

Classic and Competition Car

Founded 2010



Tasman Revival Round 4



Rally of the Midlands 2009



Chateau Impney Hill Climb 2015



Vintage cars at Harvington Hall 2005

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Front Cover:

Tasman Revival © Fast Company/Matt Smith

Rally of the Midlands Richard Felgate & Mark Mason BMW 325i © Janet Wright

2015 Chateau Impney Hill Climb - Roland Duce tackles the tricky first left-hander in his Maserati T26 © Peter McFadyen.

1903 Cadillac and 1905 De Dion Bouton © Simon Wright

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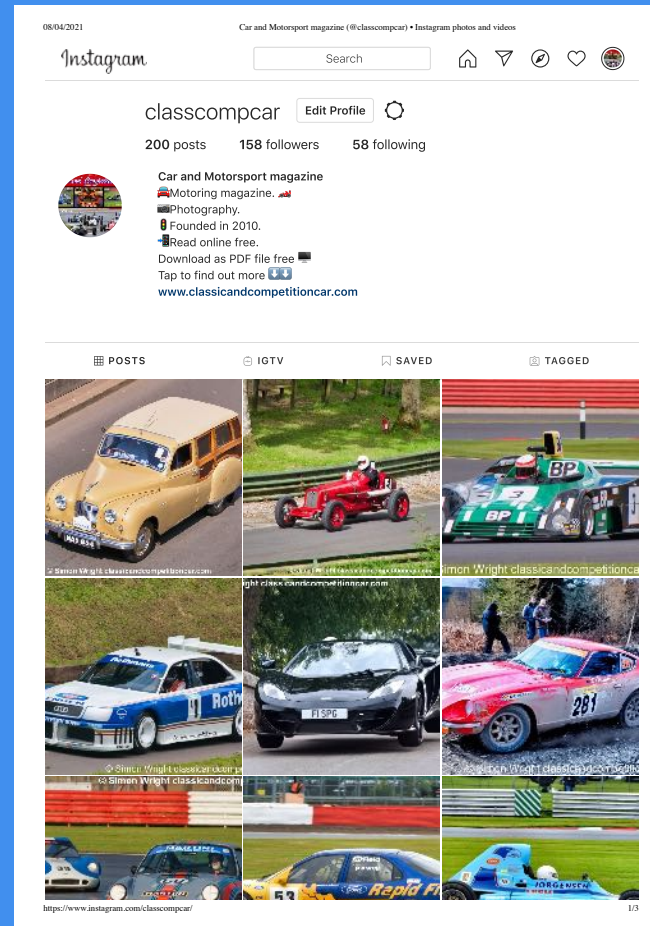
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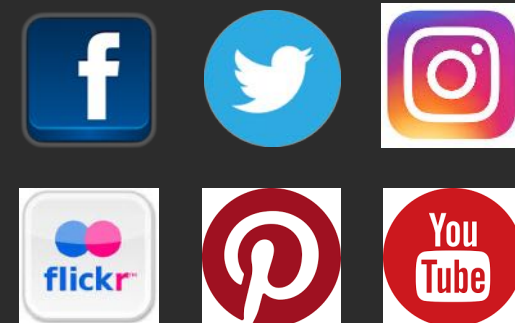
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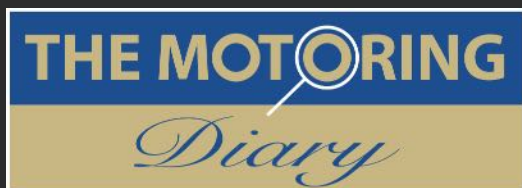
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For future motoring events check out The motoring Diary web site www.themotoringdiary.com



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To check out our web site with additional photos please visit www.classicandcompetitioncar.com

Photo of the month

By Simon Wright



Regular Contributor to Classic and Competition Car, Peter McFadyen in action in his Lotus Elan at Mallory Park in 2005. He finished 2nd in class and 4th overall in the CSCC Swinging Sixties race. Behind is Fos Wilson in a MG Midget which finished 10th overall and 2nd in class.

News



© Janet Wright

Why not become a Marshal?

For enthusiasts that want to become involved in motorsport, now might be a good time to consider becoming a marshal. To operate, events always need marshals and volunteers to ensure the smooth running across a variety of different positions. Why not check out www.marshals.co.uk for more information.



© Simon Wright

Motorsport resumes.

Following Government guidance after the 3rd National lockdown in England, some motorsport has now resumed. Unfortunately the meetings are still taking place behind closed doors. MSVR had announced that Spectators would be welcome, in limited numbers and socially distanced, from the 12th April 2021. However, this has had to be revised, following the latest Government guidelines, and at the time of publication it would appear that May 17th will be the earliest that spectators are allowed back in to certain events, still in limited numbers and socially distanced. This may alter again depending on Government instructions.

It would appear that Forest stage rallying won't resume until at least September as the Trackrod Rally Yorkshire will be used as a test event on the 24th and 25th September 2021. The British Rally Championship will stage at Oulton park on 31st May 2021 with the Neil Howard Stages.

It looks like we will have to wait longer for car shows and meetings to restart, as current restrictions still only allow 6 people to meet up together outdoors. Even at the next day of the 17th of May, it is thought that groups will still be restricted to 30 people.



Hyundai Ioniq 5

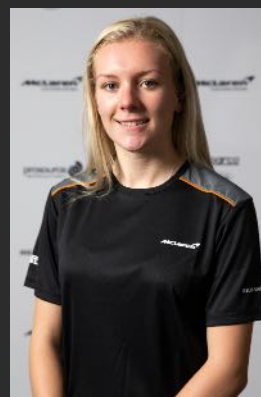
The unveiling of the Hyundai Ioniq 5 generated 236,000 enquires from European customers, the highest ever demand for a new Hyundai car launch in Europe. The 3,000 unit limited edition Ioniq 5 Project 45 was three times over subscribed within 24 hours. Deliveries to the first customers in Europe should begin in the second quarter of 2021.

The Ioniq 5 is the first model built on Hyundai's new dedicated architecture for battery electric vehicles. (E-GMP) and will include eco-friendly materials used on the interior design and ultra-fast charging. The limited edition will also include a solar roof and 20 inch alloy wheels. With ultra fast charging, long range and customisable interior space, the Ioniq 5 promises to be a game changer and set a benchmark for its class.

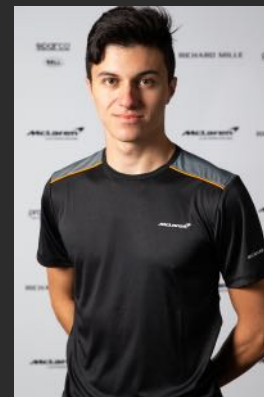


McLaren Driver Development Programme

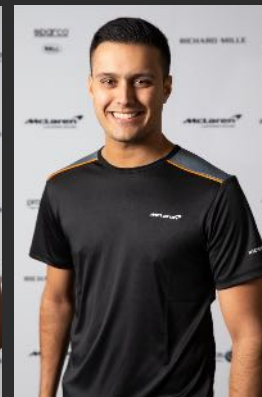
The McLaren Automotive Driver Development Programme (DDP) will resume this year, with all four drivers originally selected in late 2019 now set to contest the Intelligent Money British GT Championship. Katie Milner (GBR), Michael Benyahia (MAR), Harry Hayek (AUS) and Alain Valente (SUI) will drive McLaren 570S GT4 cars run by Team Rocket RJN, a McLaren customer racing team. The season starts at Brands Hatch on the 22nd-23rd May 2021 and ends with Round 9 at Donington Park on the 16th-17th October 2021.



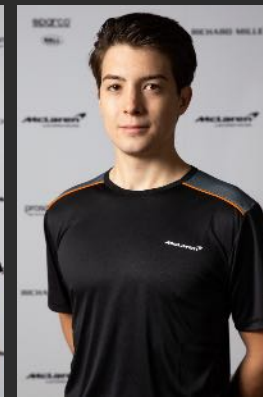
Katie Milner



Michael Benyahia



Harry Hayek



Alain Valente



Lunaz: First electric classic Bentley.

The electric vehicle manufacturing company Lunaz will increase its global manufacturing headquarters by 500%, increasing to 40,000 sq/ft in Spring 2021 at the Silverstone Technology Cluster. They have also started full production on the World's first electric Bentley Continental. They recently completed a 1961 Bentley S3 Continental Flying Spur by H.J. Mulliner. This included up-rating the suspension, brakes and the inclusion of power-steering and air-conditioning. An infotainment screen has been integrated to provide modern functionality like satellite navigation and Apple CarPlay. It is fully converted to the Lunaz proprietary electric powertrain. These cars will be offered in strictly limited production allocations, with deliveries already in progress. Prices for original factory steel -body cars start at £350,000 excluding local taxes.

Full Steam ahead for the London Classic Car Show.

Due to be held just days after the planned lifting of all lockdown restrictions, the London Classic Car Show is due to take place at Syon Park between the 25th and 27th June 2021. The central theme this year is 'Evolution in Design'.

To symbolise the occasion, Duncan Pittaway, the renowned collector, restorer and racer of extraordinary vintage machinery is bringing his astonishing 1893 Salvessen Steam Car. Featuring a blazing coal-burning furnace, a high-pressure hot water boiler, solid iron tyres, a tall smoking chimney and ear-piercing tooting steam whistle, the unique and rarely seen Salvessen is basically an early steam railway locomotive adapted for driving on the open road.

This is just one of many automotive icons featured at the open air Thames-side venue. Adult admission is available in advance at £25 per adult (£30 on the day) For more information visit www.theclassiccarshowuk.com



© Stefan Marjoram

Duncan Pittaway and the Salvessen steam car.

Classic Nostalgia in July.

Celebrating the Glory Days of motorsport, Classic Nostalgia is back at Shelsley Wash on the 17th-18th July 2021. This year is the 10th anniversary of the event, which combines a spectacular blend of competitive motorsport action on the famous hill climb course with demonstrations, classic car displays, trade stands and village themed entertainment. As usual there will be a rally spectacular which this year will include Colin McRae and Richard Burns tributes. Ralli22 will be returning, a 40 strong rally class competing on the hill climb course. It will feature a mix of Group A, Group B and WRC cars. This should include an ex-Tony Pond MG Metro 6R4, and ex-works Lancia 037, an ex-Carlos Sainz Ford Focus WRC, a Ford RS200 and a Group B Nissan 240RS.

For more information see the web site
www.classicnostalgia.co.uk

Historic Touring Car Challenge and Tony Dron Trophy.

One of the most exciting grids in Motor Racing Legends' lineup is the combined Historic Touring Car Challenge and Tony Dron Trophy race. It brings back memories from the early 70s with Mk1 Ford Escorts and Capris battling with BMW CSL 'Batmobiles'. The 80s adds Group A Rover SD1s and MG Metro Turbos fight off Alfa Romeo GTVs and even TWR Jaguar XJSs and finally throw in some Ford Sierra RS500 Cosworth's and BMW E30 M3. Group 1 cars are catered for in the Tony Dron Trophy to add Triumph Dolomite Sprint and Chevrolet Camaro's to the mix. The 2021 schedule is

- 01-02 May 2021 Donington Historic Festival
- 12-13 June 2021 Thruxton Historic
- 30 July - 01 August 2021 The Silverstone Classic
- 30-31 October 2021 Silverstone Grand Prix circuit.

More information at www.motorracinglegends.com



© Simon Wright

© Janet Wright

Trinity Hyundai Rally of the Midlands 2009

19th-20th June 2009

By Simon & Janet Wright.

Jumping for Joy, rally winners
Mark Welch and Andy Wynn in
their Ford Escort Cosworth





Early leaders Chris Jones and Richard Yeomans in the Ford Focus STi 4x4 but retired with rear diff problems on stage 12

Rally of the Midlands 2009.

The Rally of the Midlands is a tarmac rally that runs through several stages in the Midlands of England. Based around Nuneaton in the East Midlands, it uses several tarmac stages, including Mallory Park racing circuit. The event stated this year with the Bramcote stage, that the crews ran through twice, using that same stage straight after the first run through. This mixed up the crews as the crews returned to the start of the 2.2 mile stage and mixed in with teams still awaiting their first run through the stage. There was then a short stage at Agents Mead before reaching Mallory Park, Here the crews tackled the 3.36 mile stage twice. Then it was back to Agents Mead for a second run through the stage.

Sunday started at the Merevale stage, which was tackled twice before moving on to the longest stage of the rally at Higham. The first stage was almost fourteen and a half miles long. Then the Bramcote site was revisited, with two runs round the Sunday stage layout. After the second run through Bramcote, the crews had a service area to facility repairs and maintenance on the cars. The cars then had two runs round Mallory park, on a slightly longer stage

than on Saturday. Then they returned to Higham for a shorter 8-mile stage. Then it was back to Merevale for another two runs, then a final service halt. Two more runs round Mallory Park was followed by the longest stage of the day at 16.6 miles, at Higham for the final stage of the rally. This gave a total of 19 stages with a distance of 73.55 miles.

Quickest out of the block was Chris Jones and Richard Yeomans in their Ford Focus STi 4WD. They were over 2 seconds faster than Stuart Deeley and Alistair Dodd in

© Janet Wright



Another early pace setter was the Lotus Europa Stuart Deeley/Alistair Dodd but they also retired due to Suspension failure on stage 19

their small looking Lotus Banks Europa 62 and Harry and Susan Gardner in a Vauxhall Astra GTE, who were tied in 2nd. The second run through Bramcote saw Jones and Yeoman tied for fastest time with Gary Le Coadou and Paul Hollingham in their Toyota Celica Turbo 4WD, with a time seven seconds faster than their first run. In 3rd place was Mark Holmes and Tony Lindsay in a MG Metro 6R4 just two seconds slower.

On the very short Argents Mead stage, La Coadou was fastest in the Toyota, by two seconds from Jones, who was tied in 2nd fastest with Andy Corner & Ade Camp in a Peugeot 205, Malcolm Davey & Paul Slingsby in a Ford



Another early front-runner who didn't make it to the end - Andy Corner/Ade Camp Peugeot 205 retired on Stage 10

Escort Mk 1 and Deeley in the Lotus Banks Europa. This gave Jones a 1-second lead overall after three stages. The crews now arrived at the Mallory Park racing circuit for the next two stages. First time round and Jones was fastest in the Ford Focus by seven seconds from Holmes in the MG Metro 6R4, Third fastest time went to Chris Davis and Brandon Parker in a Darrian T90. Second time



Running 2nd on an early stage, Malcolm Davey and Paul Slingsby finished 17th in their Ford Escort Mk1, 4th in class.

2nd fastest on early stage but Martin & Peter Newcombe finished 24th overall and 6th in class in their Mitsubishi Evo 6



BMW 325i E30 all tied in 2nd on the stage. Jones was only 7th equal but only dropped two seconds on the fastest time and therefore was still leading the rally after the stage.

Sunday started with two runs through the Merevale stage. First time through it was Corner fastest in the Peugeot 205

by just a second from Jones in the Ford Focus, who was tied with Andy Baker and Jonathan Crane in a Peugeot 205 GTi in 2nd. The second run was slower, with a new

John Marwood and Kate Gamez set the fastest time on Merevale 2 in the MG Metro 6R4 but retired on stage 10 with engine problems.



© Janet Wright

name at the top of the times, John Marwood and Kate Gamez in a MG Metro 6R4, who were tied with Mark and Domonic Booth in a Ford Escort RS Cosworth. Tied in 3rd fastest were Holmes in his MG Metro 6R4 and Corner in the Peugeot 205. Jones dropped another two seconds to Holmes, but was still leading the rally overall.

Equal fastest on Merevale2 was Mark & Dominic Booth in their Ford Escort Cosworth who finished 29th overall and 7th in class.



© Janet Wright

Next stage was Higham 1 and Jones put himself back on top with a seven-second lead over Chris Wood and Stephen Ritchie in an Opel Astra GSi 16V. 3rd fastest was Welch in the Ford Escort RS Cosworth. This extended Jones lead by twenty-four seconds overall to thirty-seven seconds.

Returning to Bramcote on Sunday and Jones continued to extend his lead by setting fastest time on the stage from Wood again in the Opel Astra and Welch took another 3rd place. Next time through and Jones knocked another three seconds off his previous time, this time beating

The Opel Astra GSi of Chris Wood and Stephen Ritchie finished 2nd overall and won their class.



© Simon Wright

Wood in the Opel Astra by two seconds, while Baker in the Peugeot 205 GTi was 3rd. Welch took 5th fastest time, while Holmes had a problem in his MG Metro 6R4 had problems and was classified 62nd on the stage, nearly a minute and a half behind Jones. This promoted Welch to 2nd overall and dropped Holmes down to 8th. After the second service halt of the rally, the cars were ready to tackle Mallory Park for the first time on Sunday. Holmes was determined to make up some of his lost time from the previous stage and blasted around the circuit to

The flying MG Metro 6R4 of Mark Holmes and Tony Lindsay finished 3rd overall and 2nd in class.



© Simon Wright

The Ford Escort Cosworth of Andrew Varley & Bob Charmbury finished 6th overall and 3rd in class.



© Simon Wright

set fastest time by two seconds. Wood in the Opel Astra took another 2nd place, just ahead of Welch in the Ford Escort. The stage was decisive as Chris Jones and Richard Yeomans retired the Ford Focus from the rally with differential problems. This promoted Mark Welch and Andy Wynn in the Ford Escort in to the overall lead, with just a six second lead over Chris Wood and Stephen Ritchie in their Opel Astra. On the second run through, Holmes knocked another seven seconds off his previous time, while Welch and Wood swapped places in 2nd and 3rd respectively. Welch now had just an eight second lead overall from Wood. The crews now returned to

Higham for their second stage of the day there. Wood pushed the Opel Astra to take a stage win by four seconds from Holmes in the MG Metro 6R4, while overall leader Welch was 3rd fastest. This cut his rally lead down to just two seconds. On the next stage, back at Merevale, Welch fought back to set fastest time, equal with Baker in his Peugeot 205 GTi. Third fastest time went to the Mitsubishi Lancer Evo VI of Barry Jordan and Baz Green. Holmes and Wood were 4th equal, dropping just two seconds on leader Welch. The second run through Merevale saw Welch take off another four seconds from his previous run, while Baker equalled his previous time to take 2nd place on the stage, equal with Jordan in the Mitsubishi. Wood was back in 6th and lost another six seconds on the leader.



2nd in class and 4th overall for Andy Baker and Jonny Crane in their Peugeot 205

© Janet Wright

Another service halt before the cars tackled Mallory Park again on a shorter stage than previous. Deeley was fastest in the Lotus Banks Europa, with Holmes in the MG Metro 6R4 and Wood in the Opel Astra tied on 2nd. Welch was 4th fastest, losing a whopping twenty five seconds on Deeley, but more importantly, only losing one second to Wood. Second time around Mallory saw Holmes now the fastest in the MG Metro 6R4, with Welch three seconds slower in 2nd, equal on time with Wood.

This meant, going into the last stage, Welch had a slender 9 second lead over Wood. Returning to Higham for the last stage saw Holmes nail it, setting fastest time by twelve seconds in his MG Metro 6R4 Welch and Wood tied on 2nd place.

© Janet Wright

The highest placed mix crew award went to 5th placed Paul Boxall & Teresa Butler in the Peugeot 205



© Simon Wright

This meant that Mark Welch and Andy Wynn in a Ford Escort RS Cosworth took victory of the 2009 Rally of the Midlands by just 9 seconds from class winners Chris Wood and Stephen Ritchie in the Opel Astra GSi 16V. Mark Holmes and Tony Lindsay had fought their way through the field to finish

3rd overall in a MG Metro 6R4.

In 4th place was Andy Baker & Jonny Crane in a Peugeot 205, ahead of another 205 of 5th placed Paul Boxall & Jonny Crane. Rounding out the top six was the Ford Escort Cosworth of Andrew Varley and Bob Charmbury. Class 4 was won by the BMW 325i of 8th placed Andrew Davison and Mike Curry by just nine seconds from the BMW 316i of Toni Carannante and Ella Flynn, who were 9th overall.

Baz Jordan and Baz Green finished 7th overall in their Mitsubishi Evo VI and 4th in class..



Class 4 winner Andrew Davison and Mike Curry BMW 325i 8th overall.



© Janet Wright

Class 2 winner Paul Price & Max Freeman in a Peugeot 106



© Janet Wright

The winner of Class 2 was 12th placed Paul Price and Max Freeman in a Peugeot 106. They were twenty eight seconds ahead of 14th placed Dan Corner and Steve McNulty in their Peugeot 205. The final class winner was the Nissan Micra of Tony Bilham and Paul Wild who finished 40th overall. They were

Highest placed Lady driver was Alison Lock with Andy Wooler in their Mini in 50th overall and 4th in class.



The highest placed lady driver award went to Alison Lock in her Mini, who finished in 50th position. Finally, the Spirit of the rally Award, presented by Ryton Employee Rally Team went to Paul Max Edwards and Pete Weston who finished 49th in their Peugeot 205.

© Simon Wright

Spirit of the Rally award went to Paul Max Edwards & Pete Weston in a Peugeot 205, 49th overall and 15th in class.



© Janet Wright

The class winning Nissan Micra of Tony Bilham & Paul Wild who were 40th overall.

fifty eight seconds ahead of the MG ZR of Jim Ward and Chris Williams, who were 42nd overall, and 2nd in Class 1. There were three additional award winners. The Highest placed mix crew award went to 5th placed Paul Boxall and Teresa Butler in their Peugeot 205.



38th Alexander Laffrey/Daniel Swainbank Ford Fiesta ST

© Simon Wright



© Simon Wright



21st Alan Thistlethwaite/Michael Klein Aston Martin

© Janet Wright



37th Howard Edwards/ Dan Madden Alfa Romeo 147 JTD



© Janet Wright

42nd Jim Ward/Chris Williams MG ZR

1st Robert Close/Mike Reynolds
Colt Lancer Turbo.



© Janet Wright

© Janet Wright



Ray Read/Stuart Anderson-Peters
Audi Quattro retired stage 1.

43rd David May/
Roger Laistert BMW
318Ti Compact



© Simon Wright



10th Andrew Graham/Peter Brennan Ford Escort Mk2

© Simon Wright



Trevor Godwin/Ian Harrop Mini Cooper
retired stage 10 with Mechanical problems

© Simon Wright



© Janet Wright
18th Richard & Pat Egger Vauxhall
Nova Kit car 4th in class

Alan Abbey/Joe Abernethy Ford Puma retired on Stage 9 with a Broken Radiator.



© Simon Wright

Showing damage, the Peugeot 205 of Damien Smith/Frazer Hutchinson still finished 44th and 13th in class



© Janet Wright



Rob Whitehouse/David Holmes Lancia Integrale retired with engine failure stage 4

19th Stuart Bliss/Richard Marsh Honda Civic



© Janet Wright

DNF Gordon Davies/Graham Poultney Subaru Impreza OTL



© Simon Wright



© Janet Wright

35th Steve Noble/Tony King Renault Clio 9th in class

Archive Photo of the Month.

By Pete Austin.

At the end of March the BBC showed the film 'Rush' which depicted the rivalry between James Hunt and Niki Lauda. This month's image shows James Hunt (March 731) in his F3 days sandwiched between the Ensign of Steve Thompson and the Lotus 69 of Harald Ertl at Brands Hatch on 2nd May 1971. Hunt went on to finish third behind the winning Lotus of David Walker and Bev Bond's Ensign



Hill Climb from History. Château Impney 2015

By Peter McFadyen



© Peter McFadyen

Duncan Pittaway's Fiat S76 was making its competition debut



Hill Climb from History. Château Impney 2015

Although this event was fairly recent, we felt it was worth looking back at the first Château Impney hill climb meeting, as the event has gone again from the calendar. One of the many motor sport events to disappear from the calendar in 2020 was the Château Impney Hill Climb. Unlike almost all the other event cancellations, however, this was not just for one year and it was not brought on by the Covid-19 pandemic. A few weeks later, when that reared its ugly head, it stifled any remaining glimmer of hope that the event might ever return with the announcement in early April that the Château's hotel and exhibition centre were themselves to be closed permanently.

During the five years it was held, the Château Impney Hill Climb had won the approval of just about everyone lucky

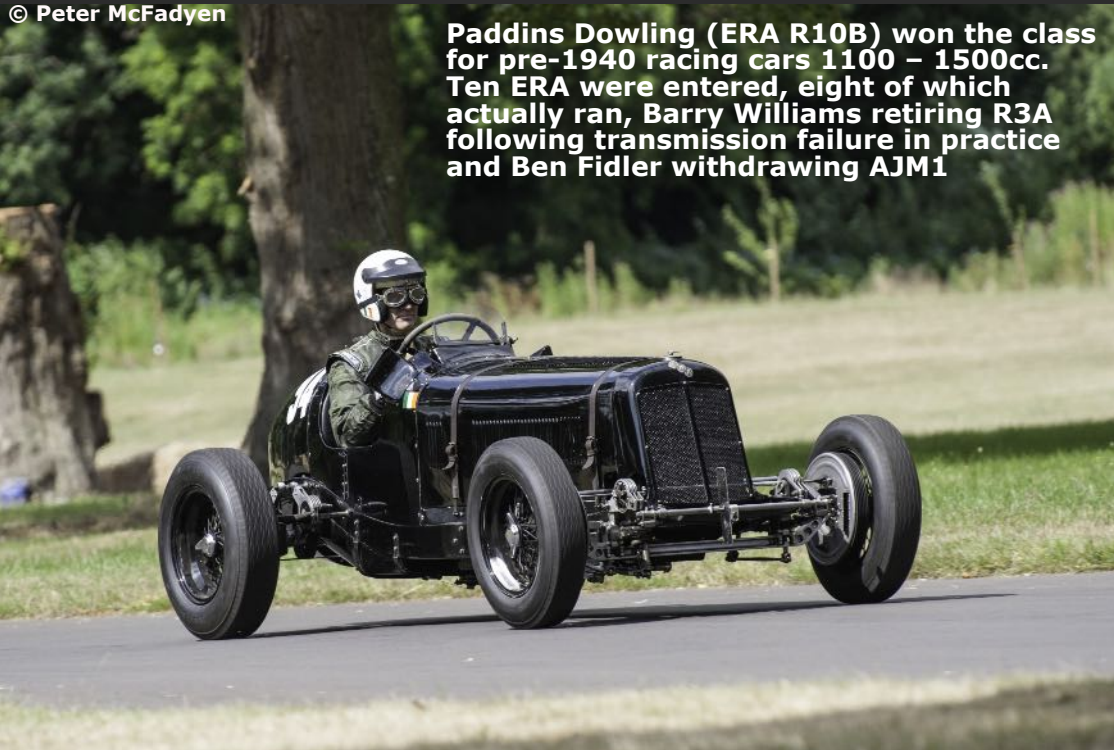


Andy Storer in the Issigonis Lightweight Special

enough to compete on the 1000 yard course set in the hotel's beautiful grounds as well as that of the growing number of spectators, newcomers to the sport as well as seasoned enthusiasts, who enjoyed the spectacle as well as the parkland setting and complete freedom of access to the paddock which brought them into close contact with the drivers and their cars. But the annual preparations for such a major one-off event plus all its attendant side shows and attractions designed to attract families from near and far were clearly a very major undertaking and could not have been cheap. It must have been hard to balance the books.

© Peter McFadyen

Paddins Dowling (ERA R10B) won the class for pre-1940 racing cars 1100 – 1500cc. Ten ERA were entered, eight of which actually ran, Barry Williams retiring R3A following transmission failure in practice and Ben Fidler withdrawing AJM1



The first Château Impney Hill Climb took place in 2015 and recalled the events held there in the 1960s when they were organised by the Hagley & District Light Car Club. The last of these, held on a course half the length of the



© Peter McFadyen

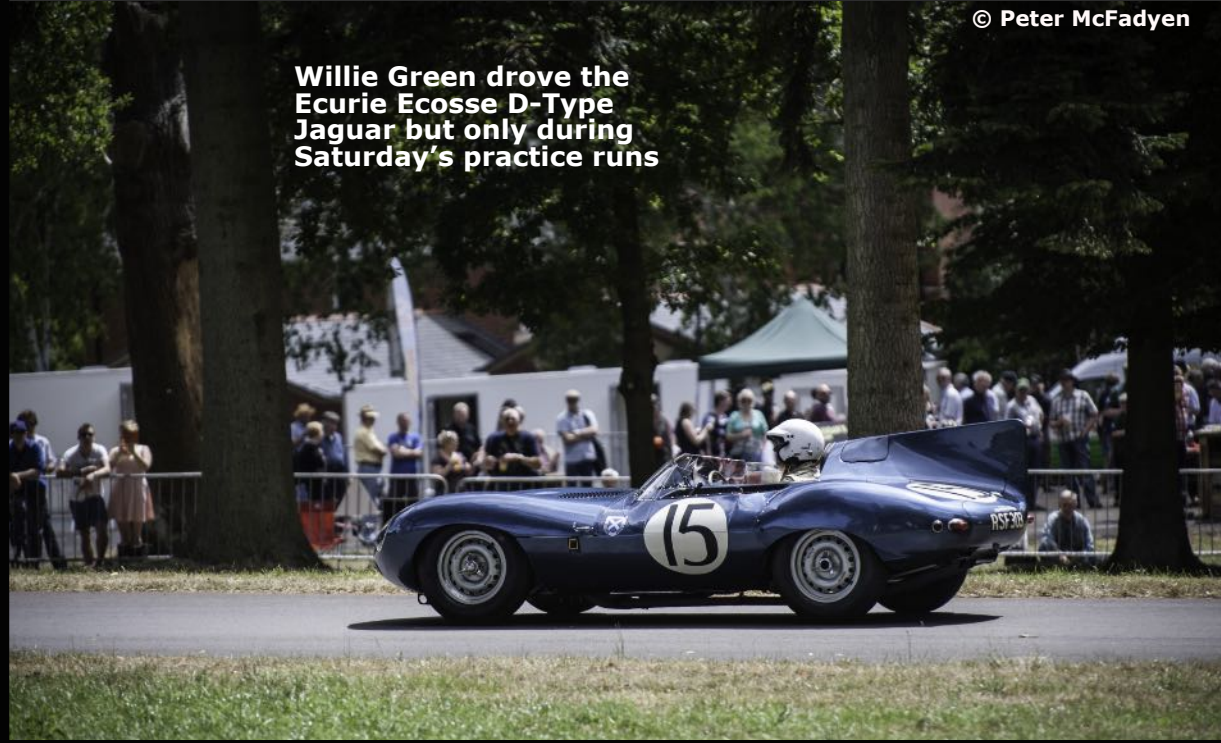
new one, took place in 1967 so, for the 'revival', entries were restricted to cars made prior to that date and which could therefore, in principle at least, have taken part in the earlier series. The 200 or so invited entries competed over two days with practice runs on Saturday and the competition runs on Sunday. Classes were based upon the cars' ages as well as engine capacity with the older cars generally running before the more modern ones. Fastest time of the day overall (FTD) was rewarded with the Ken Wharton Trophy, actually the cup won by Midlander Warton in the 1953 Albi Grand Prix, France, and provided by its guardians, the Hagley club. In 2015 the first winner was Lotus 20/22 driver Jack Woodhouse from nearby Bromsgrove, a young but experienced racer albeit having his first experience of speed hill climbing.



Christopher Mann's Alfa Romeo 6C 3000 'Disco Volante' competing in the pre-1961 Sport and Sports-Racing Cars over 2200cc class



Jack Woodhouse with the Ken Wharton Trophy for Fastest Time of the Day



Willie Green drove the Ecurie Ecosse D-Type Jaguar but only during Saturday's practice runs



© Peter McFadyen

Brian Moore's Metalurgique Maybach shortly after the start

© Peter McFadyen



Busy paddock scene

© Peter McFadyen



© Peter McFadyen

Peter Colborne-Baber's Stafford Special



© Peter McFadyen

David Morris in ERA R11B finished fourth in the very competitive class for pre-1940 racing cars 1500-3000cc 25



Nick Mason's Ferrari 250MM was the spectators' choice for winner of the concours d'élégance



Charlie Martin was a busy man, not only being part of the organising team but competing in two cars. With the Morgan RIP Special, he took second in class to Paddins Dowling's ERA

© Peter McFadyen



Matt Grist's Alfa Romeo P3 Tipo B

© Peter McFadyen



James Baxter took over the driving of ERA R4D from Mac Hulbert the two fuelling the car between runs. Baxter set the fastest pre-war time of the day

© Peter McFadyen



Geraint Lewis (Frazer Nash Shelsley) takes the left-hander leading to the run past the hotel

© Peter McFadyen



Colourful paddock line-up of ERAs, AC/GN and Alfa Romeo

© Peter McFadyen



Peter Neumark's Alfa Romeo 8C Monza

© Peter McFadyen



Charlie Martin's second mount of the day was the GN Spider

© Peter McFadyen



Alfa Romeo Stelvio Veloce Ti



Alfa Romeo Stelvio Veloce Ti.

For 2021 Alfa Romeo have introduced a new range topping Veloce Ti to the Stelvio line-up for the first time. The Ti stands for 'Turismo Internazionale' and has always been applied to models with typical Italian elegance, while 'Veloce' expresses the speed of the best performing versions. This new model has a wide range of equipment and cutting edge

technology as standard, while the styling evokes the Quadrifoglio version highlighting the performance and dynamics of the SUV, with a new and more efficient engines, in line with E6d-final regulations. The exterior features a new rear bumper with a specific diffuser and a body coloured body kit. There are also new 21 inch five hole alloy wheels available as an option, with a dark finish. These wheels will become available as an optional extra on other trim levels in the future. The interior reflects the





Quadrifoglio versions, with aluminium gearshift paddles, sporty seats in leather and Alcantara, black headlining and real carbon fibre accents. Dark tones are also featured in the window surrounds, tinted windows and exterior badging. The Stelvio Veloce Ti is powered by the 2 litre four cylinder turbocharged petrol engine, which produces

280 hp, paired with an 8-speed automatic transmission and Q4 all-wheel drive. The four cylinders are made entirely of aluminium and the drive shaft is made of carbon fibre.

New MY21 range. Alongside the introduction of the



Stelvio Veloce Ti, MY21 also updates the Giulia and Stelvio ranges with Euro 6d-final compliant engines as well as seeing a full suite of Alfa Connect services available across the range. These packs include **MY Assistant:** offers an SOS call function. In the event of a collision or accident, occupants can send an emergency request to the call centre, transmitting the position and identification of the vehicle.

My Remote: This allows remote control of car functions -



opening and closing doors or flashing the lights via a smartphone. It also allows communication with Amazon Alexa and Google Home assistants.

My Car: Monitors the health of the vehicle at all times.

My Navigation: This allows remote searching for destinations and Points of Interest (POI) as well as giving real-time alerts on traffic and speed cameras. Send & Go can send a destination directly from a smartphone or web portal to the car.

My Wi-Fi: Shares the internet connection between up to eight devices on board.

My Theft Assistance: Alerts the owner if theft is attempted.



CSCC Classic Raceday

Mallory Park,
29th May 2005
By Simon & Janet Wright.



Northern Saloon & Sports Car Classes
B, C & D 6th John Parton Honda
Integra (3rd in class) leading 3rd David
Botterill Porsche 944T (2nd in class)
and 14th Jason South Peugeot 205 Gti
(5th in class)



Second race winner Gary Culver Ferrari 328 GTS leads first race winner William Jenkins Ferrari 308 GTB Ferrari Formula Classic

CSCC Classic Raceday

The Classic Sports Car Club (CSCC) Classic Raceday meeting took place at Mallory Park at the end of May 2005. The club had organised an interesting meeting which included two races for the Ferrari Formula Classic series. The Toyota MR2 Challenge also joined the meeting, which comprised the Swinging Sixties and Tin Top CSCC series.

First race of the day, after morning qualifying, was the first of two races for the Ferrari Formula Classic series. Claiming pole position by over a second

was the Ferrari 328 GTS of Gary Culver (34). The twenty-minute race saw Nick Taylor in a Ferrari Mondial T (57) take the initial lead for the first three laps, with Mike Spicer in a Ferrari 328 (8) right behind him in 2nd and William Jenkins in a Ferrari 308 GTB (38) also in the battle in 3rd. By lap four Culver had taken the lead, with Taylor alongside as they crossed the start line just one thousandth of a second apart. Culver was able to pull out a slight gap on Taylor before Jenkins got past, in to 2nd, and was less than a second behind the leader. The leading pair began to pull away from 3rd placed Taylor. The leading pair continued to lead the



The class winning Ferrari 250 GTE/TRC of Stuart Anderson April 2021

Ferrari Formula Classic

© Janet Wright

13th Peter Hitchman spins his Ferrari Mondial T while 11th Tristan Simpson Ferrari 308 GTB and 12th David Barker Ferrari 400 GT avoid



Marco Lee Pullen Ferrari Mondial T was Not Classified.

© Simon Wright

9th John Swift Ferrari 308 GTB
6th in class



© Simon Wright

8th Jon Goodwin Ferrari 328
3rd in class



© Simon Wright

7th Sam Whitman Ferrari 308 GTB ahead of sideways 12th Chris Hitchman Ferrari 328 GTS



© Janet Wright

© Janet Wright



9th Tristan Simpson Ferrari 308 GTB ahead of Peter Everingham Ferrari 328

© Simon Wright

4th R Atkinson-Willes Ferrari 308 GT4
3rd in class, locks a brake at the hairpin



© Janet Wright

12th David Barker Ferrari 400 GT
2nd in class

33

field, never more than just over a second apart. Then on the last lap Jenkins timed his move to perfection, taking the win by just 0.508 of a second. Both 1st placed Jenkins and 2nd placed Culver won their respective classes. In 3rd place was Spicer, over twenty-five seconds further behind. The only other class winner in the race was 10th placed Stuart Anderson in a Ferrari 250 GTE/TRC, who was a lap down on the winner.



© Janet Wright

Equipe GTS class winner Brian Arculus Lotus Elite 4th overall.

The second race on the programme was the Virgin Radio Classic Rock Equipe GTS race. Tom Smith took pole position in his MG B by over a second from the similar MG B of Malcolm Johnson. This was a thirty-minute race, which saw Smith lead pretty much from start to finish, not even losing his lead during his mandatory pit stop. By lap seventeen, only the first two cars were on the same lap,



Equipe GTS race winner Tom Smith MG B

with Johnson almost a lap behind. When Smith finally made his pit stop on lap nineteen, it did allow three other cars to up-lap themselves. At the flag, Tom Smith won by



© Simon Wright

Equipe GTS class winner Simon Gurney MG A Sebring 14th overall.

12th John Pearson MG B chasing 8th Graham Coles MG A



Virgin Radio Classic Rock Equipe GTS

Triumph pair. John Andon Triumph TR4 and Colin Elstrop Triumph Spitfire Le Mans



© Janet Wright



Cody/Stock MG A DNF

Paul Freeman MG B DNF



© Simon Wright

19th David Bishop MG 4th in class.



© Simon Wright



© Janet Wright

Stephen Skinner MG B Not classified ahead of 7th Marc Yates MGB 6th in class

© Janet Wright

© Simon Wright



17th Clive Cocks WSM Sprite 3rd in class.



15th Hampson/Bradfield Sunbeam Alpine Le Mans 2nd in class



© Janet Wright
Smith/Maycock Alfa Romeo GTA



Equipe GTS class winner Colin Elstrop Triumph Spitfire Le Mans
16th overall.

over twenty two seconds from Johnson, while Mark Lambert made it an MG B 1-2-3 and was the only other car to complete the full race distance. In 4th place, and winning his class, was Brian Arculus in a Lotus Elite, one lap down on the race winner. The next class winner was 14th placed Simon Gurney in an MGA Sebring, who was three laps behind the race winner. The final class winner in the race was Colin Elstrop, driving a Triumph Spitfire Le Mans, who finished in 16th place, also three laps behind the race winner.

Race three was the Northern Saloon & Sports Car Classes B,C&D race. Tony Craig had put his Ford Focus on pole position, by less than half a second from the Peugeot 205 GTi of David Cox.

Race three was the first of two Northern Saloon & Sports Car races, split by class. This first race was for

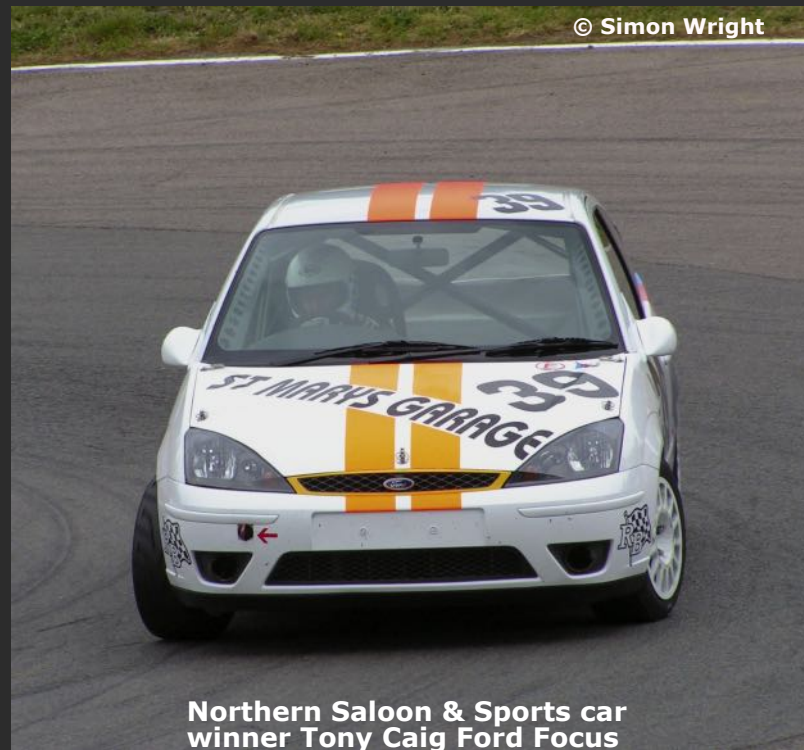


Northern Saloon & Sports car
class winner Gavin Lee Ford
Fiesta XR2

© Janet Wright

classes B, C & D. Fastest in qualifying was the Ford Focus of Tony Craig by just under half a second from the Peugeot 205 GTi of David Cox. The race saw Craig lead every lap until the race was stopped early due to a red flag after eight laps. He was chased all the way by the Renault

Clio of John Martinson (76), who had started behind Craig on the second row of the grid. On the eighth lap Steward Whyte, in his Ford Escort Cosworth, set the fastest lap of the race and went through in to 2nd place. The next lap Martinson was involved in an incident and the race was red flagged and Martinson was removed from the results, which roll back a lap and would have seen him classified 3rd. As well as finishing 2nd, Whyte also won class B. 3rd place now went to the Porsche 944T of David Botterill. Rounding out the top six were Cox in the Peugeot in 4th, Andrew Morrison in a MG ZR in 5th and John Parton in a Honda Integra in 6th. In 7th place, and



© Simon Wright

Northern Saloon & Sports car
winner Tony Caig Ford Focus

Northern Saloon & Sports Car Classes B,C & D

© Janet Wright

4th David Cox
Peugeot 205 Gti
2nd in class.



© Janet Wright

13th Andrew Robinson Ford Fiesta
4th in class.



© Simon Wright

Steven Ferguson Nissan Pulsar Gti R
DNF



© Janet Wright

9th Graham Saul Renault Spyder
5th in class



© Janet Wright

3rd David Botterill Porsche 944T
2nd in class.



© Simon Wright

11th James Wilson Volkswagen Polo
6th in class



© Janet Wright

12th Mick Starkey Ford Fiesta XR2
3rd in class



© Simon Wright

8th Paul Swift Honda Civic 4th in class.



© Simon Wright

10th Paul Moss Citroen Saxo VTR
2nd in class.



© Janet Wright

2nd overall and class winner Steward Whyte Ford Escort Cosworth, Northern Saloon & Sports Car.



© Janet Wright

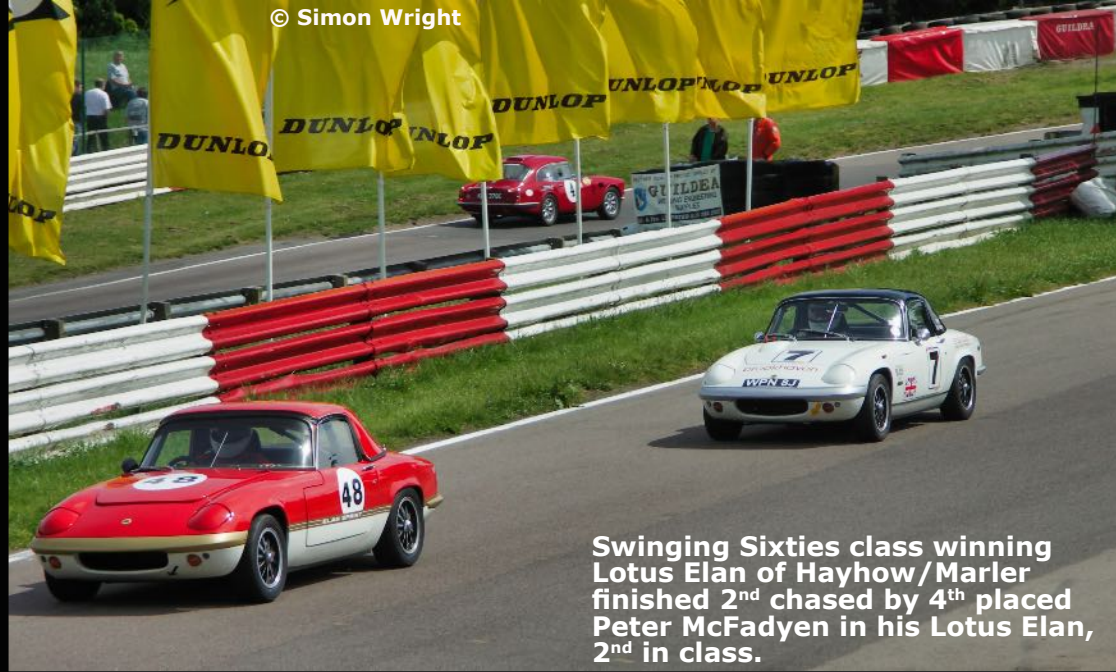
winning class D was Darren Flounders in a Ford Fiesta XR2. The CSCC Swinging Sixties were out next for a forty-minute race. Starting from pole position was the Lotus Super Seven of John Muirhead. From the start it was Joe Henderson who took the lead in his Triumph TR6, with Muirhead right behind. On the third lap Stephen Bamford in a Datsun 240Z slipped through in to 2nd place but was

© Simon Wright



Swinging Sixties winner Joe Henderson Triumph TR6

© Simon Wright



Swinging Sixties class winning Lotus Elan of Hayhow/Marler finished 2nd chased by 4th placed Peter McFadyen in his Lotus Elan, 2nd in class.

over a second and a half behind the leader. Henderson retained the lead until lap eight, when he made his pit stop and dropped down to 5th. 33 was now leading, with Muirhead right behind until he also made his pit stop on lap ten. Bamford now had a comfortable lead of over fourteen seconds from the Lotus Elan of Hayhow and

© Simon Wright

John Hilbery was 6th in the Swinging Sixties race in his Lotus Elite, winning his class





5th John Leslie Reliant Sabre
2nd in class

CSCC Swinging Sixties



John Muirhead Lotus Super Seven
Not Classified.



11th Lewis Marshall MG B GT
ahead of 7th Reed/Hadham
Aston Martin DBS



13th Stevens/McDonald Peerless
6th in class.



10th Foe Wilson MG Midget 2nd in class



9th Chris Blewett Ginetta G4
3rd in class



12th Makein/Everett BMW 1503
5th in class



8th Stephen Bamford Datsin 240Z
3rd in class



Mark Wright MG B Roadster

Swinging Sixties class
winner John Hutchison Lotus
Seven S2 finished 3rd overall.



Marler. This gap opened up to around twenty five seconds until the Lotus went in to the pits on lap twenty. This allowed Henderson back in to 2nd place, over forty four seconds behind the leader. When Bamford finally took his pit stop on lap twenty six, it was Henderson back in to the lead, with Bamford over six seconds behind in 2nd. When

Swinging Sixties class winner Reed/Hadham Aston Martin
DBS finished 7th.



© Janet Wright

Bamford disappeared on lap thirty five, Henderson was a whole lap in front of 2nd placed Lotus Elan of Hayhow/Marler. At the chequered flag, Henderson took an easy win, having lapped the entire field. Hayhow/Marler took 2nd place and a class win, one lap down on the winner. In 3rd place was another class winner, the Lotus Seven S2 of John Hutchison. In 4th place overall and 2nd in class was Classic and Competition Car regular contributor Peter McFadyen in his Lotus Elan, three laps behind the winner. A vehicle not often seen on the roads these days is the Reliant Sabre driven by John Leslie was 5th. The final class winner was John Hilbery in a Lotus Elite, who finished 6th overall, four laps behind the race winner.

MR2 Challenge winner Tony Gilham Toyota MR2



© Janet Wright

The MR2 Challenge saw a small grid led by George Taylor, who had just pipped Kevin Poole for pole position by just 0.018 of a second. The start saw Taylor lead the first lap before Tony Gilham pushed through, with Taylor almost attached to his rear bumper. Gilham led across the start line for almost every lap. Taylor did manage to get in



9th Christopher Dunnett chased by Patrick Mortell

© Simon Wright



4th Ben Wright Toyota MR2

© Janet Wright

MR2 Challenge



5th Sarah Wherry Toyota MR2

© Simon Wright



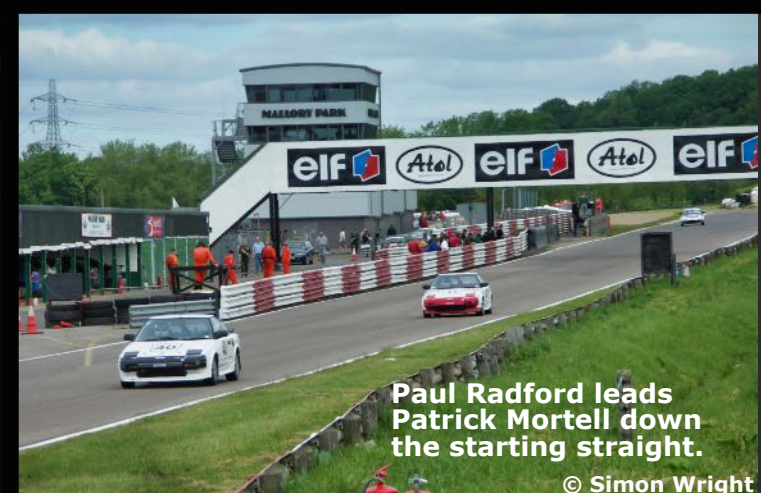
8th Klf Hopkins Toyota MR2

© Janet Wright



Kevin Poole (NC) ahead of winner Tony Gilham and Simon Hepplewhite.

© Simon Wright



Paul Radford leads Patrick Mortell down the starting straight.

© Simon Wright



Not Classified John Wood Toyota MR2

© Janet Wright



George Taylor loses the lead, going off at the hairpin

© Simon Wright



3rd Matt Jenkins Toyota MR2

© Janet Wright



Patrick Mortell Toyota MR2 finished 2nd in the MR2 Challenge.

front on the penultimate lap but Gilham was over six seconds in front on the last lap, to take victory. Taylor finished 2nd on the road, but was disqualified for having failed to comply with yellow flags. Simon Hepplewhite in 3rd place was also disqualified for the same reason. This

meant that Patrick Mortell was classified 2nd, over twenty seven seconds behind the winner. In 3rd place was Matt Jenkins, while Ben Wright in 4th, Sarah Wherry in 5th and Stephen Wolfe rounded out the top six finishers. The second Ferrari Formula Classic was next on track. From the start it was R

Class winner John Pogson was 2nd in the second Ferrari Formula Classic race



© Simon Wright

Colin Campbell Ferrari 246 GT side by side with Nick Taylor Ferrari Mondial T in the Ferrari Formula Classic race



© Simon Wright

Atkinson-Willes in a Ferrari 308 GT4 that took the initial lead, but by the second lap it was the Ferrari 308 GTB of William Jenkins in front from John Pogson in a Ferrari 328 GTB while Atkinson-Willes dropped back to 3rd. Gary Culver in a Ferrari 328 GTS had been 5th on the first lap and was slowly moving through the field to be in 2nd place by lap four. By lap eight Culver was in the lead with Jenkins about half a second behind. Culver maintained his lead until the end of the race, winning by over twelve seconds. By lap eleven, Pogson had got into 2nd place, with Jenkins retiring. Mike Spicer, in a Ferrari 328, was just behind in 3rd, they remained in that order until the

finish. Pogson took a class victory, along with 10th placed Stuart Anderson taking his second class win of the day in a Ferrari 250 GTE/TRC.

Race seven was a thirty-minute race for the CSCC Tin Tops. The Alfa Romeo of Bailey/Strickland took pole position by over a second from the Ford RS of Mark



CSCC Tin Tops race winners Bailey/Strickland Alfa Romeo

Wright. The Alfa led until their pit stop on lap fifteen, which gave the MG ZR 160 of Combe/Cole the lead for a single lap before they also made their pit stop. This restored the Alfa Romeo back in to the lead, which it held until the finish. Bailey/Strickland won by over a minute from

Combe/ Cole, who were the only other car to complete the full race distance, In 3rd place it was Wright. Class B winner was 9th placed Ford Escort of Carter/ Jones. Class A winner was Andy Joss at the wheel of his MG Metro in 11th place. The final class winner was Alastair Rushforth in his Rover Mini Cooper who finished 13th overall.



TinTops class winner Andy Joss MG Metro in 11th with Richard Davis MG Metro 12th taking avoiding action on the MG Maestro of Jackson/ Tanner - DNF.



Tin Tops class winners Carter/Jones Ford Escort 9th overall



Tin Top class winner Alastair Rushforth Rover Mini Cooper finished 13th ahead of the Heath/Smith MG Maestro 15th



© Janet Wright



8th Nigel Baker
Alfa Romeo 75

© Janet Wright



17th Rover Metro GTA Owen/Owen
3rd in class.

© Simon Wright

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© Simon Wright

3rd Mark Wright Ford Escort RS



© Janet Wright



18th McKenna/Priestley Ford Escort XR3i
4th in class

© Simon Wright



15th Heath/Smith MG Maestro

© Simon Wright



2nd Combe/Cole MG ZR 160



MG Maestro battle Chodosh/Chodosh 7th
outside of Jackson/Tanner DNF



12th Richard Davis MG Metro
2nd in class

© Simon Wright



The second Northern Saloon & Sports car race was won by Arthur Robinson in his Westfield SE, leading 2nd placed Phil Morris caterham HWR 7 and 3rd placed Joss Ronchetti who won his class in his Talbot Sunbeam Lotus.

The final race of the day was the Northern Saloon & Sports Car race for classes A,E, F&G. Pole position went to Robert Pritchard in a Caterham Vauxhall. Arthur Robinson in a Westfield SE took the lead and stayed in front until the end. After seven laps Robinson won by just 0.578 of a second from Phil Morris in a Caterham HWR 7,

© Simon Wright

who had shadowed him the entire race. In 3rd place, and winning his class, was Joss Ronchetti in his Talbot Sunbeam Lotus, who had held the position through the entire race. Bryan Healey was 4th in the class winning



4th Brian Healey Sylva Striker Class winner



8th placed Roger Hayes Toyota Supra class winner Northern Saloon & Sports Cars

© Simon Wright

5th placed Brian Smith Sylva Striker class winner Northern Saloon & Sports car.

© Simon Wright



Sylva Striker Mk2, followed home by another Sylva Striker of Brian Smith, who also won his class. There were three more class winners in the race, Roger Hayes in a Toyota Supra who finished 8th, Jon Jeffery in a Davrian Mk8 in 8th and finally Simon Hepplewhite in a Toyota MR2 in 10th.

9th Jon Jeffery Davrian Mk8 class winner Northern Saloon & Sports Car.



© Janet Wright

10th Simon Hepplewhite Toyota MR2 Class winner Northern Saloon & Sports Car.



© Janet Wright

Accident at the hairpin between Richard Wareing yellow Lotus Europa and the red Caterham Vauxhall of Robert Pritchard fighting for the lead and caused a red flag



© Simon Wright

Northern Saloon & Sports Car Classes A,E,F & G

© Simon Wright

© Simon Wright



Pole man Robert Pritchard Caterham Vauxhall crashed out of the race

© Simon Wright



The Lotus Europa of Richard Wareing crashed out of the race at the hairpin.



6th Adrian Roberts Westfield SE
3rd in class



Neil Claxton Suzuki 5C100 in practice.

© Janet Wright



Derek Linley Wildct Locost

© Simon Wright



© Janet Wright

7th Mark Doherty Ford Fiesta, 2nd in class

Bentley Continental GT Speed



Speed



Bentley launch their most dynamic road car.

The new Bentley Continental GT Speed is the most capable, performance-focused Bentley in their 101 year history, with no compromise to comfort or luxury. It is the ultimate interpretation of the world's benchmark luxury Grand Tourer. This third generation model builds on a long tradition of Speed variants which started with the first generation Continental GT Speed in 2007, which was inspired by the 3 litre Speed models of the 1920s. The highly advanced chassis, with four new technologies, increases sporting ability yet maintains ride comfort.

These key chassis technologies deliver body control and ride comfort with no compromises. Bentley's three chamber active air suspension with adaptive damping work with Bentley Dynamic Ride, a 48V active anti-

roll system that Bentley pioneered on the Bentayga and third generation Bentley Continental GT. This innovative system features powerful electric motors within each anti-roll bar to resist body roll. In their firmest setting, the motors can deliver 1300Nm in 0.3 seconds to counteract cornering forces and keep the body level. Meanwhile, depending on the mode, the Electronic Stability Control (ESC) system allows the driver to experience an even greater level of freedom before the Speed's safety systems intervene to correct any anomalies. With ESC engaged the car provides reassuring stability over uneven surfaces, abnormal





cambers or even in inclement weather conditions. When switched to dynamic mode, the ESC extends the control of the driver. With ESC switched off, the mechanical grip and inherent balance of the GT Speed comes to the fore, allowing a driver-focused experience previously only seen in Bentley's racing machines. With strong turn-in performance thanks to the all-wheel steering and eLSD, the driver can choose to balance throttle and steering to deliver effortless, progressive yaw angles. All wheel steering is available in BENTLEY and COMFORT driving modes. In SPORT mode it also



combines with Bentley Dynamic Ride and an electronic rear differential which enhances vehicle agility and stability unlike any other Bentley model. At low and medium speeds the rear wheels are steered

in the opposite direction to the front wheels to help a rapid change in direction. This noticeably increases the feeling of nimbleness. The steering feels sharper and quicker which provides more driver confidence. At high speed the rear wheels steer in the same direction as the front wheels to improve stability. This system is more active than on the Flying Spur, where it is mainly used to reduce the turning circle and enhance high-speed stability. The GT Speed features Active All-Wheel drive where the traction control and torque distribution has been recalibrated in all driver modes to provide noticeable





character shift relative to the standard Continental GT. In BENTLEY and COMFORT mode, overall grip is balanced between the front and rear wheels. In SPORT mode it is calibrated with a more rear-biased torque-split in all driving situations. For the first time in a Bentley, the latest generation of the

Continental GT Speed introduces the use of an electronic rear differential (eLSD). Specifically tuned hand-in-hand with the traction control and active chassis systems, the eLSD provides lateral capacity, improved longitudinal stability, enhanced on-throttle adjustability and delivers better traction in adverse road conditions. In BENTLEY and COMFORT mode this provides improved traction, providing a greater level of confidence and makes the car feel more stable at high speeds. In SPORT mode the eLSD is tuned to balance on and off throttle adjustability, improved turn-in response and increase straight line performance.

Improved cornering dynamics and the extra grip provided by the new system allows the driver to exit any corner with an increased level of precision and confidence.. The vehicle is able to extract the maximum performance from the available traction to deliver stunning acceleration from the apex. In SPORT mode, the traction management system sends a greater proportion of power to the rear axle to allow for even greater on-throttle control of cornering line.

Newly engineered Carbon Silicon ceramic brakes have been introduced as an option to give incredible stopping power. They offer a strong brake pedal feel and have





excellent brake fade resistance. Ten piston front callipers and four piston rear callipers supply incredible braking force. The carbon ceramic material also saves over 33kgs of weight.

The 6 litre, twin turbocharged W12 TSI engine has been updated and delivers 650 bhp, a 4% increase over the current unit, and 664 lb.ft of torque. This propels the car from 0-60 mph in just 3.5 seconds and gives a top speed of 208 mph. It delivers the power through an 8-speed dual-clutch transmission. Bentley's variable Displacement system shuts down half of the engine's 12 cylinders under certain conditions with the transitions between the two being

imperceptible to the driver. Intake and exhaust valves, fuel injection and ignition are all shut down on defined cylinders, with the engine running as a six cylinder to improve fuel efficiency.

The exterior features purposeful styling and includes 22 inch Speed wheels and sports sills. A dark tint radiator grille and lower bumper grille and a dark tint radiator matrix and discreet Speed badging in chrome on the front bumper help identify the model. There are also illuminated Bentley tread-plates on both sills.

The unique Speed interior is trimmed in hide and Alcantara with 15 colours and 11 further combinations. It also introduces a new Dark Tint Engine Turned Aluminium optional technical finish to the centre console. There is also an elegant Speed icon on the passenger fascia. Speed embroidered headrests distinguish the cabin. The Continental GT Speed is available to order in all markets , except mainland China.



Veteran Car Club Vintage Car Tour

Harvington Hall

2nd April 2005

By Simon Wright,



Harvington Hall is a medieval and Elizabethan moated manor house, located at Chaddesley Corbett, near Kidderminster, in Worcestershire. The house was originally built in the 1580s and is currently owned by the Roman Catholic Archdiocese of Birmingham. The Veteran Car Club of Great Britain is for people who like the early days of motoring, with cars built before 1919. The 2nd of April 2005 was a sunny day as the vintage cars arrived at Harvington Hall. They parked up outside the front of the stately Home, for a lunchtime stop as part of a vintage car run.



© Simon Wright

One early arrival was a 1911 Brasier, Series KD 15CV Torpedo, powered by a four cylinder, inline 2.7 litre engine. It was produced by French Société des Automobiles Brasier, who were based in Paris. The company was founded by Charles-Henri Brasier in partnership with



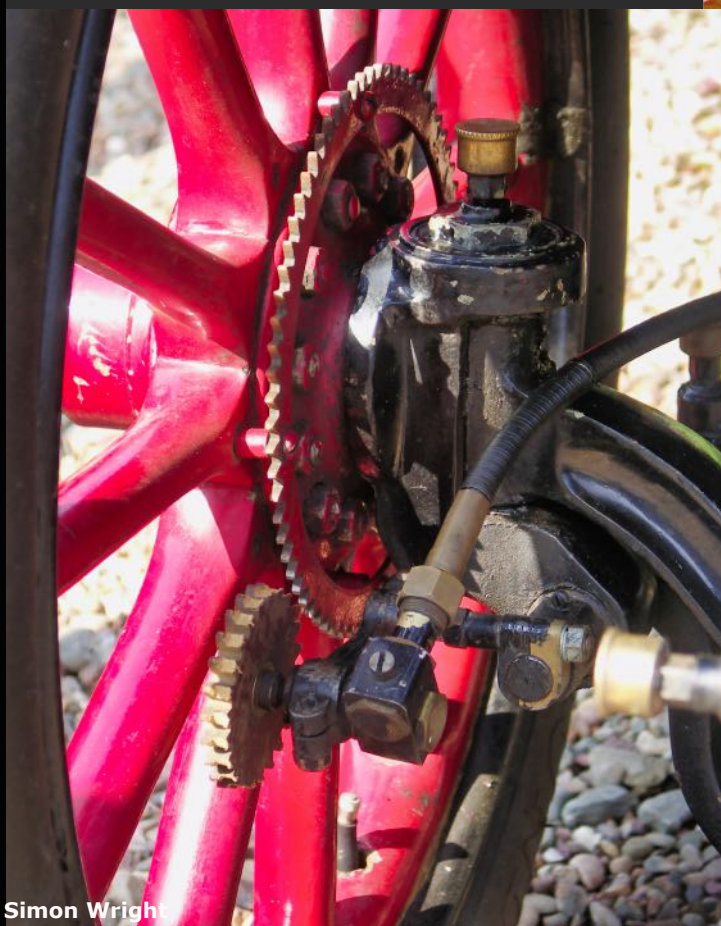
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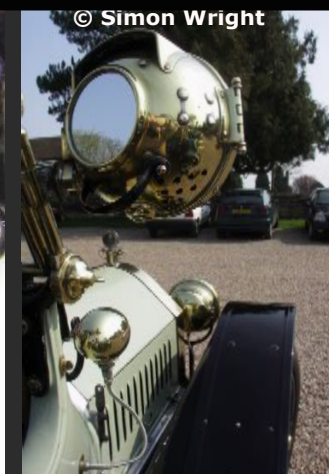


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Georges Richard, establishing the Richard-Brasier business in 1902 The pair split up in 1905 and the company became Société des Automobiles Brasier. The company eventually went bankrupt in 1931.



Next along the line was a 1913 Chalmers Torpedo tourer Model 17. The American manufacturer was started in 1908 in Detroit and continued until 1923 when it merged with Chrysler. The Model 17 had a 4.8 litre engine.



© Simon Wright



© Simon Wright

Parked next to it, was a red colour 1923 Rolls Royce 20hp open drive Landaulette by Hooper. This was a baby Rolls Royce as it had a shorter wheelbase and a more economical engine. It is easily recognisable by the radiator grille having horizontal radiator shutters. The landaulette bodywork on this car is by Hooper, fitted on to the Rolls Royce 20 hp chassis. At the rear is a leather folding hood, while the driver compartment is open, with a couple of side screens to offer the driver some protection from inclement weather. The 3 litre, six cylinder engine is attached to a three speed manual gearbox with a centrally mounted lever. The model was built between 1922 and 1929 and 2940 were built.



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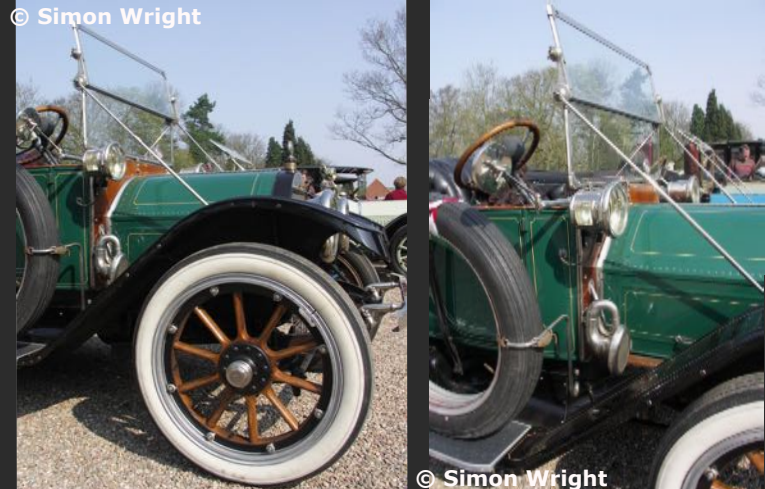
© Simon Wright

The 1910 EMF 30hp Rois Des Belges Tourer was another American made vehicle, manufactured by the E-M-F company. The 4 litre, four cylinder engine was rated at 30hp and connected to a 3-Speed sliding gear manual transmission. The interior was finished in buttoned leather. The name came from the three founders: Barney Everitt, a custom auto body builder from Detroit, William Metzger, formerly of Cadillac, and Walter Flanders, who had been Henry Ford's production manager. They produced vehicles between 1909 and 1912. At one point, in 1911, E-M-F vehicles outproduced all but Ford in the American market. With 26,827 cars produced that year. They were eventually bought out by Studebaker and the E-M-F 30 was changed to the Studebaker 30.





Continuing the American theme, the next vehicle was a 1912 4.5 litre Cadillac 30 Tourer. The model 30 was first introduced in 1909 and was updated in 1912, 1913 and 1914 with larger engines. The 1911 version was the first vehicle fitted with an electric starter. The engine was originally used on the Model G, four cylinder L-head design that was bored out to give the larger capacity. The simple sliding-gear transmission was also adopted in the Model 30.





© Simon Wright

It seems that most of the car on display were American vehicles. Next up was a 1916 2.5 litre Buick Model D44 27hp Roadster. Powered by a six cylinder, ohv engine which developed 45 bhp. This particular car was originally sold in New Zealand and only shipped to the UK in later years. It has several interesting features, wooden-spoked artillery wheels with detachable rims including 2 spares, electric starter, and electric lighting. It also features a two-piece opening windscreen with side wind deflectors. The interior uses buttoned brown leather upholstery. Buick was originally founded in 1899 as Buick Auto-Vim and Power Company by David Dunbar Buick. In 1903 it became the Buick Motor Company. And was among the first American marques of automobiles. It was also the company that established General Motors in 1908. Buick has always been marketed as a premium automobile brand, just below the flagship luxury Cadillac brand.



© Simon Wright



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Next vehicle to arrive was a 1913 3.4 litre, 6 cylinder Talbot 6CT 20hp Tourer. This is thought to be the last surviving 6CT on the road. The unique tourer body is interesting in that the doors are made of solid wood. Originally founded in 1903 to import French Clément cars into the UK, Clément-Talbot soon dropped the Cléments name and by 1906 the first all-British Talbot cars had arrived. At the end of World War 1, Talbot merged with Sunbeam and then in 1920 combined with the French manufacturer Darracq to form Sunbeam-Talbot-Darracq.





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Another historic British manufacturer was represented as a 1912 Wolseley 16/20hp Open Drive Cabriolet arrived next. This model had the original coachwork and is very versatile, being fully closed at the rear or fully open at the rear, with slide down windows. The rear seats are upholstered in Bedford cord. Two occasional seats fold out of the bulkhead, allowing for 7 people to be conveyed at a time. The front is upholstered in buttoned black leather. The roof of the car is designed to be easily put down or back up and is made of Japanned black leather.



© Simon Wright

The 1905 De Dion Bouton was probably the bargain basement model from this early French automotive giant. At the time, the company also produced six cylinder cars. Originally founded in 1883, the company existed until 1953, although automobile production stopped in 1932. This Type Y two-seater was powered by a 700cc single cylinder water cooled engine, producing 6hp. The engine had an automatic inlet valve and De Dion Bouton coil ignition and carburettor. The gearbox was a three speed unit with reverse and expanding clutches, with an integral final drive and a De Dion rear axle. The front suspension was semi elliptic leaf spring, while the rear was a three quarter elliptic leaf spring. The brakes applied to the rear wheel and transmission.

© Simon Wright



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The next two cars were interesting, as they show the difference that a year makes, with a 1903 Cadillac and a 1904 Cadillac parked up next to each other. The 1903 Cadillac 6 ½ hp Model A Detachable Tonneau used a 1.6 litre single cylinder engine mounted horizontally under the front seat. This drove through a two speed and reverse planetary transmission with final drive using chain drive to the rear axle. It could achieve a top speed of 30-35 mph but would cruise comfortably at 28 mph. The Cadillac Model A made its debut at the New York Automobile Show in 1903 as the first Cadillac automobile. They took orders for 2,286 cars at the show.



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The 1904 car was a Cadillac Model B 8 1/4 hp Surrey, with four-seater coachwork. This was a more expensive vehicle than the Model A. It featured a box shaped bonnet, pressed steel frame, I beam front axle and single transverse front spring. The single cylinder 1600cc engine produced around 9 hp and was mounted under the driver's seat. Leland & Falconer produced the engine, which was called 'Little Hercules'.



© Simon Wright

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The 1913 Sunbeam 12/16 open tourer was a relatively local car, built at nearby Wolverhampton between 1910 and 1914. It is a conventional front engine, rear wheel drive configuration. The 3 litre 4 cylinder side valve engine is naturally aspirated and developed 25 bhp. A 4-Speed manual gearbox transfers the power to the rear wheels. It has a top speed of 42 mph. Just under 5,000 were built.



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The final car was a 1932 Lagonda 33 Litre Special Drophead Coupe with coachwork by Carlton Carriage Company. This is thought to be one of only two remaining Carlton bodied Lagonda's from the 24 that were originally built between 1931 and 1935. The model was officially known as the Lagonda 16/80. It was unusual as it was the only Lagonda to be offered with a Crossley 6 cylinder engine, although each engine was stripped down and completely rebuilt by Lagonda to their own specification, which included fitting twin SU carburetors. The model had a top speed of 80 mph.



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**2020/21 SAS Autoparts MSC NZ
F5000 Tasman Cup Revival Series
Round 4 (final) The Paul Fahey Legends of Speed
meeting
Hampton Down Northern Waikato
20-21 March 2021
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TALON MAN MARTIN MAKES IT TWO F5000 RACE WINS ON HIS SERIES' RETURN

Well, that – indeed – was a turn up for the books. Just when defending SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series title holder Michael Collins (Leda GM1) looked like wrapping up this season's series in style former regular Grant Martin digs his Talon MR1/A 'out of the shed,' qualifies second then leads the first race at the final round from start-to-finish.

Martin got the jump on pole sitter Michael Collins when the starter held the lights till the very last second, and try as he might the young Christchurch ace could not find a way past until the final lap when he drew alongside as the pair entered the downhill hairpin – only to have one of his car's half (drive) shafts let go at the exact same point, leaving

Collins stranded at the side of the track and Martin to complete the final lap unchallenged.

"Having a fresh set of tyres (bought for the same meeting last year but never used when that meeting was initially postponed then cancelled outright due to the COVID-19 Coronavirus) obviously helped. That," said Martin, "and being lucky to actually be able to still see the start lights go out from my side of the grid."

Codie Banks and fellow Lola T332 driver Kevin Ingram were the next pair home, though fourth quickest qualifier David Banks (Codie's father) didn't make the grid thanks to an issue with his Talon MR1's crown and pinion.

On a charge meanwhile and very happy to make it as far forward as fourth place was Auckland ace Glenn Richards (Lola T400) who was relegated to start the race from P10 on the grid for a spin in the class qualifying session earlier

Bruce Kett, meanwhile, enjoyed a trouble-free series debut in the Lola T332 he acquired recently from Ian Riley.



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in the day.

Guest driver Tom Alexander made a big impression in that session, setting the eight quickest lap time in the Class A (Pre '71) McLaren M10B (400-08) originally raced in South Africa by Kipp Ackerman and recently acquired by local man Terry Honey.

Unfortunately a small engine bay oil fire saw the car returned to the F5000 pit on the back of a rescue truck it and did not make it back to the grid for the race.

Enjoying a trouble-free debut in his newly-acquired ex-Ian Riley Lola T332 was long-time tin-top man Bruce Kett whose measured approach saw him qualify 16th but finish the race in 11th place.

Finally, Class A of pre-'71 cars was again dominated by a quick and consistent Frank Karl (McLaren M10B).

In a riveting 10-lap final race at the big HRC Events' Paul Fahey Legends of Motorsport meeting at Hampton Downs this afternoon, category returnee Grant Martin (Talon

MR1A) claimed his second SAS Autoparts MSC series race win of the weekend from a fast finishing Michael Collins (Leda GM1), with Kevin Ingram (Lola T332) third, Anna Collins (Leda LT27) fourth and Glenn Richards (Lola T400) fifth.

The race was livened up by the composition of the grid, with Grant Martin on pole and Michael Collins on the back of the grid thanks to their respective finishing places on the first race of the weekend on Saturday afternoon.

Collins literally pulled out all the stops as he worked his way up through to a position where he could at least challenge for the lead. However the field spent three laps behind the Safety Car early on while Chris Watson's Gardos was dug out of the gravel trap at the end of the short straight between Turns 1 and 2.

Once the track went green again Collins pinned his ears back and made it up to second place only for the chequered flag to come out just as he had locked his



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lasers onto Grant Martin's Talon MR1/A.

"Seriously," said Collins, "I really wanted to win that one and I would have had him if there had been one more lap."

Earlier in the day Shayne Windelburn (Lola T400) admitted to a tad of guilt having won the rolling start handicap race at a round of this season's SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series for the third time in as many rounds.

"Just a little bit," he laughed. "But what am I supposed to do when they give me a start time like they do?"

As it was the race - which was started in pit lane with the field split into different speed 'bands' - produced some impressive vision, with class coordinator Tony Jack congratulated on a job well done by the Clerk of the Course.

The first group away consisted of the Class A pair of Frank Karl (McLaren M10B) and Tony Roberts (McLaren M10A)

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series siblings Anna (#96 Leda LT27) & Michael Collins (#22 Leda GM1).

Auckland ace Grant Martin (#2 TalonMR1/A) leads the final SAS Autoparts MSC NZ F5000 series race at Hampton Downs from pole position



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while the last one had category newcomers Bruce Kett (Lola T332) and Chris Watson (Gardos) in it.

In between were Shayne Windelburn and Tim Rush (McLaren M22) then three other groups taking in the rest of the field.

Of those Kevin Ingram made it through to second place, Tim Rush to third and Russell Greer (Lola T332) to fourth

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Aucklander Shayne Windelburn (#33 Lola T400)



Chris Watson made his long-awaited SAS Autoparts MSC Series debut in his Gardos OR2.

before first lap leader Frank Karl who managed to hang on to fifth then Glenn Richards Michael Collins, Grant Martin, Tony Roberts, Anna Collins and Codie Banks. Having been forced to sit out the other rounds of this season's SAS Autoparts MSC NZ F5000 Tasman Cup

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Codie Banks (#50 Lola T332)

Revival Series when his work as an engineer dried up thanks to COVID-19 Grant Martin could hardly have had a better

welcome back – both to a new work contract he has recently started, and to the SAS Autoparts MSC Series he originally joined six years ago.

Just when defending SAS Autoparts MSC Series title holder Michael Collins looked like wrapping up this season's series Piha, Auckland resident Martin pulled his Talon MR1/A 'out of the shed,' qualified second to class young gun Collins then proceeded to lead the first race at the final round on Saturday afternoon from start-to-finish. Collins did indeed find a place to get alongside and attempt to pass for the lead of that race as the pair entered the downhill hairpin – only to have one of his car's half (drive) shafts let go at the exact same point, leaving the 25-year-old Christchurch ace stranded at the side of the track and Martin to complete the final lap unchallenged.

Codie Banks and fellow Lola T332 driver Kevin Ingram were the next pair home, though fourth quickest qualifier



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David Banks (#91 Talon MR1) heads a line-up of F5000 single-seaters about to head out for the qualifying session 73

Brett Willis (Lola T332) and Tom Alexander (McLaren M10B)



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the weekend went on, Kett got quicker and quicker, starting with 1.11s laps and finishing the weekend with a well-deserved 8th place and a fine 1.05 second lap time. 'I'm just buzzing,' he said afterwards. "The car is just so different to anything else I have ever raced. Every time I go out in it I learn something!" Finally, Class A for pre'71 cars was again dominated by a quick and consistent Frank Karl (McLaren M10B).

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

David Banks (Codie's father) didn't make the grid thanks to an issue with his Talon MR1's crown and pinion.

On a charge meanwhile and very happy to make it as far forward as fourth place was Auckland ace Glenn Richards (Lola T400) who was relegated to start the race from P10 on the grid for a spin in the class qualifying session earlier in the day.

Guest driver Tom Alexander made a big impression in that session, setting the eight quickest lap time in the Class A (Pre '71) McLaren M10B (400-08) originally raced in South Africa by Kipp Ackerman and recently acquired by local man Terry Honey.

Unfortunately a small engine bay oil fire saw the car returned to the F5000 pit on the back of a rescue truck it and did not make it back to the grid for that race or the two on Sunday.

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David Banks (#91 Talon MR1)



Martin holding off Collins in the final series' race on Sunday.

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2020/21 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series Rnd 4 (Final) Hampton Downs Sat-Sun March 20-21 2021

Race 1 (Sat 8 laps)

1. Grant Martin (Talon MR1/A) 8:22.228
 2. Codie Banks (Lola T332) +6.923
 3. Kevin Ingram (Lola T332) +13.551
 4. Glenn Richards (Lola T400) +21.246
 5. Brett Willis (Lola T332) +22.576
 6. Anna Collins (Leda LT27) +22.912
 7. Shayne Windelburn (Lola T400) +30.779
 8. Tim Rush (McLaren M22) +42.065
 9. Frank Karl (McLaren M10B) +51.612
 10. Tony Roberts (McLaren M10A) +53.719
 11. Bruce Kett (Lola T332) +62:101
 12. Toby Annabell (McLaren M10B) +1 lap
 13. Chris Watson (Gardos) +1 lap
- DNF. Michael Collins (Leda GM1) 7 laps;
Russell Greer (Lola T332) 6 laps

Race 2 (Sun am 8-lap handicap start)

1. Shayne Windelburn (Lola T400) 8:58.521
2. Kevin Ingram (Lola T332) +3.254
3. Tim Rush (McLaren M22) +8.921
4. Russell Greer (Lola T332) +9.863
5. Frank Karl (McLaren M10B) +10.261
6. Glenn Richards (Lola T400) +10.330
7. Mike Collins (Leda GM1)+11.704
8. Grant Martin (Talon MR1/A) +15.931
9. Tony Roberts (McLaren M10A) +19.103
10. Anna Collins (Leda LT27) +19.556
11. Codie Banks (Lola T332) +9:18.821
12. Bruce Kett (Lola T332) +1 lap
13. Toby Annabell (McLaren M10B) +1 lap

Race 3 (Final Sun pm 10 laps)

1. Grant Martin (Talon MR1/A) 13:28.700
 2. Mike Collins (Leda GM1)+0.075
 3. Kevin Ingram (Lola T332) +5.499
 4. Anna Collins (Leda LT27) +6.316
 5. Glenn Richards (Lola T400) +7.979
 6. Codie Banks (Lola T332) +12.562
 7. Shayne Windelburn (Lola T400) +14.144
 8. Bruce Kett (Lola T332) +20.793
 9. Tim Rush (McLaren M22) +21.667
 10. Russell Greer (Lola T332) +27.327
 11. Frank Karl (McLaren M10B) +31.401
 12. Tony Roberts (McLaren M10A) +35.824
 13. Toby Annabell (McLaren M10B) +36.408
- DNF. Chris Watson (Gardos)



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Chris Watson gave his one-of Gardos its SAS Autoparts MSC Series debut at the meeting

Closing Shot.

By Simon Wright.

The high-flying Ford Focus Sti of Chris Jones and Richard Yeoman on the 2009 Rally of the Midlands. Unfortunately the car retired on Special Stage 12 with rear Differential problems.

