datsun 240Z**



© Simon Wright

Archive Photo of the Month.

By Pete Austin.



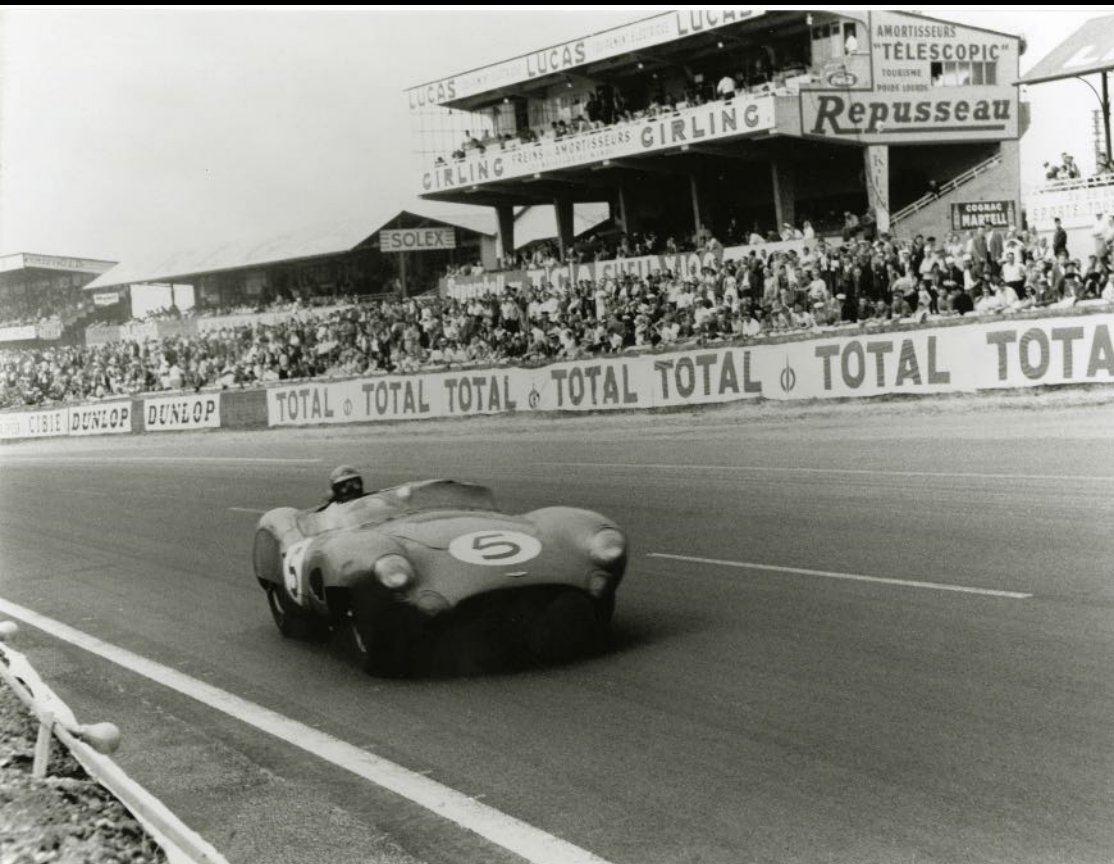
Chris Craft, who sadly passed away last month, is shown here in his Broadspeed Ford Escort attempting to dive inside the Motor Racing Research Ford Mustang Boss 302 of the late Frank Gardner. This round of the British Saloon Car Championship was a support race for the 1970 Race of Champions at Brands Hatch. Power would eventually tell and Gardner would run out the winner ahead of Craft.



The History of Aston Martin in Grand Prix Racing.

By Aston Martin

FIGHTING SPIRIT: THE HISTORY OF ASTON MARTIN IN GRAND PRIX RACING



Aston Martin is known worldwide for its high-profile successes in sports car racing. A famous outright win at Le Mans and a third consecutive victory at the Nürburgring 1,000km saw Aston Martin crowned World Sportscar Champions in 1959. Multiple class wins at Le Mans stretch from 1931 to this year's multi-class victory which secured the GT Manufacturers' World Endurance Championship. Numerous race and class victories over the years have cemented the brand as one of the great names in endurance racing. Less well-known though, perhaps, are Aston Martin's

European Grand Prix and, later, Formula 1™ exploits. These may not be as famous, but they are equally notable. Indeed, from the very beginning of the Aston Martin business 107 years ago, founded by Lionel Martin and Robert Bamford in 1913 in a small London workshop, top-flight motorsport participation was integral to the company's very ethos and identity. Now, as the British luxury brand prepares to return to the F1™ grid for the first time in more than 60 years, it is the ideal moment to look back on the brand's previous endeavours in the world's most competitive and challenging motorsport class.

1920s

From his earliest days at the helm of the fledgling sports car firm, Aston Martin co-founder Lionel Martin dreamt of putting the name of the business he had created with partner Robert Bamford into the headline-grabbing arena of Grand Prix racing.

The Aston Martin name had been established on the hillclimb courses of Great Britain and Lionel himself had notable success at the wheel of his own car, but he knew competitive Grand Prix racing around Europe would bring the wider fame he craved for his company.

At the start of the 'Roaring 20s' that dream moved toward reality when Martin was introduced to a young racing driver, Count Louis Zborowski. This fabulously wealthy son of a Polish Count and an American heiress had an unquenchable thirst for speed, and a strong hankering for motorsport.

With a fortune that in today's money would comfortably class him as a billionaire, Zborowski had ample resources at his disposal which, allied to his existing knowledge of Aston Martin as a driver of some of the brand's earliest side-valve open wheel racers, gave him the confidence to commission not one but two race cars from the business. Working with Lionel Martin and his team they hit on a plan



TT2-(L)-Gallop-TT1-(R)-Zborowski-before-French-GP-Strasbourg

to build two cars to compete in the 1922 Isle of Man TT (Tourist Trophy) event. Zborowski supplied around £10,000 for the project – a small fortune at the time – with the money going toward not only the cars but also the creation of an entirely new 16-valve twin overhead cam four-cylinder race engine.

The first Aston Martin Grand Prix car, featuring this 1,486cc unit, was good for around 55bhp at 4,200 rpm. The car weighed in at 750kg, had a top speed of 85mph and carried two seats – one off-set, as per the Grand Prix regulations of the time, to accommodate the riding mechanic who was an essential member of the team not least because part of his job was to pressurise the fuel tank via a hand pump.

Incredibly, by today's standards at least, the car was driven by road to the race meetings it competed in. As ever with Aston Martin, the engine itself has a story

behind it. While 16-valve race engines had been successfully developed for a few years by 1922 – Peugeot, Bugatti and A.L.F.A. had all developed large capacity 16-valve units for racing and speed record activities – the genesis of the Aston Martin powerplant is believed to be considerably more colourful.

Count Zborowski's close friend and fellow racer, Clive Gallop, had an acquaintance with Peugeot engineer Marcel Gremillion. The talented Frenchman had been a pupil of the great engine designer Ernest Henry, now at Ballot.

Gremillion persuaded Henry to let him have details of the 3.0-litre Ballot engine. Henry did no more than tear his drawings in half which Gremillion then adapted into the Bamford & Martin single cam, 16-valve, lower-half in return for what was described as a substantial bag of gold coins!

Thus, with a blueprint torn in two, the Henry-designed 3.0-litre became the Bamford & Martin single cam, 16-valve, 1.5.

Grand Prix debut

While chassis TT1 and TT2 were intended to race in the Tourist Trophy event on 22 June 1922, time was against the team and they could not be made ready. Instead, it was decided to give the cars their first outing at the 2.0-litre French Grand Prix on 15 July at Strasbourg – thereby marking Aston Martin's debut in Grand Prix competition. Zborowski was at the helm of TT1, with Len Martin (no relation) as his mechanic, while Clive Gallop piloted TT2 assisted by mechanic H.J. Bentley (also no relation). Perhaps unavoidably as a result of a lack of power due to the engine's smaller-than-race-required capacity, alongside their hurried development and a regulated need to carry ballast, both cars retired with engine problems. But the experience was sufficiently exhilarating for the fledgling team, based at Abingdon Road, Kensington, to

ChassisTT2,1922FrenchGP



continue Grand Prix adventure. Having been hastily constructed initially, the TT cars were developed over time and in the months and years that followed they secured several podium finishes including a

second place at the 1922 Grand Prix de Penya Rhin, staged on the Villafranca circuit. The team repeated the result at the same event the following year; and took third at



ChassisTT2-Spanish-GP-AMHTCopyright

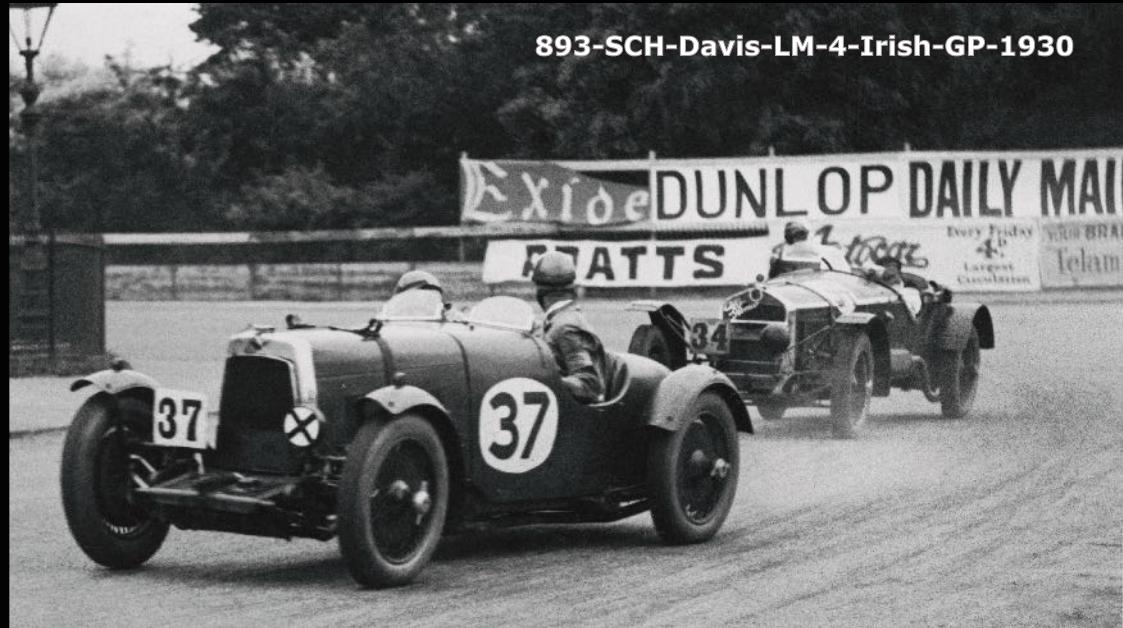
the Grand Prix de Boulogne, also in 1923. The untimely death of Zborowski in 1924, almost inevitably at the wheel of a racing car, signalled the beginning of the end of Aston

Martin's first foray into top flight motorsport and, many successful privateer appearances notwithstanding, it would be another 20 years before the brand made another serious impression in Grand Prix racing.



ChassisTT1-Grand-prix-du-Boulogne-1st-AMHT-Copyright

893-SCH-Davis-LM-4-Irish-GP-1930



1940s

While perhaps technically not a 'top-flight' event, the 1946 Belgian Sports Car Grand Prix is worthy of note in the context of Aston Martin's racing ambitions.

Early post-war motorsport across Europe was a somewhat organic affair by today's standards of leading-edge technology and relentless development. Many of the cars competing for honours less than a year after World War Two ended were, unsurprisingly, not entirely new.

Pre-war Aston Martin 'Speed Model' racers were still competitive, and so it was not a shock to see a now-famous 1936 Aston Martin 2.0-litre sports car compete in the 1946 Sports Car Grand Prix Automobile de Belgique, which took place on 16 June at the temporary road course adjacent to the Bois De La Cambre, Brussels.

At the wheel for this event was one of the most colourful characters ever to be associated with the brand: St John Ratcliffe Stewart Horsfall – or 'Jock' as he was widely known.

Born to a well-to-do family and one of six boys, Jock took to the automotive world early and acquired his first Aston Martin in 1934, aged just 24. A successful stockbroker, Horsfall quickly became part of the Aston Martin 'family' and helped the brand significantly with development and testing.

During the war he served with MI5 and among his varied duties was the task of driving MI5 officers and agents, double agents, and captured enemy spies from one place to another, very fast. This was all the more remarkable since Horsfall was astigmatic and severely short-sighted, but was averse to wearing glasses to correct his vision.

He was also involved in testing the security of naval sites and airfields and was privy to a good deal of highly classified information. Certainly, his most famous 'secret' activity was his role as a driver in Operation Mincemeat – a successful deception of the Axis powers' forces to disguise the Allied invasion of Sicily in 1943.

Interestingly, it is believed that this secret operation was inspired by a memo detailing enemy deception tactics written in 1939 by Rear Admiral John Godfrey, the Director of the Royal Navy's Intelligence Division, and his personal

assistant, one Lieutenant Commander Ian Fleming. In the Belgian post-war Sports Car Grand Prix event, Jock's own vehicle took the chequered flag ahead of a cluster of Frazer Nash, BMW and Alvis competitors. A notable win for a 'vintage' machine.

The race car was powered by a four cylinder 1,950cc overhead cam engine that produced around 125bhp, and weighed around 800kg. With an 'Ulster Style' open body, two seats, and separate wings it could hit 120mph.

But even the victory in Belgium was perhaps not Horsfall's crowning glory. That came three years later when he took second in class, and fourth overall, in the 1949 Spa 24-hour race as a privateer at the wheel of an Aston Martin

Speed Model.

What makes this achievement so remarkable is that while he had Paul Frère available as a co-driver, Horsfall chose to drive the car for the entire 24 hours single-handed. Sadly, Horsfall was killed a little over four weeks later in a racing incident



Jock-Horsfall-Silverstone-20th-Augu-1949

at the 1949 BRDC Trophy race, staged at Silverstone in the UK. His standing within the ranks on Aston Martin owners and enthusiasts can be measured, though, not least by the fact that the Aston Martin Owners' Club organises an annual race event in his memory: the St.

John Horsfall Memorial Trophy.

1950s

The 1950s were an exciting time for Aston Martin. Company owner Sir David Brown, who had acquired the business in 1947 before adding the Lagonda brand later that same year, was steadily creating finely styled British sports cars of growing appeal.

Sir David recognised the importance of motorsport to the brand's commercial success and, in 1955, hatched an audacious plan to create cars that would take on the best competition in both the World Sportscar Championship and the still relatively new Formula 1 World Championship.

The history books focus on the famous achievements of the Le Mans-winning DBR1, and the DB3S that preceded it,



DBR4s-BRDC-Silverstone-1959

but the initial venture into single seaters, DP155, could be seen as a valuable learning exercise for the brand, and was the precursor to the later 1950s Grand Prix cars. Alongside this project, Sir David initiated work on a new



DBR4-2-Shelby-British-GP-Aintree-1959

engine, and a new road car design that would become the DB4.

So it was, then, that the Aston Martin DBR4 came into being. Tested as early as 1957, it was not until 1959 that the car made its competition debut at the BRDC

International Trophy event, run to Formula 1 rules, at Silverstone in May of that year.

Two cars competed and car no. 1, driven by 24 Hours of Le Mans winner Roy Salvadori, came in a creditable second behind Jack Brabham in a Cooper-Climax T51.



DBR5-5-with-Salvadori-pits-Silverstone-British-GP-1960



DBR5-2-Salvadori-
British-GP-1960

relationship that has also spawned the extraordinary Aston Martin Valkyrie hypercar which is due to enter production in 2021.

The luxury brand is busy preparing a return to the grid in 2021 with the Aston Martin F1™ Team, which will see Aston Martin compete in a competitive F1™ race for the first time in over 60 years and continue the legacy created by founders Lionel Martin and Robert Bamford.

Lawrence Stroll, executive chairman of Aston Martin, said: “The return of the Aston Martin name to Formula 1™, set against such a colourful and dynamic history in the sport, is a genuinely exciting time for all of us involved with this great British sports car brand.

“The Formula 1™ grid is the right place for Aston Martin. It’s where this brand should be, and I know this next chapter of our racing history will be incredibly exciting for fans of Aston Martin, and the sport of F1™, all over the world.”



Aston Martin Cognizant Formula One™
Team launch the AMR21



Rally Retrospective.
AGBO Stages 2006.
Weston Park.
March 2006
By Simon Wright.



Winner Gary Thomas and Simon Bevan were jet propelled in their Ford Escort Mk2

© Simon Wright

AGBO Stages 2006

The annual AGBO Stages Rally was organised by the Owen Motoring Club and run as a ten stage rally at Weston Park, with some link sections on the public highway and a service area located within the park grounds. A light covering of snow greeting the teams as they arrived at Weston park. The 2006 event was a close



37th Simon Roberts/Phil Link Peugeot 205 GTi

© Simon Wright



42nd Robert and David Birch MG Maestro

© Simon Wright

event with the first two separated by just thirteen seconds at the finish. The winners were Gary Thomas and Simon Bevan in a 2 litre Ford Escort. For the first two stages they were tied on time with Huw James and Andrew Edwards



© Simon Wright



43rd Alan Williams Emyr Evans
Citroen Saxo spins out

© Simon Wright

in another 2 litre Ford Escort, who finished 2nd overall. In 3rd place was yet another Ford Escort, this time with a 2.2 litre engine, driven by John Ashton and Vernon Brown. They also won Class D. Adding some variety to the entry was the Talbot Sunbeam



4th Gareth Richards/Katie Martin Talbot Sunbeam

of Gareth Richards and Katie Martin, who finished 4th overall and 3rd in class, only fifty seconds behind the winner. Only three seconds further back was the Peugeot 205 GTi of Stuart Nicholls and Kevin Robinson in 5th



© Simon Wright

27th Martin and Gordon Bradley BMW 325i



19th Gareth Jones/Paul Edwards Vauxhall Chevette

© Simon Wright

position. In 6th position was the 4 litre Triumph TR8 of Edward Lloyd and Eric Tong, who took 2nd position in Class D.

Winning class B was Dave Rennocks and Aid Camp in their 1.6 litre Vauxhall Nova, who finished in 7th overall. They were just eleven seconds ahead of Chris Platt and



34th Simon Hunter Rebecca Martin Peugeot 205 Rallye

© Simon Wright

Mick Robinson in a Vauxhall Tigra, who were 2nd in class B and 8th overall. The two nippy Vauxhalls had managed to finish ahead of the 2.1 litre Ford Escort of Wayne Lloyd and Martin Williams took 3rd in class D and 9th overall. The next class winners were Richard Davies and Gareth Wilcox in a 1340cc Ford Escort. They won Class A, finishing in 12th overall. They were eight seconds ahead of



25th Paul Kendrick Anton Bird Talbot Sunbeam 1600
25th Paul Kendrick Anton Bird Talbot Sunbeam 1600

© Simon Wright



36th Phil Long Cyril Morris Vauxhall Calibra rwd

© Simon Wright



Class winning Ford Escort of John Ashton/Vernon Brown finished 3rd overall.

© Simon Wright



5th Peugeot 205 GTi Stuart Nicholls Kevin Robinson

© Simon Wright

Mike Gamble and George Gwynn in a Peugeot 106, who took 2nd in Class A and 13th overall. The final two class podium positions went to the Vauxhall Nova of Nigel Mee and John Fellowes, who were 15th overall and 3rd in class The final 3rd in class went to

Richard Morgan and Chris Neale in a Volkswagen Polo who were 20th overall.



32nd Trevor Godwin Ian Harrop Rover Mini

© Simon Wright



© Simon Wright

50th Richard Connolly Andrew Hardiman Ford Escort



28th Garath Thomas Edwin
Venville Ford Escort

© Simon Wright



© Simon Wright

20th Richard Morgan Chris
Neale Volkswagen Polo



© Simon Wright

The Lancia Beta Montecarlo
failed to finish the rally.



© Simon Wright

9th Wayne Lloyd Martin Williams Ford Escort

Class winner Dave Rennocks/Aid Camp were 7th overall in the Vauxhall Nova



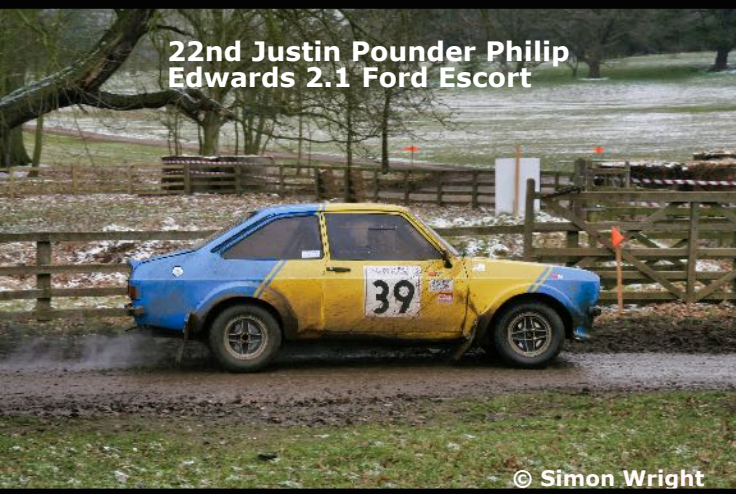
© Simon Wright



6th Edward Lloyd Eric Tong Triumph TR8



9th Wayne Lloyd Martin Williams Ford Escort



22nd Justin Pounder Philip Edwards 2.1 Ford Escort

© Simon Wright



12th Class winner Richard Davies Gareth Wilcox Ford Escort

© Simon Wright



13th, unlucky for some. Mark Gamble George and Gwynn showing signs of damage to the Peugeot 106.

© Simon Wright

Closing Shot.

By Simon Wright.

Two Le Mans Legends re-united at the 2005 Silverstone Classic. Jackie Oliver drove to victory with Jacky Ickx in the 1969 24 Hours of Le Mans at the wheel of a John Wyre Gulf Ford GT40. At the 2005 Silverstone Classic he drove a Ford GT40 in the iconic gulf colour scheme to 3rd place, and a class win, in The Denny Hulme Trophy race.

