

Classic and Competition Car

Founded 2010

TCR at Silverstone



VSCC Herefordshire trial



Network Q Rally 1999



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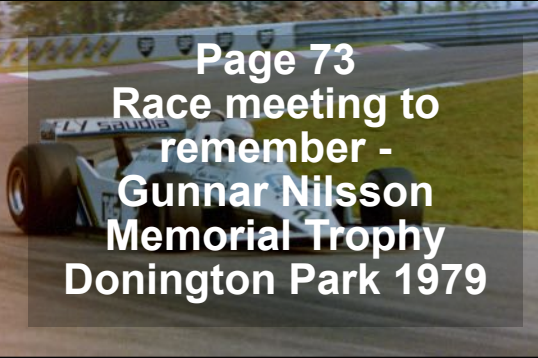


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Donington Historic Festival Photo Gallery

Front Cover: TCR © Janet Wright

Herefordshire Trial - Watched by the Clerk of the Course, Andrew Wright (Austin 7) dropped only a single point and finished with a 2nd Class award © Peter McFadyen

Network Q Rally 1999 © Simon Wright

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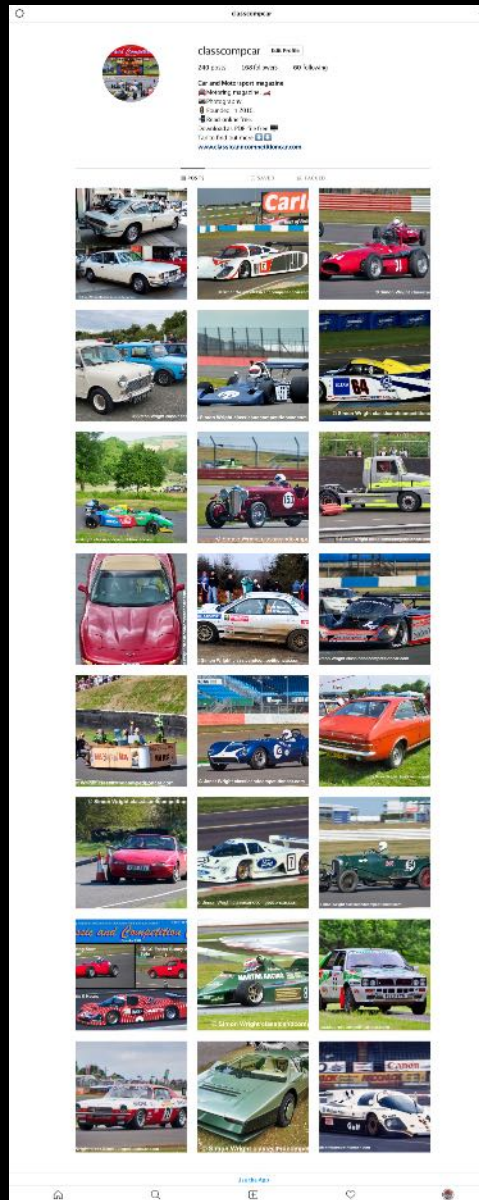
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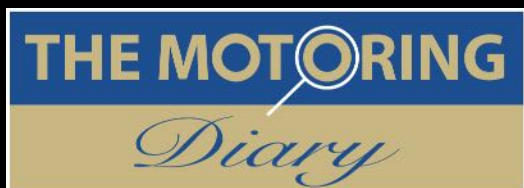
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Photo of the month

By David Goose of
Motorsport Imagery.

Jeff Smith tried his hardest to take the lead away from Joe Thompson on the last corners but had to settle for second in both Mini Seven races at the BARC race meeting at Silverstone on 24th April 2021. Report on the meeting on Page 20.





© Simon Wright

BMC & Leyland Show.

The British Motor Museum at Gaydon will host the BMC & Leyland show on Sunday 11th July 2021. A huge range of British marques will be on display that were produced by the BMC, British Leyland and the Rover Group.

This year the show will celebrate the 50th anniversary of the Morris Marina. The organisers hope to encourage as many Marina and Ital (the Marina successor) owners to join the celebrations. Anyone arriving in a Marina or Ital on the day will be offered free entry and vehicle display.

The Historic Marathon Rally Group and the Mini Cooper Register have teamed up to offer the 'Historic Rally Display' - a fantastic mix of rally cars which should include Ford, Hillman and Audi.

It is expected that hundreds of vehicles will be lined up outside the museum, ranging from the humble Mini to the larger Rover 800s, Montegos and Maestros, as well as vans and lorries

Tickets cost £14.50 for spectators and must be booked in advance. For more information see the museum website www.britishmotormuseum.co.uk/whats-on

Classic Nostalgia at Shelsley Walsh.

This year marks the 10th anniversary of this popular annual event. Celebrating the glory days of motorsport, Classic Nostalgia at Shelsley Walsh offers a full weekend of action both on and off the hill. Great cars from across motorsport history will gather at the oldest motorsport venue in the UK on the 17th and 18th July 2021.

High-lights include ERA R4D returning to its spiritual home to compete. Former land-speed record contender 'The Beast of Turin' will roar its way up the hill. There will be a spectacular display of rally legend cars in action. Off track, the Classic and Sports Car Concours d'Elegance is set to return along with live music and entertainment in the courtyard.

The event is Covid-19 secure, so book in advance. Tickets cost £25 in advance. For more information see their web site <https://www.shelsleywalsh.com/>



© Janet Wright



© Pete Austin

Aston Martin Vanquish Zagato Shooting Brake. By Pete Austin

Making an appearance at the first Gaydon Gathering of the year at the British Motor Museum was a very rare Aston Martin Vanquish Zagato Shooting Brake. I say rare because this is one of only 99 examples made. Based on the



© Pete Austin

now discontinued Mk2 Vanquish the car carries the Aston Martin 5.9 litre V12 engine under the bonnet which is mated to an 8 speed paddle-shift Touchtronic automatic transmission. The engine develops 580 bhp giving it a top speed of 200 mph and will get you to 62 mph in just 3.5 seconds.

The car uses the rear from the Rapide in the design to give an important flat load area. Certainly a car that stands out from the crowd.



© Pete Austin



© Janet Wright

Austin Jap.

Seen at the VSCC Curborough Speed Trials was this 1930 Austin Jap, driven by Jack Austerberry. With a 1098cc engine, he was entered in the Pre 1941 Racing Cars up to 1100cc class 13. He started the day with a practice run of 49.08 seconds and by the end of the second run he had improved his time on every run to finished with a best time of 44.63 seconds. This put him 5th in the class times.



© Simon Wright



© Simon Wright



© Fiskins

Iconic Jaguar E-Type 49 FXN

60th Birthday celebrations for E-Type at London Classic Car Show.

World famous Jaguar E-Type iconic vehicles will top the 60th birthday celebrations at the London Classic Car Show. There will be a full E-Type history on display, with extra 50th anniversary milestones for V12 models.

Two of the World's most famous Jaguar E-Types will headline the celebrations at Syon Park - ECD 400 and 49 FXN. Graham Hill drove ECD 400 to a debut victory at Oulton Park just weeks after the car was launched.

To further the E-Types sporting credentials, Jaguar produced 12 lightweight models in 1963. To contend with the high speeds reached at Le Mans, two of these were subsequently fitted with unique low drag coupe bodies. With its unique tapered nose and streamlined tail, 49 FXN is the most original, significant and unique of these vehicles (See above).

The London Classic Car Show takes place between the 25th-27th June 2021 at Syon Park. Adult tickets cost £25 in advance. Capacity is limited. For further information see the official website theclassiccarshowuk.com



**Bentley Drivers Club Silverstone:
Bumper race-card planned.
Golden jubilee Times Trophy race takes
pole position**

The 50th anniversary of the Times Trophy race will be the centrepiece of what should be another cracking day's

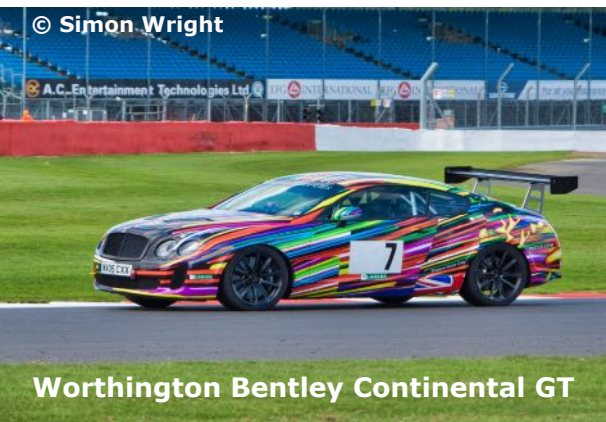


© Janet Wright

racing at the Bentley Drivers Club's 73rd annual race meeting at Silverstone, the home of the British Grand Prix, on Saturday 7 August.

The Times Trophy encounter, a Bentley scratch race incorporating a contest for Pre-War cars, is the meeting's blue riband event and will be the undoubted high point of an 11-race programme – the biggest in recent years.

The list of multiple Times Trophy winners down the years reads like a who's who of the BDC's most celebrated drivers: Alan Padgett, Tim Llewellyn, Ian Bentall, Adam Stacy-Marks, Peter Morley and Hawkeye Wijkander. In recent times, brothers Simon and Stuart Worthington have also



Worthington Bentley Continental GT

claimed the coveted silver rose bowl on multiple occasions, flying the flag for Bentley's modern-day saloon models, while the current champion is four-time winner Michael Higginbotham who has remained undefeated



© Simon Wright

Current Times Trophy champion Michael Higginbotham (Mk VI Special)

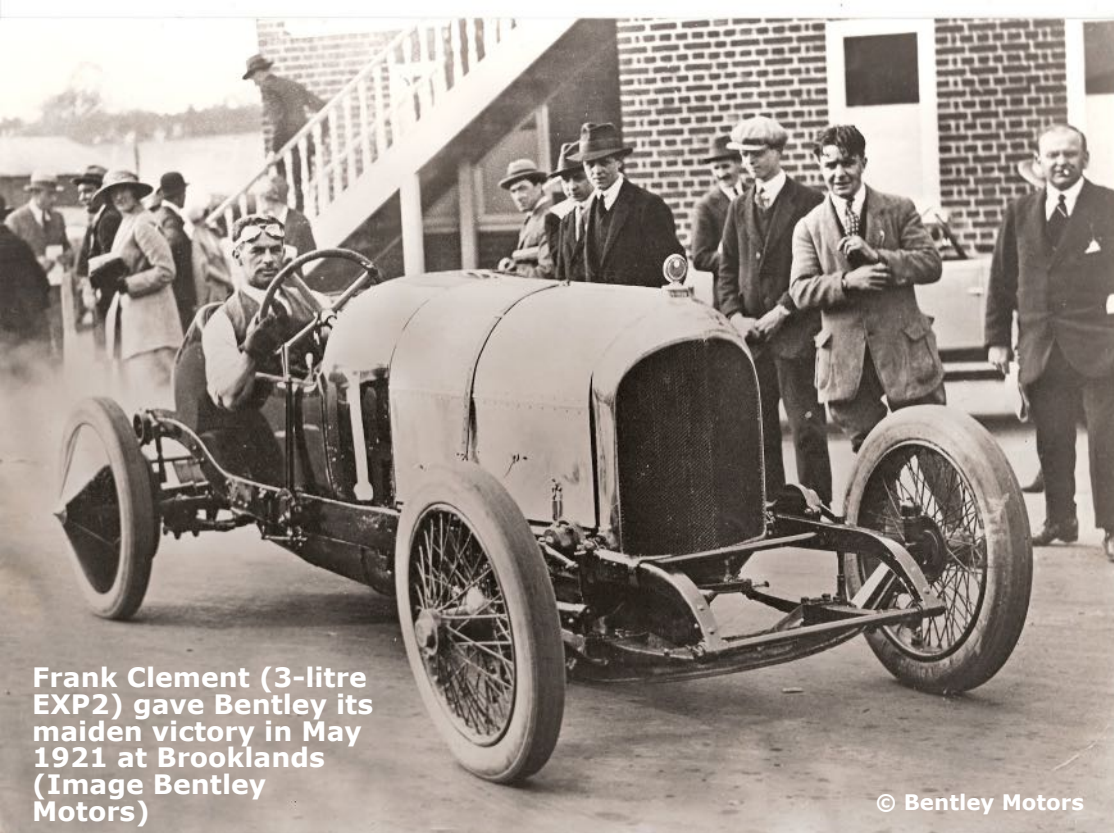
since 2017 in his imposing black Mk VI Special; indeed, The Gadget itself hasn't actually been beaten since 2016 when Michael's father Mike Haig triumphed.

The Times Trophy race typically provides the day's most closely fought action, and this year the competition should be hotter than ever, with a staggered start being introduced to allow the older cars a greater chance of winning against the more modern machinery.

Complementing the Bentley scratch encounter will be the traditional Bentley Handicap race which starts from the pit lane.

The popular 'garden-party' style club meeting will also feature two races each for the Aero Racing Morgan Challenge and MGB GTV8s along with grids for FISCAR (Fifties Sports Car racing Club), Ecurie Classic Racing, BDC Classic Challenge (incorporating the Morgan Techniques Trophy) and Allcomers scratch plus TVRCC Challenge.

This year is an historic one in the annals of Bentley motorsport as the marque celebrates the centenary of its maiden victory. In May 1921, famed Bentley Boy Frank Clement, driving the works 3-litre EXP2 at Brooklands, won the Junior Short Handicap and thus started the long and successful history of Bentleys in competition which



Frank Clement (3-litre EXP2) gave Bentley its maiden victory in May 1921 at Brooklands (Image Bentley Motors)

© Bentley Motors

- Pikes Peak Continental GT – production car record holder at the US hill climb course from 2019
- Continental GT3 – second-generation race car

Adding further spice to the day will be the always well-subscribed Bentley parade, in which up to 200 Club Members' glorious models of all ages will take to the Northamptonshire track.



© Janet Wright

still continues today.

To add its own colour to the celebrations, Bentley Motors will showcase a mouthwatering selection of models from its Heritage Collection, including:

- the aforementioned EXP2 – world's oldest surviving Bentley;
- Birkin Team Car No2 – Blower which led the 1930 Le Mans 24 Hours and one of the world's most valuable Bentleys
- Speed 8 – 2003 Le Mans-winning machine

BDC Competitions Captain Mike Haig said: "We are hoping our largest race-card of recent years will help provide the perfect setting in which to celebrate two major milestones: the centenary of Bentley's first win and the golden jubilee of the Times Trophy race. And after holding the meeting behind closed doors last year we look forward to welcoming back spectators once again."

Ticket prices for the meeting will be announced in due course – please check the Silverstone website (www.silverstone.co.uk). The meeting will be subject to the Government's latest Covid-19 guidelines.



© Simon Wright

Fulminea Hypercar UK Debut at Salon Privé.

The ground breaking Automobili Estrema Fulminea will make its UK debut at this years Salon Privé, which runs at Blenheim Palace between the 1st and 5th September 2021. This fully electric hypercar is built by Italian firm Automobili Estrema, based in Modena and founded in 2020 by Gianfranco Pizzuto. The company is aiming to make the Fulminea the fastest technology lab on wheels' and will specialise in the design and production of exclusive hypercars built in limited numbers. The car is due to go on sale in the second half of 2023. It will be the first car in the World to use an innovative 'hybrid' battery pack that combines Li-ion cells with solid-state electrolyte and ultracapacitors. This will provide 100kWh of energy to power the four electric motors, with a total output equivalent to 2040 hp. This should propel the car from 0-320 kph in less than 10 seconds. The predicted range is 520 kms. The weight of the vehicle should be just 1500kg, with the battery weight of only 300 kg. As well as incorporating the most sophisticated technology, it will also feature an aerodynamic and compact shape, using lightweight composite materials. It



also has active aerodynamic elements, including a retractable rear wing and front air intake. The car will be displayed at Salon Privé as part of a brand-new Concepts & Prototypes class in the Salon Privé Concours d'Elégance. For more information and to purchase tickets for Salon Privé see www.salonpriveconcours.com



The Marshals Post.

Motorsport cannot exist without the support of the 'Orange Army', the volunteer ladies and gentlemen marshals who are required at all motorsport events. They cover a wide variety of tasks at motorsport events. The most obvious are the trackside incident marshals who are positioned all around the track. If an incident occurs, they will spring in to action to assist any driver who requires help. This may just involve pushing vehicles away from the track if they have suffered a mechanical failure. In more serious situations, they may have to extract a driver from a damaged vehicle. Marshals have regular training sessions around the country, to give them the required skills to achieve the results required during a motorsport event. If you want to get involved with motorsport and get close to the action, then become a Marshal. Get more information from the British Motorsport Marshals Club web site at <https://www.marshals.co.uk>.

Photos from BARC meeting at Silverstone 25/4/2021



© Simon Wright



© Simon Wright



© Janet Wright

Start line marshals ensure that the cars are lined up in the correct place on the grid.

VSCC Herefordshire Trials

24th-25th April 2021

By Peter McFadyen



Overall winner of Saturday's trial, Jon Fleming (Austin 7 Ulster) was one of the small number of competitors who took part in both days' events



VSCC Herefordshire Trials

To comply with Covid restrictions, this year's Herefordshire Trial abandoned its normal 2-day format in favour of being run as two separate one-day trials thereby ensuring that the maximum number of competitors could take part without needing to stay locally overnight. By using the same seven hills each day, the geographical spread of the trial was also reduced.

Around 70 cars and crews took part each day and, with the ground being so dry after a prolonged period without significant rainfall, many of them completed the event without dropping a single point. There is always a tie-breaker built into the Herefordshire Trial in the form of a timed section on one of the hills, Dean's Place, but this normally comes into play only in rare instances. This year, however, it proved vital in determining the result on both days.

© Peter McFadyen



Andrew Isherwood's Austin 7 tackles the ruts at Pelham's Penyard 2



Alexandra Milne-Taylor and her father, Philip carefully traversing the rocky section at the start of Pelham's Penyard 2 in their AJS 2-Seater Sports on their way to winning a first class award

On Saturday, there were eight competitors who finished the day with maximum scores and all would receive First Class awards while on the basis of their tie-break times, Jon Fleming (Austin 7 Ulster) came out on top and took

Joe Collings in the powerful 4½ litre Bentley



Travelling in style – and helping to keep the weight over the rear wheels of Andrew Staples' Ford Model A which won the Long Wheelbase Standard Cars class

the Herefordshire Trophy. The trophy for the winner of the 'opposite' class, in this case the long wheelbase cars, went to Rob Hubbard and his Vauxhall H-Type 30/98.



Extrovert entertainer Hughie Walker at the wheel of the Austin VAT69 Special



Another to compete on both days was Tim Kneller with his Bullnose Morris Oxford seen tackling the Pelham's Penyard 1 hill

Sunday's trial saw even more full scores, fifteen in all, with Stewart Rich and Francine Pimperton in their Austin 7 making the fastest time at Dean's Place to win the major

Noel Hughes (Austin 7 Ulster) at The Hyde Halt



trophy and Charlotte Bowyer (Ford Model A) winning the long wheelbase class and the Andrew Blakeney-Edwards Trophy.



Anthony Galliers-Pratt (Austin 7) on a tricky section



Hamish Monro's Riley 9 ascending The Hyde Halt

Hannah Mycock and Cathryn Saxby well on their way in the Austin 7 at Pelham's Penyard 2



Duncan Pittaway in one of the Collings family's Bentleys



In a class dominated by Austin 7s, Martyn Quilter's Singer Junior Special provided welcome variety.



One of the VSCC's leading trials drivers, Don Skelton (Austin 7 Sports) achieved a perfect score in Sunday's trial and finished fourth overall



© Peter McFadyen

Russell Hennessy's 1923 Bullnose Morris Cowley Tourer in the woods at The Hyde Hall



© Peter McFadyen



© Peter McFadyen

The Delage D70 of Craig Collings raises the dust at Pelham's Penyard

Vienna Jeavons (Austin 7 Ulster) successfully makes the optional stop-restart which is worth an extra 10 points if the hill is climbed all the way

© Peter McFadyen



The only Alvis taking part in the trials was Jeremy Flann's Silver Eagle

© Peter McFadyen



Simon Price's short wheelbase Ford Model A Special unfortunately dropped five points at Chandos

© Peter McFadyen



© Peter McFadyen



Time for a chat at the end of an enjoyable day's trialling

Archive Photo of the Month.

By Pete Austin.

At the recent HSCC International Trophy (Report next month) Frank Lyons was racing his F5000 McRae GM1 in the Aurora Trophy. The car was finished in a metallic red colour scheme but perhaps many will remember the 'dayglo' STP colour scheme of the example driven by Graham McRae in the early 70s. McRae is shown here in the STP liveried car at Brands Hatch in October 1972 during a round of the Rothmans European F5000 Championship. The Chevron of Brian Redman is already out of shot in the lead with Frank Gardner's prototype Lola T330 in McRae's wheel-tracks. Redman beat McRae to the flag a followed by Gardner.



BARC Race Meeting

Silverstone International
Saturday 24th April 2021
By David Goose & Stuart Yates
of Motorsport-Imagery.



Two endurance race wins and fastest lap, a good weekend for John Seale and Jamie Stanley in the Lamborghini Huracan GT3.

Lucky Khera and Ross Wylie,
Ferrari 488 Challenge



Head of the bunch - Nathan Wells & Mark Steward BMW M3 E46



© Motorsport-Imagery

Britcars roar into 2021 action at Silverstone

The last weekend of April saw the Britcar endurance series return for a two race meeting at Silverstone. Good sized grids for the Britcar Endurance series and the Praga Cup gave a great basis to a fantastic racing weekend in good spring weather.

Race one saw the Lamborghini Huracan run by JMH, driven by Jamie Steele and John Seale take a convincing

victory, this turned out to be a bit of a theme for the day. At the end of the race, Steele had lapped the entire field and finished over a lap ahead of second placed finishers Richard Wheeler and Danny Harrison in their Nissan GT3 who finished fifth on the track. The Lamborghini duo took pole position as well to make it an almost perfect start to

© Motorsport-Imagery

Jack Fabby & Charlie Martin Race 1 runners Up in the Praga R1



George Heler in the SEAT TCR in the Britcar Endurance Series



© Motorsport-Imagery



Franke Pelle under pressure from the Nissan GT3 of Richard Wheeler & Danny Harrison

their weekend. John Seale pitted early undercutting their early rivals, Frank Pelle in the Lamborghini and Will Powell's McLaren. Although the Praga's ran at the front early in the race, they couldn't keep up the pace for the race duration, although on the track, Jack Fabby and Charlie Martin in their Praga R1 did finished second, with Christopher Wesemael and Richard Morrison in their Praga third on the the track.

Class two victory went to Lucky Khera and Ross Wylie in their Ferrari 488, class 3 honours went to Bon Grimes and Johnny Mowlem in the Ferrari 458 whilst the Cupra TCR of Alex Day and Will Foster took class 4 honours. Jack

Fabby and Charlie Martin were victorious in the Praga Cup.

Race two was a repeat of race one, with Seale and Stanley in the Lamborghini victorious with Wheeler and Harrison this time finishing second in the Britcar Endurance class but in third place overall in the race.

Second place on track went to the Praga team of Gordie Mutch and Abbie Eaton. The winning margin between the two leading endurance cars was again over a lap, a clear warning to the rest of the field so early in the season. Two poles, two fastest laps and two victories, the perfect way to



© Motorsport-Imagery Hugo Cook and Sacha Kakad, Audi TCR



Geordie Mutch and Abbie Eaton, second place on the track in race two in the Praga R1

start the season at the home of the British Formula 1 Grand Prix. The race start was spoilt when seven cars were eliminated at the second corner, three TCR's, two Ferrari's, one Ginetta and a BMW all sustaining race ending damage, only seconds into a one hour race. Due to the number of unclassified cars in the second corner incident, there were no class two finishers, class 3 honours went to Bon Grimes and Johnny Mowlem again



Highest placed TCR Car in race 1 - Alex Day & William Foster

whilst Hugo Cook and Sacha Kakad took honours in the Class 4 Audi TCR.

The series moves on to Snetterton for the second race weekend of the year, seven weekends in total this season



Morning warm up and two wheel action from Danny Krywyj & Miles Lacey



Britcar Endurance Championship - Endurance & Praga Categories



Race 2 start

© Motorsport-Imagery



Sim Racer Jimmy Broadbent & Jem Hepworth Praga R1T

© Motorsport-Imagery



Christopher Wesemael and Richard Morris, Praga R1

© Motorsport-Imagery



Alex Day and William Foster, SEAT Cupra TCR



© Motorsport-Imagery

Bonamy Grimes and Johnny Mowlem, Ferrari 458 Challenge, victors in Class 3 in both races



Two fourth place finishes for Jonathan LEWIS

Mini Se7ens Saturday Silverstone

Back on circuit for the first time this year the pace was fast and furious as usual, this time at Silverstone it was the International Circuit being used, a configuration not often raced on, but makes for fast close action.

After warm up and onto qualifying the pace at the front was relentless, the top ten places covered by

© Motorsport-Imagery



Consistant day for Jeff Smith with two second place finishes

just over 2 seconds. Taking pole was Spencer Wanstall with a time of 1:24.342 seconds, reigning champion Jeff Smith took second place on the front

row a fraction over 0.2 second behind. Jonathan Lewis third place and after a years break a returning Joe Thompson took fourth. Jo Polley made an excellent start to the year to claim 6 position on the grid.

Race one got underway in dry and bright conditions and it wasn't long before Joe Thompson hit the front, a position he would stay in for the whole race and take the chequered

flag. Before even the first lap was over there was a coming together for several cars whilst exiting Vale, the biggest loser in this was Jo

© Motorsport-Imagery



Mini Se7en Race 1 winner Joe THOMPSON

Polley who's car got launched over a kerb whilst getting back on circuit, then hit and spun which left her stranded on the outfield, thankfully she was alright but that was her race over.

With Joe Thompson out in front, Lewis had made his way to second place, he managed to hold this for only two laps before a charging Jeff Smith passed him on lap 3. Lap after lap the gap between Smith and Thompson started to come down, a little over 3.00 secs on lap 3 but only 0.238 sec at the flag. Third place was taken by Spencer Wanstall who had a battle with Lewis, third and fourth places being exchanged several time.

In the S-Class, newcomer Michael Winkworth took the Class win.



Endaf OWENS on his way to victory in Race 1

Mini Miglia Sat Silverstone

Moving on to the Miglia and the qualifying was even closer than the Se7ens, just 1.5 sec covering the top ten. At the end of the session it was Endaf Owens on pole, Nick Padmore alongside completing the front



Just off a podium finish in race 1 for Sam SUMMERHAYES

row, Rupert Deeth third and ex BTCC racer Andrew Jordan fourth, 0.121 sec covering the top four places.

During the opening 4 laps first place would change several times between Owens and Padmore before finally on lap four Endaf Owens made the pass stayed there till the chequered flag. The tussle then turned to the remaining podium places with positions changing several times between Jordan, Aaron Smith, Rupert Deeth and Padmore. On lap five Jordan seemed to have the upper hand taking second place, he managed till hold it till lap 9 when Deeth got in on the mix. By lap twelve it had all changed again, Jordan back in second and Padmore and Smith fighting for the final podium step. With the first two places now fixed the places were changing on each of the last four laps for that final place, but now Sam Summerhayes had come into the mix, close at the flag, but not close enough to take



A DNF for Jo Polley in race 1 but came back with 8th place in race 2

© Motorsport-Imagery

third place 0.2 secs back. Final podium positions were Endaf Owens, Andrew Jordan and Aaron Smith.

© Motorsport-Imagery



Second place finish for Andrew JORDAN in Race 1



Very close wheel to wheel racing in the Mini Miglia races

In the Libre category, Richard Colburn took the class win, despite a jump start and subsequent 10 second penalty.



© Motorsport-Imagery

Scott KENDALL during morning practice

CTCRC Poultec Classic Race Engines Pre 66 Touring Cars



Winner of both Pre 66 Touring car races, Peter Smith topped both podiums in his Ford Lotus Cortina



66 Ford Anglia's two abreast Alex Williams alongside Kevin Swann

© Motorsport-Imagery



66 John STORER showing why three wheels on the Lancia Fulvia are better than 4

© Motorsport-Imagery



The beauty of Classic Touring Car racing is the variety of recognisable road cars on the grid

© Motorsport-Imagery

Keith Wright in the Morris Minor leads from Stephen Evan's Austin A40 Farina



© Motorsport-Imagery



66 Race start James Everard - Alfa Romeo Sprint GT

© Motorsport-Imagery



66 Twice runner up for Ollie Attard

© Motorsport-Imagery



Alan Greenhalgh, 3rd place in both Pre 66 Touring Car races's

© Motorsport-Imagery

CTCRC Shell Oils Pre 83 Touring Cars & JEC Saloon & GT



Stuart CAIE Ford Capri

© Motorsport-Imagery



Pre 83 TC & JEC Double race winner Tom ROBINSON Jaguar XJR6

© Motorsport-Imagery



Mark LUCOCK - Ford Escort MK1 RS2000

© Motorsport-Imagery



Allan WEYMAN - Chevrolet Camaro Z28

© Motorsport-Imagery

© Motorsport-Imagery



83 First non Jaguar over the line in both races was Simon JEFFS in his Golf Gti MK1



Mike Luck - BMW E21 320

© Motorsport-Imagery



BARC Race Meeting
Silverstone International
Sunday 25th April 2021
By Simon & Janet Wright
With additional photo by
Motorsport-Imagery

Sunday

The second day of the British Automobile Racing Club (BARC) saloon spectacular started with three qualifying sessions for the Britcar Trophy category, the TCR/Touring Car Trophy/VW Racing Cup combined race and the CTCRC Pre93/Pre03 races. The Silverstone International 1.85 mile circuit was being used, out of the Wing pit complex.

The racing started early with race 9 of the weekend, the second race for the Dunlop Mini Challenge supported by Mini Spares - Miglia. The Miglia field were at the front of the grid, with the first eight finishers from yesterday's race in reverse order, so James Cuthbertson was starting from pole position. At the back was the Libre class, with the top four finishers from yesterday reversed, so Les Stanton was starting from pole position. The race was the usual Mini high speed train with Kane Astin leading the first couple of laps before Rupert Deeth went through in to the lead which he held until lap fourteen. Nick Padmore had been on his rear bumper all the way through and

eventually got the lead with three laps to go, taking Andrew Jordan and Aaron Smith with him, pushing Deeth back to 4th. Padmore won by just 0.291 of a second from Jordan who was only 0.480 of a second ahead of Smith, while Deeth stopped two laps from home and was not classified. The Libre class was won by Richard Colburn, who just remaining on the winning lap. In 2nd was Peter Hills who was lapped by the race winner and 3rd in the Libre class was Les Stanton.

© Motorsport-Imagery



Victory for Nick PADMORE in Race 2 just 0.291 sec ahead of Andrew Jordan



Mini Se7en field round Club corner

© Simon Wright

The other Mini race on Sunday was the second twenty minute race for the Dunlop Mini Challenge supported by Mini Spares - Se7en, race fourteen on the programme. The grid was split in two, with the first eight in each class reversed from their finishing order in the first race. This gave 8th placed Andrew Deviny pole position at the front of the Mini Se7en 998 class and Darren Cox in pole position on the second grid for Mini Se7en S 1300 class. Deviny managed to hold on to the lead for the first lap but then dropped down to 6th. Spencer Wanstall took the lead for a



Three abreast on the first lap of the Mini Se7en race in to club corner with Jeff Smith ahead by a bumper and poleman Andrew Deviny right behind.

couple of laps before being first passed by Jeff Smith and then Joe Thompson. This pair had a good fight for the lead with Smith leading over the line most laps with Thompson getting in front on a few occasions, but Thompson made it count on the last lap to win by just 0.188 of a second from Smith. They were over eleven seconds ahead of 3rd placed Nicholas Croydon-Fowler,

with Jonathan Lewis, Connor O'Brien and Deviny rounding out the top six places. The winner of the 7S class race was Michael Winkworth who finished 11th overall and just 0.266 of a second ahead of 2nd in class Damien Harrington in 12th. Matthew Ayres was 3rd in class in an Austin Mini 1275, with Darren Cox, Ryan Taylor and Greg Daw completing the top six finishers in the 7S class race.



Mini Se7en second race winner Joe Thompson



Mini 7S class winner was Michael Winkworth

Dunlop Mini Challenge supported by Mini Spares Se7en



First lap Ross Billison leads Joe Thompson Mini Se7en



S Class Greg Daw (6th in class) leads Darren Cox (4th in class) and Stuart Gilby (8th in class) Mini Se7en S



S Class Matthew Ayres (3rd in class) dives inside Darren Harrington (2nd in class) Mini Se7en S

© Janet Wright



© Janet Wright

Grame Davis Mini Se7en 10th



© Janet Wright

3rd Nicholas Croydon-Fowler Mini Se7en



Battle for the lead with Jeff Smith (2nd) leading a sideways Spencer Wanstall (DNF) and Joe Thompson (1st) Mini Se7en

© Simon Wright



© Simon Wright

Adam Gould 9th Mini Se7en



© Simon Wright

Ross Billison (DNF) chased by Jonathan Lewis (4th) Mini Se7en

Double Britcar Trophy race winner Simon Baker in the Woodrow Motorsport BMW 1 Series ahead of Mark Lee who was 2nd in the first race in his SVG Motorsport Ginetta G56A



Motorsport BMW 1 Series of Simon Baker had claimed pole position by just over half a second from the Simon Green Motorsport BMW M3 E46 of Jasver Sapra. From the rolling start it was Sapra just ahead of the BMW M249i of Andy Tucker with Baker in 3rd. As they rounded Village for the first time, chaos broke out just behind the leaders. Several cars ran wide and as Simon Khera in his BMW E36 M3 (#50) tried to rejoin the circuit his rear wing clipped the front of the VW Golf Cup of Steven Chandler (#35), who suddenly found himself with nowhere to go as the VW Scirocco of Matt Evans (#77) was alongside on the other side. The black BMW got spun round right in front of the other two, who had nowhere else to go. The Golf had the front bumper ripped off, while the Scirocco, who was travelling slightly faster, rammed the BMW hard on the front edge of the drivers door. The BMW was spun round through a full 360 degrees and off the track on the inside of the circuit, while the two damaged Volkswagens'

Before the lunch break, Race 10 on the programme was the first fifty minute Britcar Endurance Championship Trophy Category race of the day. The Woodrow



© Simon Wright



© Simon Wright



© Simon Wright



© Simon Wright



© Simon Wright

First lap Britcar Trophy race accident with Simon Khera BMW E36 M3 out on the spot.

continued round the circuit. Simon Khera emerged unharmed and the marshals had to push the car away from the circuit as the Safety car lead the field round the track. The drivers door on the BMW now opened from the front edge.

Sapra was now leading the field from Tucker and Baker when the race restarted. Chandler in the Golf was still running, minus the front bumper and other damage to the front end while Evans in the VW Scirocco retired. The field was released on lap six and Sapra continued to lead but Baker immediately passed Tucker and closed on the leader and the Ginetta G56A of Mark Lee moved into 3rd place. The first three continued to lap together and Lee took 2nd on lap ten, only to lose it again the next lap. Baker took the lead on lap fourteen and then took his pit stop the next lap. This put Sapra back into the lead until he took his pit stop the following lap. This promoted the Ginetta of Lee in to the lead for three laps before he took

James Colburn Westbourne Motors Renault Clio Gen 4 won the Clio class in both races.



© Janet Wright

© Simon Wright



Double race class winner Richard Higgins in the County Classic Porsche 996

his pit stop. It was now lap twenty and Tucker in the BMW was in the lead with Kester Cook in a Ford Fiesta in 2nd and Richard Higgins in a Porsche 996 in 3rd over twenty seconds behind. Tucker pitted next lap giving Higgins in the Porsche the lead for a single lap before he also pitted. After all the pitstops it was Baker leading by over sixteen seconds from Lee and Sapra. The order remained the same until the chequered flag came out after 37 laps. So the race was won by Baker in the Woodrow Motorsport BMW 1 Series by over thirty three seconds from Lee in the SVG Motorsport Ginetta G56A in 2nd, In 3rd place was the



The final class winner in both races was Steve Griffiths in his Ginetta G20.

© Janet Wright

Simon Green Motorsport BMW M3 E46 of Sapra. The only other car completing the full race distance was the Kan-Yan Racing BMW M249i of Andie Stokoe in 4th place. Higgins in the County Classic Porsche 996 took the class 2 win in 7th place. The Clio Class was won by James Colburn in a Westbourne Motors Renault Clio Gen 4 in 10th place. The final class winner was the Class 3 Aldrich Consulting with reflex Racing Ginetta G20 of 16th placed Steve Griffiths.

Race 18 later in the afternoon was the second fifty minute Britcar Endurance Championship Trophy Category Race. It proved to be another demonstration run for Simon Baker in the Woodrow Motorsport BMW 1 Series, who led from start to finish except for two laps after his pitstop, when Richard Higgins in the County Classic Porsche 996 briefly held the lead, until he made his pitstop. Baker took a comfortable win, over thirteen seconds ahead of Jasver Sapra, who improved on his first race performance to finish 2nd in the Simon Green Motorsport BMW M3 E46. Having his second top three finish of the day, Mark Lee

brought the SVG Motorsport Ginetta G56A home in 3rd place. Again, only four cars completed the full race distance. This time it was the SBD Motorsport Ford Fiesta of Kester Cook that took 4th place at the flag. Taking his second class win of the day in 6th place was Higgins in the Porsche 996. Tony Prendergast in the JW Bird Motorsport VW Scirocco had finished 6th on the road but was given a thirty eight second time penalty converted from a stop go penalty, which dropped him to 8th in the finishing order. James Colburn took his second Clio class win of the day in the Westbourne Motors Renault Clio Gen 4. Steve Griffiths made it a clean sweep of two out of two victories, winning class 3 again in the Aldrich Consulting with reflex Racing Ginetta G20 in 18th position overall. Finally we had the Invitation class winner, Paul Sheard in the Mazda who finished 30th in the second race after being disqualified from the first race.



Disqualified from the first race, Paul Sheard came back to win the Invitation class in the second race in his Mazda MX5

© Simon Wright

Britcar Endurance Championship - Trophy Category



Chris Goddard Ferrari 355 17th, 6th in class



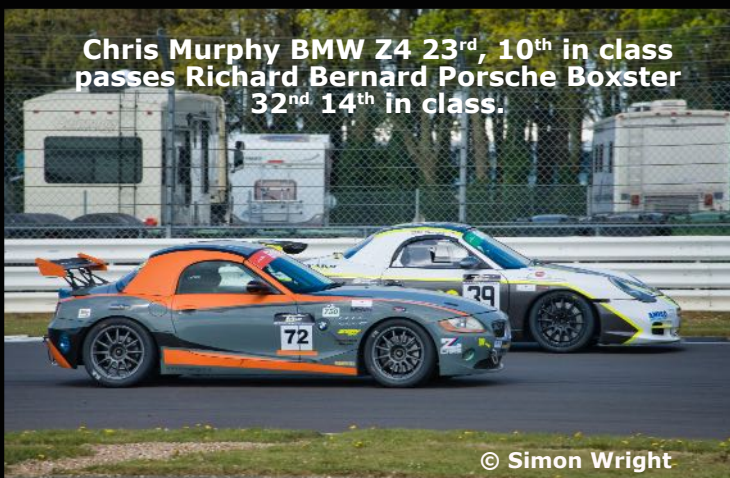
Matt Evans VW Scirocco NC



Barry McMahon Alfa Giulietta 28th, 5th in class



Daniel Crossley VW Scirocco has a huge spin at Stowe. 13th, 4th in class



Chris Murphy BMW Z4 23rd, 10th in class passes Richard Bernard Porsche Boxster 32nd, 14th in class.



3rd Jasver Sapra BMW M3 E46



18th Richard Colburn Renault Clio Gen 3, 3rd in class ahead of 21st Jay Morton Renault Clio Gen 4 4th in class.



33rd Rob Baker Smart ForFour 9th in class



8th Andy Tucker BMW M249i, 7th in class, passes 9th Peter Spano Ginetta G40 GT 2nd in class



The Pre 93/Pre 03 CTCRC grid forms up ready for the first race..

© Janet Wright



Ray West in the BMW M3 E36 took Pre 93 honours in both races, with 2nd and 4th overall.

The first of the days CTCRC races was out next. Race 11 was the CTCRC Laser Tools Pre 93 and Simply Serviced Pre 03 first race of the day. Starting from pole position was the Pre 03 Honda Civic Type R of AJ Owen, and the fastest Pre 93 was next to him on the front row, David Griffin in a BMW E36 M3. Owen grabbed the lead from the start, taking Ray West in his Pre 93 BMW M3 E36 with him, from 3rd place on the grid. By the third lap West was

in the lead with Owen right behind him. Making the third in the leading bunch was Gary Prebble in another Pre 03 Honda Civic EG. Owen passed West to retake the lead on lap six and slowly pulled out a three second lead, which he held until the end of the race. His winning margin was 3.665 seconds over West with Prebble right behind West to take 3rd. Owen in the Honda Civic Type R won the race and was the first Pre 03 car to finish. West in the BMW M3

Double Pre 93/Pre 03 race winner AJ Owen Honda Civic Type R



© Simon Wright



© Janet Wright

Gary Prebble in the Honda Civic EG took the both Pre 03 D class wins with 3rd and 2nd overall.

The flame throwing Ford Sierra Cosworth of Dean Forward took both class wins in Pre 93 C in 6th and 5th overall.



© Simon Wright

E46 took the Pre 93 honours. Prebble in his Honda Civic EG also won his class, Pre 03 D. The next class winner was 6th placed Dean Forward in his Ford Sierra Cosworth who took the Pre 93 C class. He was followed home by Pre 03 C class winner Russell Dack at the wheel of a BMW E46 Compact. The sleek Jaguar XJS of James Ramm took 9th place and the Pre 93 A class victory. The next class winner was Andrew Sheraton in a BMW 325i E30 in 25th position. He was followed home by Pre 93 D class winner Mark Fynney in a Vauxhall Astra GTE 16v in 26th and the final class winner was Jake Margalies in a



© Janet Wright

Russell Dack BMW E46 Compact Won Pre 93 C class in 7th and 6th overall June 2021

Pre 93 A class winner James Ramm Jaguar XJS was 9th and 11th



© Janet Wright

BMW 320i for Pre 93 E.

The second 15 minute race of the day was Race 15 on the programme, and the cars started in their finishing order from race 1, so Owen in the Civic Type R was in pole position. It was Prebble in his Honda Civic that made the most of the second row grid position, to lead the first four laps before Owen in the Civic Type R took the lead and



© Simon Wright

Andrew Sheraton BMW 325i E30 was another double Pre 93 D race class winner



Double Class winner Mark Fynney in the Vauxhall Astra GTE 16v

opened up a slight gap as they starting lapping traffic. West had held a steady 3rd place in his BMW M3 until lap ten, when Don Hughes in a Pre 03 Peugeot 306 XSi got passed in to 3rd, but was too far back to challenge for 2nd in the last 3 laps of the race. At the chequered flag, Owen in the Pre 03 Honda Civic Type R won by 1.757 seconds from Prebble in another Honda Civic, who again won his class Pre 03 D. Hughes in the Peugeot was 3rd, giving a clean sweep of the podium positions to the Pre 03 class cars. The Pre 93 B honours went again to Ray West in the



Don Hughes in the Pre 03 Peugeot 306 XSi took 3rd in the second CTCRC Pre 93/Pre03 race

BMW in 4th. Forward took a second class win in Pre 93 C in the Ford Sierra Cosworth in 5th, followed by Dack in his second Pre 03 C class winning BMW E46 Compact. Ramm (Jaguar XJS), Sheraton (BMW 325i) and Margalies (BMW 320i) all took second class wins of the day.



Two class wins in two races for Jake Margalies in his BMW 320i

CTCRC Laser Tools Pre 93 & Simply Serviced Pre 03 Touring Cars



13th Phil Wright Honda Civic P03 4th in class



15th Charles Coppock Jaguar XJS P93 2nd in class

© Janet Wright



20th David Nixon Rover Tomcat P93 2nd in class

© Simon Wright



© Janet Wright

29th John Hillyer BMW E36 Touring P03 4th in class



© Simon Wright

Jamie Thwaites Alfa Romeo 155 DNF



© Simon Wright

21st Vic Hope Honda Civic Type R P03 7th in class ahead of 23rd Jamie Primett Honda Civic P03 8th in class.



© Janet Wright

19th Michael Seabourne Jaguar XJ40 P93 4th in class.



10th Ross Craig Honda Civic Type R P03 2nd in class

© Simon Wright



© Janet Wright

4th David Griffin BMW E36 M3 P93 2nd in class

Max Hart won the first TCR race in the Hyundai i30 N TCR.

© Simon Wright



There were two Maximum Networks Volkswagen Racing Cup incorporating the Goodyear Touring Car Trophy (TCT) & TCR UK races on Sunday. The first race was number twelve on the programme. The field consisted of eleven TCR cars, two TCT cars and 5 VW entries. The TCR cars were the fastest in qualifying and Max Hart led a Hyundai lock-out at the front of the grid, with all three Hyundai i30 N TCR cars starting on the front two rows of the grid. The Volkswagen Racing Cup cars had a separate grid at the back, with Olly Turner fastest in his VW Golf. As the race started Hart took the lead from Lewis Kent in another Hyundai i30 N TCR, while at the back of the grid, Olly Turner was left on the grid in his VW Golf, as the rest of the field headed for then first bend. Hart led from start to finish winning by just over two seconds from Lewis Kent in another Hyundai i30 N TCR. Although he was never headed in the race, the official first lap leader was Max Powell in another Hyundai i30 N TCR, as he went straight in to the pits at the end of the first lap to retire, which is shorter than going round club corner. In 3rd place and



Lewis Kent took the second TCR race victory in his Hyundai i30N TCR

© Janet Wright



Darron Lewis won the Touring Car Trophy class win in the Mercedes A Class NGTC in both races.

winning the Touring Car Trophy class was Darron Lewis driving a Mercedes A Class NGTC. The VW Racing Cup race was won by 11th placed Jack Depper in a VW Scirocco, a lap behind the TCR race winner. The second Twenty Five minute race was number 16 on the programme and to spice things up, the top six were reverse ordered on the grid, putting William Butler in pole



© Simon Wright

The VW Racing Cup class was won by Jack Depper in a VW Scirocco in the first race.

position in a Cupra TCR. The VW Cup had the top four reversed, which meant that Chris Wallis in the VW Golf was in pole position for the separate grid at the back end of the field. At the end of the first lap Dan Kirby in the Cupra TCR was in the lead chased by Lewis Kent in the Hyundai i30 N TCR. First race winner Max Hart, in another Hyundai i30 N TCR, was in 3rd and chasing hard after the leading pair. Kirby managed to keep the lead until lap four when Kent took the lead and the following lap Hart went through in to 2nd. They stayed in that order for the rest of the race, with Kent keeping the gap at around the two second mark. At the finish Kent won by 1.552 seconds from Hart, reversing the order of the first race but still producing a Hyundai 1-2. Kirby held on to 3rd in the Cupra.



Olly Turner in a VW Golf won the VR Racing Cup class in the second race.

© Janet Wright

Demon Lewis took a second Touring Car Trophy class win in 5th place. The VW Racing Cup class winner in this race was Olly Turner in his VW Golf after first race winner Jack Depper in his VW Scirocco was given a ten second penalty after he made contact with Turner during the race, pushing Turner wide and off the course. The penalty reversed the positions over the line, giving Turner victory.

Maximum Networks VW Racing Cup incorporating Goodyear TCT & TCR UK



William Butler Cupra TCR 6th and DNF.



Russell Joyce VW Golf 12th and 2nd in class, 15th and 5th in class.



Toby Bearne TCT Mercedes A Class NGTC 8th, 2nd in class in both races.



Bradley Kent Hyundai i30 N TCR DNF and 4th



Bruce Winfield Cupra TCR 10th, 8th in class and 7th, 6th in class.



Danny Krywyj Cupra TCR 9th, 7th in class and 10th, 8th in class.



VW Golfs of Jeff Alden 13th, 3rd in class and Chris Wallis 14th 4th in class in both races



Hugo Cook Audi RS3 TCR 5th 4th in class and 6th, 5th in class.



Dan Kirby Cupra TCR 4th, 3rd in class and 3rd, sweeps round the Wing.

Close battle between double race winner Robert Wood in the Holden Commodore and Andrew Wilson Holden Morano in the Historic Thunder Saloons



© Simon Wright

Next on track was the first of two fifteen minute CTCRC Edmundson Electrical Classic/Historic Thunder Saloons and Burton Power BOSS races. Race thirteen on the programme saw Richard Wood in the Holden Commodore start from pole position. From the start, Andrew Wilson in the Holden Monaro swept into the lead, but his start was

Two 3rd places and two Historic Thunder Saloon class wins for Jason Highes in the Class C Vauxhall Vectra 888 ST



© Simon Wright

Historic Thunder Saloon Class B winner in the first race was Garrie Whittaker in a BMW E30



© Janet Wright

judged to have been too good and he was given a 10 second penalty for a false start. Wilson led the first lap but was passed next time round by Wood. They stayed nose to tail for several laps before Wood managed to creep ahead slightly, crossing the line just over two seconds ahead. This was adjusted to a twelve second victory after the penalty ten seconds were added to Wilsons time, but he still kept 2nd place. He still had a ten second advantage



© Janet Wright

H3 class winner in both races, Colin Voyce in the Ford Escort Mk1



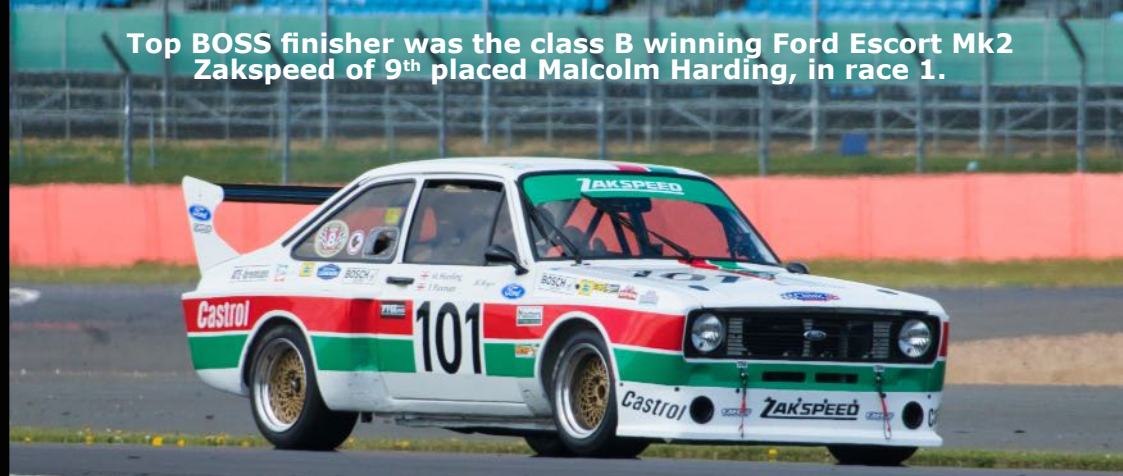
The Class H1 winning Holden VH Commodore of Paul Eaton finished 17th in the first race. © Simon Wright

over 3rd placed Jason Hughes who took a class victory (CTC) in his Vauxhall Vectra 888 ST. Right on the tail of the Vectra as they crossed the line was the 4th placed, and class winning (CTB) BMW E30 of Garrie Whittaker. The BOSS B winner was 9th placed Malcolm Harding in his Ford Escort Mk2 Zakspeed. Another winning Escort was 13th placed Colin Voyce in his Ford Escort Mk1 who took class CTH3. The next class winner was Ashley Shelswell who won BOSS S in his Ford Sierra XR4i in 16th position, the last driver to complete full race distance. Paul Eaton

© Simon Wright



In the second race 4th placed Jason West BMW M3 E46 won Class C



Top BOSS finisher was the class B winning Ford Escort Mk2 Zakspeed of 9th placed Malcolm Harding, in race 1.

© Janet Wright

was 17th overall in the Holden VH Commodore, winning class CTH1. The final two BOSS class winners were 19th placed Tony Paxman, who took BOSS C in his Ford Escort Mk1 and 23rd placed James Dunkley in a Ford Fiesta who won BOSS F.

Their second race of the day was number 17 on the programme and saw a repeat performance of the first race. This time Wood in the Commodore won by over eight seconds from Wilson in the Monaro, having run nose to tail for the majority of the race. Hughes took his second

© Janet Wright



BOSS class S winner in both races, Ashley Shelswell in the Ford Sierra XR4i finished 16th in race 1 and 15th in race 2.



Tony Paxman Ford Escort Mk1 won BOSS class C in both races.

class win in the Vectra with his second 3rd place of the day. We had a new class winner in 4th place, as Jason West in his BMW M3 E46 took class CTB ahead of Whittaker, who had won the class in the first race. Voyce improved a



BOSS F winner in both races was James Dunkley in a Ford Fiesta



BOSS D class winner in the second race was William Hunt Ford Fiesta, here being passed by Jack Gadd Ford Escort 2nd BOSS B.

© Simon Wright

place to 12th, winning Class CTH3 in his Ford Escort Mk1. Shelswell in the Sierra XR4i in 15th, Eaton in the Commodore in 16th and Paxman in the Escort in 18th all took second class wins in the second race. A new class winner in the second race was 20th placed Martin Reynolds driving a Ford Anglia won BOSS B and 26th placed William Hunt in a Ford Fiesta won BOSS D, while Dunkley in his Ford Fiesta took a second class win of the day in BOSS F.



© Simon Wright

BOSS B class winner in the second race was Martin Reynolds Ford Anglia 20th overall.

CTCRC Edmundson Electric Classic / Historic Thunder Saloons

© Simon Wright



David Claxton Triumph Dolomite Sprint turbo DNF both races.

© Janet Wright



Two No77 in the same race!
Alan Hersey DNF in the Reliant Scimitar GTE DNF.

© Simon Wright



Andy Cripps BMW E36 M3 20th 8th in class and 19th 8th in class CTB

© Simon Wright



Steve Putt 7 litre Mazda RX7 3rd in Class A both races, 6th overall, 3rd in class first race, 7th, 3rd in class in second

© Janet Wright



Alex Sidwell Holden Commodore VF 7th, 4th in class and 8th 4th in class CTA

© Simon Wright



Andy Robinson Ford Falcon DNS

© Janet Wright



Ryan Steel Citroen Saxo 12th, 2nd in class and 14th, 2nd in class CTC

© Janet Wright



Dan Thackeray Honda Civic EP3 DNS



Malcolm Wise Ford Sierra Cosworth 26th 5th in class and 27th, 4th in class BOSS B

Burton Power BOSS



Darren Owen Ford Escort RS2000 Mk2 DNF and 22nd 2nd in class BOSS S

© Simon Wright

Tom Abbot Ford Capri 21st 2nd in class BOSS C in both races.



© Simon Wright

© Simon Wright



Ralph Higson Ford Escort RS2000 Mk2 24th 3rd in class and DNS BOSS B

© Simon Wright



Colin Claxton Ford Escort Mk1 25th 4th in class and 25th 3rd in class BOSS B

© Simon Wright



Anton Martin Ford Fiesta DNS



Neil Agrave Ford Escort Mk2 DNF

© Simon Wright



Alan Breck 5 litre Ford Capri BOSS A retired from both races.

Opel Manta GSe ElektroMOD





To celebrate the 50th Anniversary of the iconic Opel Manta and to look forward to an electric future, a special one-off has been created to showcase Opel's heritage and new electric direction. The iconic Opel Manta has been recreated as a fully electric RestoMod, the Manta GSe ElektroMOD. This seems to be part of a growing trend of transforming classic cars into so-called RestoMods, with modern components and powertrains. The traditional four cylinder engine has been replaced with a 108kW electric motor, which produces the equivalent to 145 bhp and 225 Nm of torque. The original four speed gearbox has been retained to allow for the chance to manually change gear in an electric car, or select fourth gear and drive automatic. With a 31kWh lithium-ion battery, the Manta GSe has a range of around 124 miles

from a single charge. As a one-off special, the Mantra Gse has not been subjected to WLTP type approval testing. Like the current Vauxhall electric range it also features regenerative braking to improve the range. The charging takes place through a 9kW on-board charger, with a full charge taking just under four hours to complete. The Manta Gse features Vauxhall's latest design elements, with the brand's Vizor-styled





front end evident immediately. It comes with a Pixel-Vizor front end that stretches across the entire width of the front, with the Pixel technology allowing it to issue messages, such as “I am on a zero e-mission”, followed by the silhouette of a Manta Ray gliding over the Pixel-Vizor. The front end also features LED daylight running lights. At the rear, the iconic circular rear lights come with a striking 3-D



LED design.

The yellow paintwork is contrasted by the signature black bonnet. The wheel arches house specially designed 17-inch Ronal alloy wheels with 195/40 R17 tyres at the front and 205/40 R17 tyres on the rear.



The interior features the latest Vauxhall digital technology. The classic round instruments have been replaced by the Vauxhall Pure Panel, with two driver oriented 12-inch and 10-inch digital displays. The sound system has also been modernised with a new unit from the legendary Marshall brand.

The steering wheel is a Petri three spoke wheel reworked by Opel. It features a yellow marker at





neo-classic yellow and black coloured elements. The ceiling of the passenger compartment is lined with fine Alcantara and completes the stylish ambience of the new Opel Mantra Gse ElektroMod. Both Vauxhall and Opel have pledged to offer an electrified variant across their entire range by 2024.



the 12 o'clock position for an added sporty touch. The sports seats come with a yellow centre line and offer improved comfort and support compared to the original design. The surfaces in the cockpit and the door panels are matt grey, which perfectly matches the other



Race from the Past.

33rd RAC Tourist Trophy,
Oulton Park, 3rd June 1968.
By Peter McFadyen.



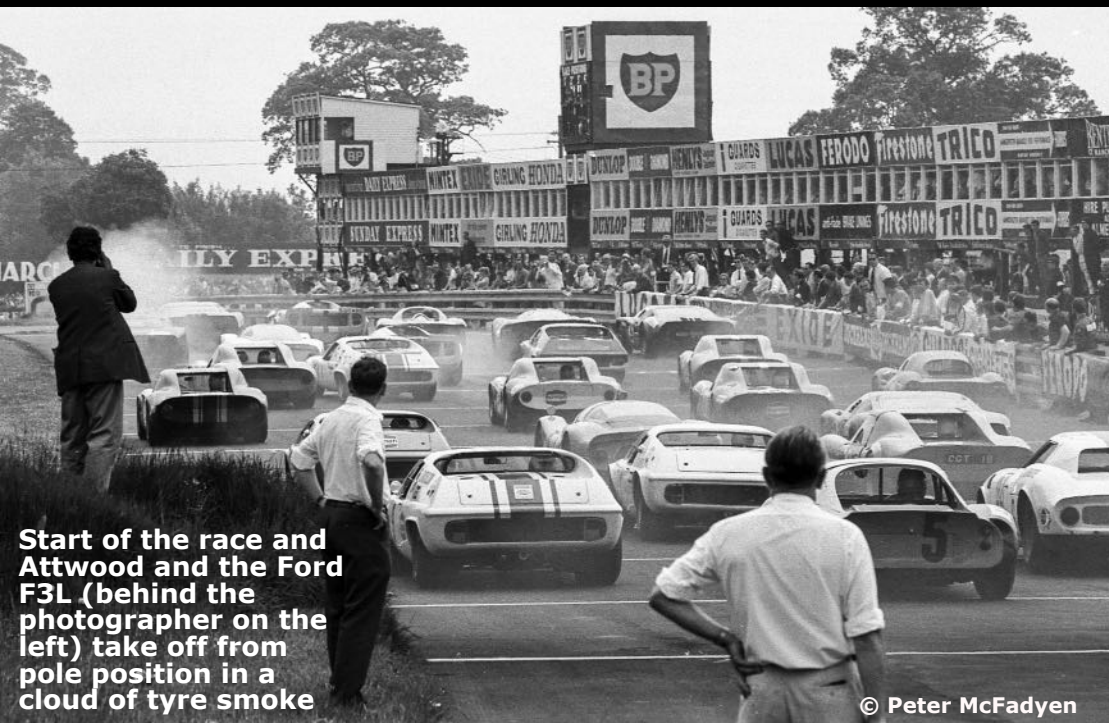
Richard Attwood took over David Piper's Ferrari and brought it home a fighting second overall

World Champion Denny Hulme won the race in Sid Taylor's Lola T70, his third RAC TT win in three starts at Oulton Park



33rd RAC Tourist Trophy, Oulton Park, 3rd June 1968

The RAC Tourist Trophy is often billed as the world's oldest continuing motor race having first been won in 1905 by John Napier driving an Arrol-Johnston in the Isle of Man. Having been run at various locations including



Start of the race and Attwood and the Ford F3L (behind the photographer on the left) take off from pole position in a cloud of tyre smoke



John Miles' Lotus 47 was a late entry from Gold Leaf Team Lotus



© Peter McFadyen

Dundrod, Northern Ireland and Goodwood, it came to Oulton Park for the first of five times in 1965 when New Zealander Denny Hulme won in a Brabham BT8. He won again in 1966 driving a Lola T70 and in 1967 the race was run as a round of the European Touring Car championship

© Peter McFadyen

Jo Bonnier's Lola T70 retired with a split fuel tank



with Andrea de Adamich victorious in an Alfa Romeo GTA. For 1968 the race reverted to sports cars of FIA Groups 4 and 6 although, as it was a non-championship event, there

John Burton's Worcestershire Racing Association-entered Ginetta G16 was so new and unsorted that it was withdrawn following practice



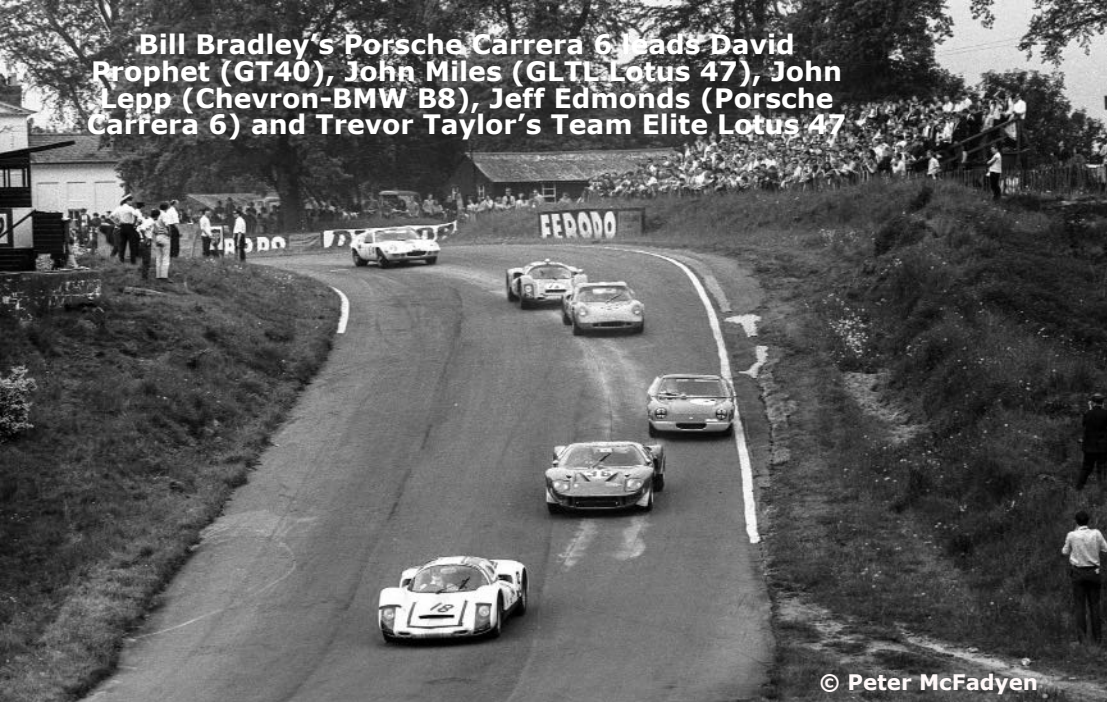
© Peter McFadyen



© Peter McFadyen

Bill Bradley's Porsche Carrera 6 entered by the Midland Racing Partnership finished fifth overall and won the 2-litre Group 4 class

Bill Bradley's Porsche Carrera 6, leads David Prophet (GT40), John Miles (GLT Lotus 47), John Lepp (Chevron-BMW B8), Jeff Edmonds (Porsche Carrera 6) and Trevor Taylor's Team Elite Lotus 47

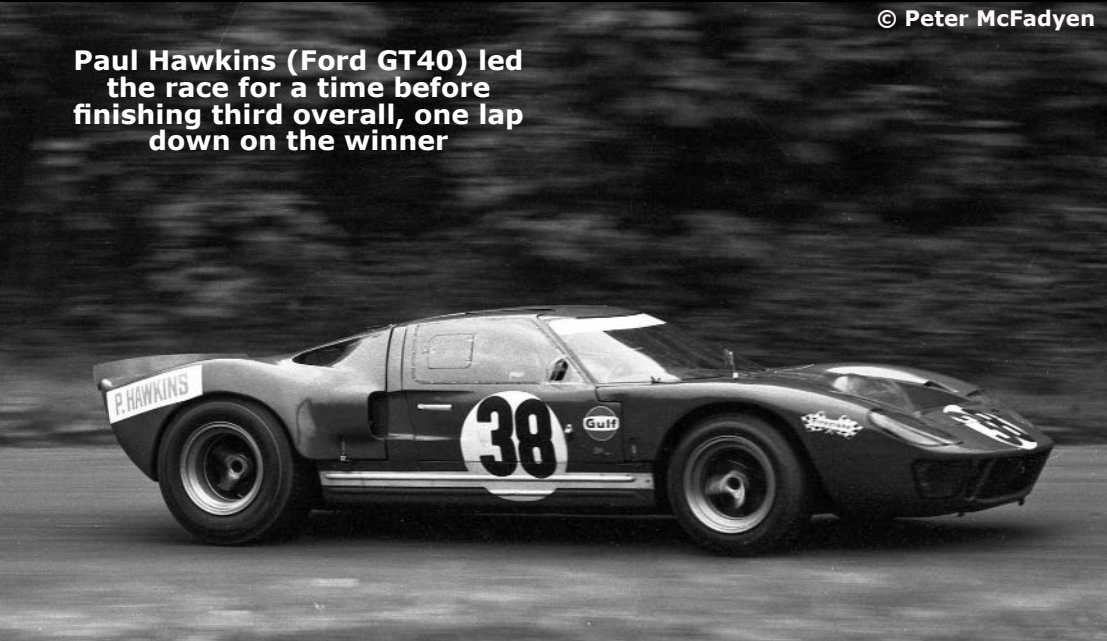


© Peter McFadyen

was initially some confusion as to whether the engine capacity limits would apply. The race was to be run over 110 laps of the Cheshire circuit, 303.6 miles in all with practice/qualifying on Saturday 1st June and the race itself

© Peter McFadyen

Paul Hawkins (Ford GT40) led the race for a time before finishing third overall, one lap down on the winner



on the bank holiday Monday. Cars were divided into under- and over-2 litre classes for both groups 4 and 6 and fastest in practice was David Attwood, fresh from finishing second in the previous weekend's Monaco Grand Prix and this time driving the Alan Mann-entered Cosworth 3-litre powered Ford F3L or P68. Swedish driver, Jo

© Peter McFadyen



The fastest 2-litre Group 6 car was Tony Dean's Ferrari Dino which finished fourth overall

Bonnier was second fastest in his yellow Lola T70, the only international entry, and completing the front row was David Piper in his green Ferrari P3/4. Paul Hawkins' lightweight Ford GT40 was on the second row with Tony Dean alongside in his Ferrari Dino, by far the fastest 2-litre car. While Denny Hulme was flying back from Indianapolis where he had just finished fourth and where British driver Mike Spence had crashed fatally during qualifying, his Lola T70, fitted with a 5.5 litre Chevrolet engine, was qualified seventh fastest by its entrant Sid Taylor.

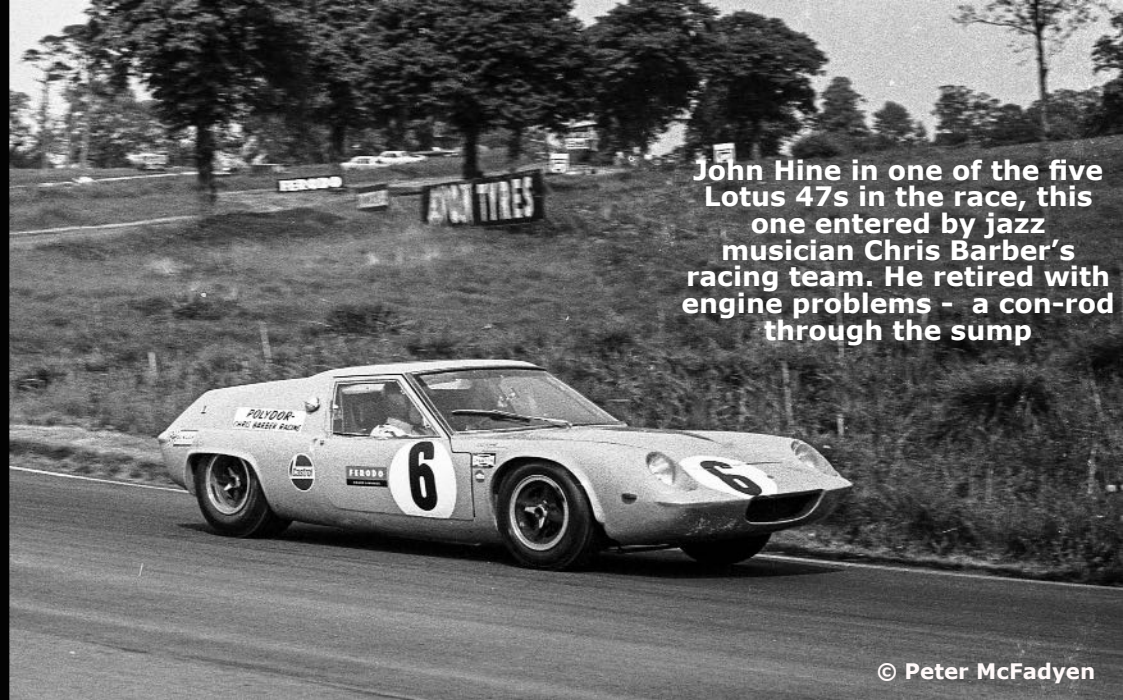


Attwood hurling the Ford F3L through Esso Bend during qualifying

Attwood went straight into the lead from the start followed by Hawkins, Dean, Bonnier and Piper and the rest but just ten laps into the race the red and gold Ford was into the pits to investigate strange handling. A lap later it was back to retire with a broken differential. Hawkins then led from

© Peter McFadyen

David Prophet's Ford GT40 goes light over the crest exiting Druids Corner



John Hine in one of the five Lotus 47s in the race, this one entered by jazz musician Chris Barber's racing team. He retired with engine problems - a con-rod through the sump

© Peter McFadyen

Bonnier but not for long as the Lola was soon to retire with a split fuel tank and by the time 25 laps had been

© Peter McFadyen

Richard Attwood (Ford F3L) takes a wide line to pass a Chevron B8 at Esso Bend



completed, reigning World Champion Hulme, having settled himself in to the Lola T70 (now with a regulation 5-litre engine), was up to second place and pursuing Hawkins for the lead. Piper's Ferrari lay third with Dean's Dino next up and well ahead in the 2-litre Group 6 class.

Piper was closing on Hawkins but, when the Ferrari made a stop for fuel and oil, Richard Attwood, whom Piper had nominated as reserve driver and who was at a loose end with the Ford having retired, took over the Italian car and soon passed Hawkins for second place. Hulme looked like

© Peter McFadyen



After a successful but no doubt exhausting weekend, Denny Hulme is about to receive the RAC Tourist Trophy for the third time

he would hold off the flying Attwood but then, with only ten of the 110 laps to go, his gearbox started to cause problems. Despite this and everything Attwood could do, the World Champion held onto his lead to win by nearly ten seconds after three hours of racing.

Hawkins finished third ahead of Dean with the 2-litre Porsche Carrera 6s of Bill Bradley, Jeff Edmonds and Jeremy Delmar-Morgan filling the next three places.

The RAC TT returned to Oulton Park the following year when Trevor Taylor (Lola T70) was the winner of a race marred by the death of Paul Hawkins and, after that, it moved to Silverstone as a round of the European Touring Car series.

VSCC Curborough Speed Trials.

VSCC Speed Championship Round 1.

2nd May 2021.

Curborough, Near Lichfield.

By Simon & Janet Wright

With additional photos by Stuart Yates and

David Goose of Motorsport Imagery.



Julian Grimwade Frazer Nash Single Seat, Curborough Trophy Winner



Busy paddock with Gerald Parker Riley Special

A lovely sunny spring day greeted the competitors as they arrived at Curborough for the first round of this years Vintage Sports Car Club (VSCC) Speed Championship. This event had to be run behind closed doors with no spectators present, due to the continuing lock-down

Edmund Burgess set the 2nd fastest time overall and won the Pre-1941 Racing Cars 1501-3000cc, taking the award for 1st in class.

© Simon Wright



restrictions in England at that time.

After morning practice runs, the competitive timed runs began after the lunch break, with all competitors allowed to have two timed runs during the afternoon. The large entry, as usual was spilt into multiple classes, with the Curborough Trophy awarded for the Fastest Time of the Day. This was won by Julian Grimwade in a 1934 3.5 litre Frazer Nash Single Seater racing car. His fastest time was 38.07 seconds which also gave him 1st in Class 16 Pre-1941 Racing Cars over 3000cc. This was 0.74 seconds faster than his nearest rival, Edmund Burgess, who was driving a 1932 2.3 litre Bugatti Type 51. His time of 38.81 gave him 1st in Class 15 for Pre-1941 Racing Cars 1501-3000cc.

The Fastest Vintage Car award went to Winston Teague in his distinctive yellow and black 1922/30 1.1 litre Wasp Single seater. His best time was 39.52 seconds also gave

Fastest Vintage car award went to Winston Teague in the Wasp single seater, as well as fastest in class 13.



© Simon Wright

him a class win with 1st in Class 13 for Pre-1941 Racing Cars up to 1100cc.

The final two overall awards went to Peter Batty for



Fastest Young driver Peter Batty 1930 Frazer Nash Super Sports

Fastest Youngest Driver at the wheel of a 1930 Frazer Nash Super Sports in 42.90 seconds and to Roger Collings in a 1903 Mercedes 60HP for the fastest Non-Aero Edwardian Car in a time of 47.80 seconds. Class 11 was won by Dougal Cawley in the 1929 GN/Ford Piglet with a time of 39.65 seconds. He was also awarded



Fastest Non-Aero Edwardian Car Ray Collings 1903 Mercedes 60HP

Dougal Cawley 1929 GN/Ford Piglet won Class 11



1st Vintage car in class. With a time of 39.66 seconds, Dr David Pryke in a 1936 Frazer Nash Shelsley took 2nd in Class 15. The iconic 1937 ERA R12C of Terry Crabb set a best time of 39.84 seconds to win Class 14 for Pre-1941 Racing



Despite this spin in practice, Terry Crabb in ERA R12C still won class 14 for Pre 1941 Racing Cars 1101-1500cc



1st Vintage Class 15 Pre 1941 Racing cars was Chris Hudson in a 1934 Bugatti T35B

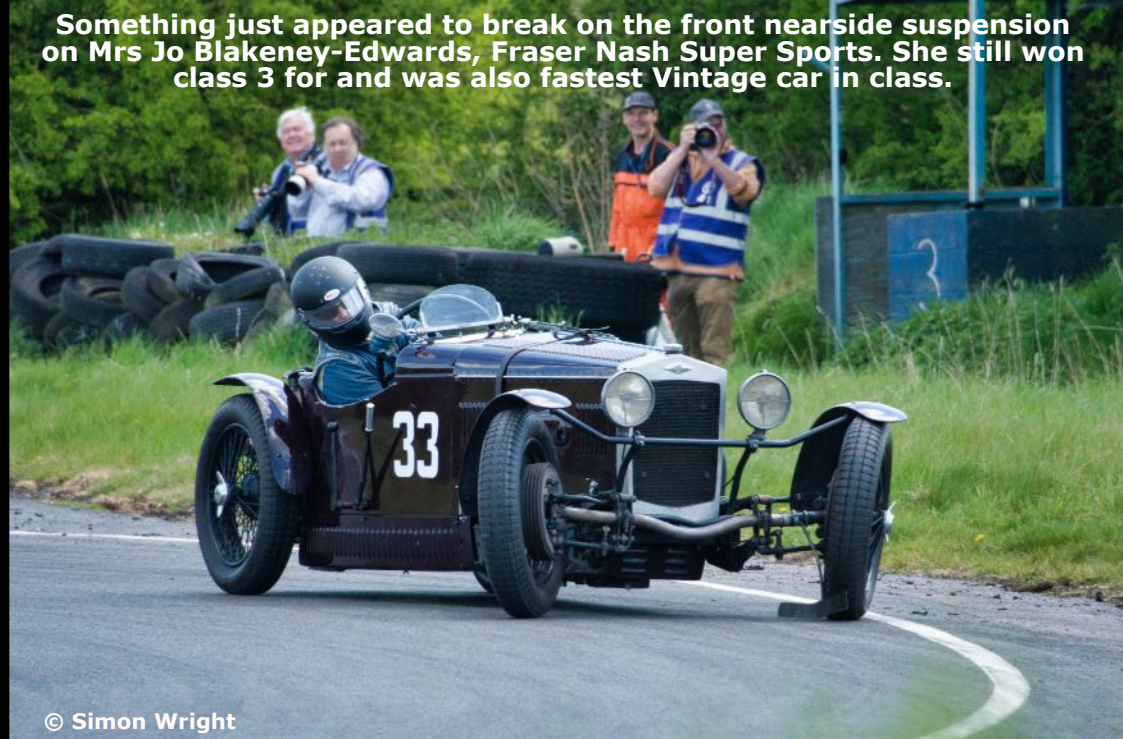
Cars 1100-1500cc. Just outside the 40 second barrier was Chris Hudson in a 1934 Bugatti T35B, who set a time of 40.26 second to collect the 1st Vintage award for Class 15 Pre-1941 racing cars. He was followed closely by Greg Lerigo in the 1932/35 Riley Special who with a time of 40.95 seconds took the class win in Class 9 Special Sports Cars and Saloon cars

1101-1500cc unsupercharged and up to 1100cc supercharged.



Head down for the finish, Greg Lerigo – Riley Special who won class 9 Special Sports and saloon cars.

Something just appeared to break on the front nearside suspension on Mrs Jo Blakeney-Edwards, Fraser Nash Super Sports. She still won class 3 for and was also fastest Vintage car in class.



© Simon Wright

Class 3 for Standard and Modified Sports Cars and Saloon cars 1101-1500cc unsupercharged and up to 1100cc supercharged was won by Mrs Jo Blakeney-Edwards in a 1929 Frazer Nash Sports with a time of 42.50 seconds, which also gave her 1st Vintage in class. Not far behind on time was Geoff Smith in the 1918 Edwardian Cars class winning Piccard-Pictet Sturtevant Aero Special with an impressive time of 42.88 seconds,

© Janet Wright



Geoff Smith Piccard-Pictet Sturtevant Aero Special won the Edwardian class



Harry Colledge – Hillegass Sprint Car



Jack Stops 1933 MG J2



1906 5.3 litre Brasier Race About of John Deveuve



David Lamb 1929 Riley Brooklands



Tim Sharp 1936 MG PB



Mary Baxter, Austin 7 Ulster Replica



Gary Clare 1928 Grannie 2nd in class 13



Crossing the finish line, Matthew Craven Austin 7



Stewart Rich 1924 GN Anzani



Christopher Tabor Riley Special won Class 10

© Janet Wright



Class 3 Handicap winner David Johnson Frazer Nash Super Sport

© Janet Wright

not bad for a car 103 years old. Moving to over forty three seconds and we had Christopher Tabor in his 1935 Riley Special take 1st in Class 10 Special Sports Cars and Saloon Cars 1501-3000cc unsupercharged and up to 2250cc supercharged with a time of 43.25 seconds. Next up and only slightly slower was Class 9 Special Sports Cars and Saloon Cars 1101-1500cc unsupercharged and up to 1100cc supercharged Handicap winner Dr David



Dr David Morley Riley Special was handicap winner in class 9

© Simon Wright

Morley. He set a best time of 43.47 seconds in his 1932 Riley Special. Just behind him on time was Class 3 Handicap winner David Johnson in a 1929 Frazer Nash Super Sports. His best time over the two runs was 43.62 seconds. The Frazer Nash Super Sports is a very popular car in vintage motorsport circles, proving successful in both sprint, hill climb, trials and racing events. A much larger car, which is also popular in vintage motorsport is the Lagonda.



Class 6 winner Nigel Hall, Lagonda LG45

Nigel Hall took the class win in his Lagonda LG45 with a best time of 44.55 seconds in Class 6 Standard and Modified Sports-Cars and Saloon Cars over 3000cc unsupercharged and over 2000cc supercharged. Class 2 for Standard and Modified Sports cars and saloon cars 751-1100cc unsupercharged and up to 750cc supercharged was won by Ian Standing in a 1929 Riley Brooklands with a time of 44.64 seconds.



Class 2 winner Ian Standing Riley Brooklands

© Janet Wright

Class 13 Pre-1941 Racing Cars up to 1100cc Handicap winner was Peter Loxston in his 1932 Austin Fiat with a time of 45.18 seconds.

© Motorsport-Imagery



Peter LOXSTON, AUSTIN FIAT won class 13

Joe Collings in a 1924 Bentley 3/ 4 1/2 litre was 1st on handicap in Class 11 for Special Sports Cars and Saloon Cars over 3000cc unsupercharged and over 2250cc supercharged with a time of 45.46 seconds. Class 5 for Standard and Modified Sports Cars and Saloon Cars 1501-



© Simon Wright

Handicap winner in class 11 was Joe Collings Bentley 3/ 4 1/2

Richard Gatley 1935 Frazer Nash/
BMW 319 Type 45 saloon



© Simon Wright

Geoffrey Ironside 1915
De Dion Bouton Curtiss



© Jnet Wright

Ms Elinor Bergman
1933 Austin 7 Special



© Simon Wright

© Motorsport-Imagery



William MARSH, AUSTIN 7 ULSTER

© Simon Wright

© Simon Wright



A smokey 1935 Riley Racing MPH of
Colin Wolstenholme took 2nd in class 9

© Simon Wright



Alistair Littlewood
- Bentley 3 Litre

© Motorsport-Imagery

© Motorsport-Imagery

Dr David Pryke 1936 Frazer Nash Shelsley
2nd in class 15



1930 Austin Maggot of Bob Drewitt



Ron Birkett, DODGE HORNSTED

Paul Wignall Alvis Silver Eagle class winner class 5



2000cc unsupercharged and up to 1500cc Supercharged was won by Paul Wignall in a 1929 Alvis Silver Eagle He set a time of 45.84 seconds. In the same class the Handicap award went to Alistair Littlewood in a 1926 Bentley 3 litre. His best time was 50.92 seconds. Taking the class win in Class 8 for Special Sports Cars and Saloon Cars up to 1100cc unsupercharged and under

On Handicap, Alistair Littlewood took the award in class 5 in his Bentley 3 litre



© Simon Wright

Class 8 winner was Kevin Morton Riley 9 Special.



© Janet Wright

750cc supercharged was Kevin Morton in a 1931 Riley 9 Special with a best time of 45.86 seconds. The 1st Vintage in the class went to David Furnell in his Austin 7 The Toy with a time of 46.98 seconds and the class handicap

© Simon Wright



1st Vintage car in class8 was David Furnell in his Austin 7 The Toy.

Handicap winner in class 8 was Benjamin Craven in his Austin 7.



winner was Benjamin Craven in an Austin 7 with a time of 47.44 seconds.

Class 1 Standard and Modified Sports Cars and saloon cars up to 750cc unsupercharged saw Stuart Rose in his 1930 Austin 7 Ulster take both 1st in class and 1st vintage in class awards with his time of 49.40 seconds



© Janet Wright

Class 1 double winner Stuart Rose Austin 7 Ulster

Class 4 winner Roy Tubby Frazer Nash TT Replica



Class 4 for Standard and Modified Sports Cars and Saloon Cars 1501-2000cc unsupercharged and up to 1500cc supercharged was won by Roy Tubby in a 1935 Frazer Nash TT Replica in a time of 49.97 seconds, while class Handicap winner Anthony Costigan in a 1938 Frazer Nash/BMW 327/80 DHC had a time of 50.13 seconds.

© Simon Wright

Class 4 handicap winner Anthony Costigan Frazer Nash/BMW 327/80



Roger Twelvetrees beat William Twelvetrees to take the handicap award in the Edwardian cars class with his time of 54.94 seconds, though William was faster round the course with a time of 49.42 seconds in the shared 1910/11 Wolseley 16/20.

Roger Twelvetrees Wolseley 16/20 Handicap winner Edwardian class.

© Motorsport-Imagery



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Mrs A. Cobb, Frazer Nash TT Replica_



© Simon Wright
Steve Allen 1936 Bentley 4 ¼ litre Special



© Simon Wright
Dennis Bingham 1935 Riley Falcon Special



George Scholey 1931 Austin Ulster

© Janet Wright



© Motorsport-Imagery
David BIRNAGE, AUSTIN 7
ULSTER SPECIAL



© Motorsport-Imagery
J.R. Black,
SUNBEAM
COUPE DE
L'AUTO



Miss India Walker Austin 7 Special

© Simon Wright



© Motorsport-Imagery

Graham Beckett – Austin 7 Sports



© Simon Wright

Noel Runnels-Moss Vauxhall 30-98 Velox

Race Meeting to Remember. Gunnar Nilsson Memorial Trophy.

3rd June 1979.
Donington Park.
By Syd Wall.





Alan Jones was head and shoulders above the opposition in the Williams FW07

with a Lotus 80 and a 79 and Williams driver Alan Jones appeared with the new FW07. Brabham had intended that Niki Lauda should represent them but his business commitments put the kybosh on that so Nelson Piquet filled in. This must have been a real treat as he got to

drive the fantastic Brabham BT46B fan car, giving it only its second and final outing. The final entry came from the team Nilsson didn't get to drive for, Arrows. With



The business end of the Brabham Fan Car

both of their drivers engaged elsewhere, the team decided to offer the drive to Rupert Keegan, a good friend of Nilsson's and a pallbearer at his funeral. The action was non-stop with a number of top quality support races, all packed into one day keeping the big 20000 crowd entertained. The Trophy was decided with a warm up lap, three flying laps and an in lap. With slowest practice time first, Rupert Keegan was first on track but he

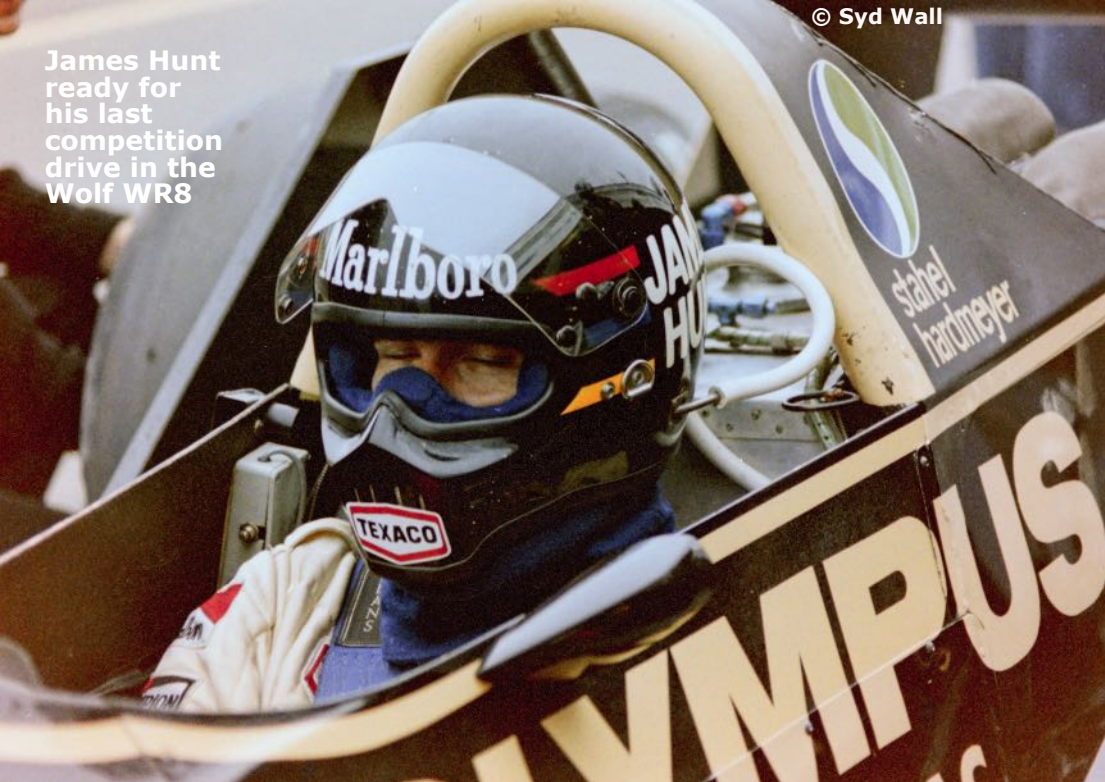


Rupert Keegan in the Arrows

© Syd Wall

must have been disappointed with his 1m 5.09s lap time, slower than the circuit record held by Brian Henton's F2 March. James Hunt had been slow in practice and was next out setting an impressive time 3.5 seconds quicker than Keegan, 1m 2.54s. Nelson Piquet's Brabham fan car required a different driving style from his usual BT46 and he wasn't sufficiently dialled in to get the best from it. 1m 3.61s left him in 4th place at the end of the day. Mario Andretti's Lotus 80 broke its suspension in the morning

James Hunt ready for his last competition drive in the Wolf WR8



© Syd Wall

following the untimely death of Ronnie Peterson after the infamous accident at Monza although Nilsson only survived for a further 5 weeks.

James Hunt was a supporter of the Foundation and became one of the prime movers behind organising a fundraising event, the Gunnar Nilsson Memorial Trophy. It was expected to be a non-championship F1 race and Tom Wheatcroft, keen to achieve a Grand Prix at his Donington circuit, offered to host the race. Ultimately, external forces meant the race became a time trial on June 3rd 1979 with just 5 entries due to clashes with other events. Although Hunt had secretly already retired from driving, his final race being the previous GP in Monaco, he was committed to driving in the event so he was entered in the Wolf WR8. Lotus World Champion Mario Andretti arrived

Gunnar Nilsson Memorial Trophy

In the mid 1970s, Gunnar Nilsson was the new star of Swedish motor sport, joining Ronnie Peterson in Formula 1. In his first season, he replaced Peterson at Lotus in 1976, becoming Mario Andretti's team mate. Despite some good results, including a win in 1978 at the Belgian GP, unreliability, non finishes and crashes blighted both seasons. Many fans thought he unfairly lost his seat at the end of 1977 as he had finished 8th and 10th in the drivers championships in his first two seasons. Ronnie Peterson jumped back into his Lotus seat for 1978 with Nilsson signing for new team, Arrows. But the Arrows drive never happened as Nilsson had been diagnosed with aggressive testicular cancer at the end of 1977 and he deteriorated rapidly. He dedicated the rest of his life to founding and running the Gunnar Nilsson Cancer Foundation. Sadly, he outlived his countryman



© Syd Wall

The world champion's Lotus 79



Jackie Stewart demonstrated the Tyrrell 006 with which he won the 1973 F1 title.
Inset : Denny Hulme shared a Cooper Climax with ex-Beatle and motor racing fan, George Harrison!



Piquet ready for action in the gorgeous Brabham BT46B



Winner Nelson Piquet leads Alan Jones and Bruno Giacomelli

and took the Lotus 79 to 1m 2.67, just a little slower than Hunt who just have been pleased with his final competitive drive. Finally, Alan Jones was imperious, faster on each lap to end up more than a second clear of Hunt on 1m 1.37s showing his form for the rest of the season and the following year. There is a story that James Hunt displayed a pit board for Jones declaring RAIN but it didn't put Jones off! The F3 race was won by Irish driver Michael Roe, another young star who didn't go as far as his talent deserved. The crowd pleasing BMW M1 Procar race was won by Nelson Piquet, no doubt finding it

easier to drive than the Brabham fan car. The other race of note was for the curious BMW County Championship. This series lasted for just two years, BMW providing twelve identical cars (all prepared by Tom Walkinshaw) based on the 323i and representing twelve different counties. The drivers didn't have to be born or based in the county their car represented as the roster included Hans Stuck, Stefan Johansson, Brian Muir and Brett Riley alongside Andy Rouse, Win Percy, Nigel Mansell, Tiff Needell & Derek Bell. The races were always full of frantic action and tended to be demolition derbies. This race was won by the young but very experienced Martin Brundle



Columbian Roberto Guerrero leads teenage Kiwi sensation Mike Thackwell, winner Michael Roe and Kenny Acheson



Perhaps the highlight of the day was the appearance of Juan Manuel Fangio oversteering the Mercedes W125 out of the chicane in the parade of historic cars from The Donington Collection.



Nigel Mansell leads David Hobbs

in his first year of track racing but a veteran since the age of 12 on grass tracks on on the Hot Rod circuit.



Franks Sytner trying hard.



Brett Riley, Stefan Johansson chase a sliding Jeff Allam



Nigel Mansell tries rallycross while Hans Stuck Jeff Allam and Stefan Johansson stick to the tarmac



Early in the BMW M1 race - Winkelhock, Stuck, Andretti and James Hunt



Mario Andretti reacquaints himself with the Lotus 79 controls after broken suspension on the 80.



The gold Warsteiner beer livery looks good on Manfred Winkelhock's M1



Rupert Keegan about to go out to practice in the Arrows



The F3 leading group - Thackwell, Roe, Guerrero, Acheson



Neil Corner also demonstrated the Mercedes W125 but in the Cooper Climax behind is George Harrison!



Piquet gives the Fan Car the once over before practice



Six BMW M1s packed up and ready to go home

Rally Retrospective. Network Q Rally of Great Britain

21st–23rd November 1999

By Simon Wright.



Local hero Richard Burns and Robert Reid won the rally in their Subaru Impreza S5 WRC 99.

Reigning champion Tommi Mäkinen and Risto Mannisenmaki ere early leaders in the Mitsubishi Lancer Evo VI before retiring. On stage 20



The Network Q Rally of Great Britain 1999 was the 14th round of the World Rally Championship and started in Cheltenham. This was in the good old days, when the Rally of Great Britain actually went round different parts of Great Britain including the Midlands, Yorkshire, the Lake District, Scotland and Wales in different years, rather than

just being Rally Wales GB as in recent years, where it stays in Wales for the majority of the event. In this period, the first day was often made up of what the drivers called Micky Mouse stages, where the rally was brought to the people with special stages at Stately Homes, racing circuits and even safari parks. In 1999 the Sunday stages took place around the Midlands of England, with stages at Cheltenham, Cornbury,

Blenheim and a popular public stage at Silverstone, the home to the British Grand Prix. The circuit was able to have two separate stages, including part of the Grand Prix circuit. It also housed a service area for the cars to be worked on by the mechanics and a 'new' Super Special stage' where two cars went round two side by side circuits, including a built-in jump. This allowed the fans to see two drivers go head to head against each other, with the finishing lines next to each other, so it was obvious which driver crossed the line first.

After the Midland stages, the rally returned for the first overnight halt at Cheltenham, then the next two days were spent in Wales. The rally had attracted a top class entry of 160 cars, including reigning, three times, World Champion Tommi Mäkinen in a Mitsubishi Lancer EVO XI, Carlos Sainz and Didier Auriol driving Toyota Corolla WRC, Juha Kankkunen and Richard Burns driving the Subaru Impreza SS WRC and the other Great British hope, Colin McRae in a Ford Focus RS WRC '99.

The early leader was Tommi Mäkinen in the Mitsubishi and Marcus Gronholm in a Peugeot 206 WRC who tied on



Marcus Gronholm and Timo Rautiainen Peugeot 206 WRC were quick from the start but retired on stage 19

the first stage. The second, third and fourth stages saw Kankkunen fastest in the Subaru and into the lead of the rally. The fifth stage saw Gronholm in the Peugeot 206 fastest, while Burns in the Subaru took stage six and Mäkinen stage seven while Kankkunen maintained his overall rally lead. Stages eight, nine and ten all went to Burns, which moved him in to the overall lead of the rally. Gronholm took stage eleven, while



© Simon Wright

Henning Solberg & Runar Pedersen Ford Escort WRC retired stage 10 - Oil sump.



18th Martin Rowe & Derek Ringer Renault Mégane Maxi

© Simon Wright



Manfred Stohl & Peter Müller Mitsubishi Lancer Evo VI retired stage 11 - accident.

© Simon Wright



David Higgins & Chris Wood Subaru Impreza WRX retired with mechanical problems on stage 19

© Simon Wright



Janusz Kulig & Jaroslaw Baran Ford Escort WRC retired stage 14 - Accident.

© Simon Wright



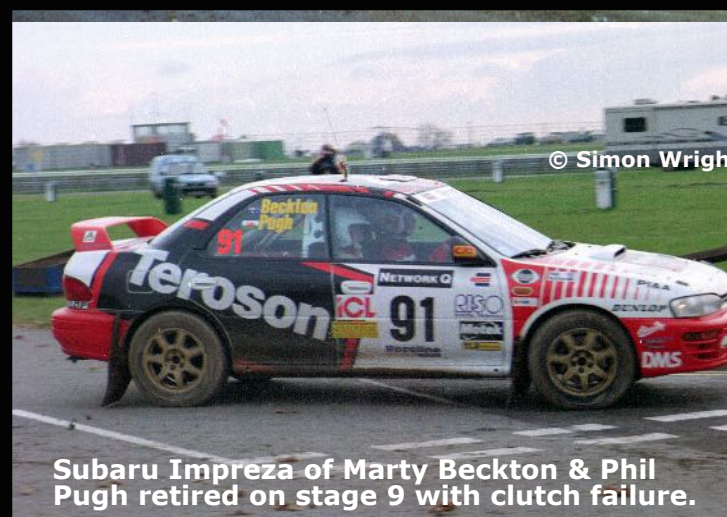
Kevin Furber & Mark Andrews Peugeot 106 Gti were 37th and 2nd in class

© Simon Wright



© Simon Wright

Armin Schwarz & Manfred Hiemer Škoda Octavia WRC Retired stage 19 - Lost wheel.



© Simon Wright

Subaru Impreza of Marty Beckton & Phil Pugh retired on stage 9 with clutch failure.



© Simon Wright

Peter Littler & Neil Dashfield Ford Escort RS Cosworth retired with alternator problems on stage 9

Juha Kankkunen and Juha Repo held the early lead but eventually finished 2nd in the Subaru Impreza S5 WRC 99



© Simon Wright

Finishing in 3rd place was the SEAT Cordoba WRC Evo2 of Harri Rovonpera and Risto Pietilainen



© Simon Wright

Burns took twelve, thirteen and fourteen, opening up a thirty-two-second lead in the rally. Stage fifteen saw Kankkunen win the stage and close the gap to Burns by two seconds. Stage sixteen saw Carlos Sainz fastest in the Toyota, while Burns managed to slightly increase his lead. Burns then showed he meant business, taking fastest times on stages' seventeen, eighteen, nineteen

and twenty to increase his rally lead to over two minutes from team mate Kankkunen. But Kankkunen wasn't finished yet and took twenty seconds off Burns on the penultimate stage. Burns was not going to give up a home victory though and stormed the last stage at Margam,

Carlos Sainz and Luis Moya set fastest time on stage 16 in the Toyota Corolla WRC before retiring on stage 21.



© Simon Wright

Taking an excellent 4th place was the Skoda Octavia WRC of Bruno Thiry and Stéphane Prévot



© Simon Wright



Freddy Loix & Sven Smeets finished 5th in the Mitsubishi Carisma GT Evo

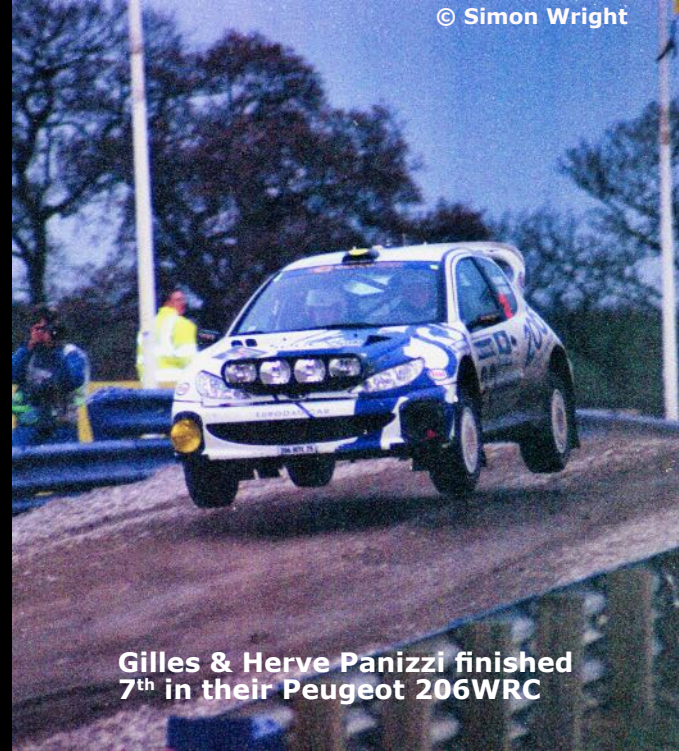
beating Kankkunen on the stage by over five seconds. This ensured the local hero his home victory. The final results show that Richard Burns and Robert Reid in their Subaru Impreza S5 WRC 99 won by 1 minute 47.3 seconds. Making it a Subaru 1-2 was Juha Kankkunen and Juha Repo who finished 2nd in their Subaru Impreza

First Focus home was 6th placed Thomas Radstrom & Gunnar Barth in the Ford Focus RS WRC 99



© Simon Wright

S5 WRC 99. In 3rd place was Harri Rovanpera and Risto Pietilainen in a SEAT Cordoba WRC Evo2, a further three minutes behind. In 4th place was the Skoda Octavia WRC of Bruno Thiry and Stephane Prevot, followed in 5th by Freddy Loix and Sven Smeets in a Mitsubishi Carisma GT Evo. Rounding out the top six was Thomas Radstrom and Gunnar Barth in a Ford Focus RS WRC '99. In 7th place was the Peugeot 206 WRC of Gilles and Herve Panizzi. Marko Martin and Toomas Kitsing were 8th in a Toyota Corolla WRC and Petter Solberg and Phil Mills took 9th in a Ford Focus RS WRC '99. The top ten was



Gilles & Herve Panizzi finished 7th in their Peugeot 206WRC

© Simon Wright



8th place went to Markko Martin and Toomas Kitsing in their Toyota Corolla WRC

Petter Solberg and Phil Mills brought the Ford Focus RS WRC '99 home in 9th



© Simon Wright

completed by Matthias Kahie and Dieter Schneppenheim in a Toyota Corolla WRC. The class winners were 12th placed Luis Asensio Climent and Alex Romani in a Subaru Impreza S5 WRC '98, 15th placed Mark Higgins and Bryan Thomas in a Volkswagen Golf IV Kit Car, 22nd placed Ramon Ferreyros and Gonzalo Saenz in a Mitsubishi Lancer Evo V plus Mats Andersson and Claire Mole in a Proton Compact in 32nd

Matthias Kahie & Dieter Schneppenheim were 10th in the Toyota Corolla WRC



© Simon Wright

The class winning Subaru Impreza S5 WRC '98 of Luis Asensio Climent and Alex Romani were 12th



© Simon Wright

place. The final class winners were Gethin Jones and Kevin Devine in a 51st placed Daewoo Lanos SX in 51st place plus Andreas Mansfield and Marc de Long in a Honda Integra Type -R DC2 in 55th place. The A5 class was won by Tim Miller and Peter Moss in a Nissan Micra Kit Car and the N1 class saw Les Allfrey and Richard Pomfret in a Peugeot 106 Rally.



© Simon Wright

British crew Mark Higgins & Bryan Thomas in a VW Golf IV Kit car won their class in 15th position.

Ioannis Papadimitriou & Konstantinos Stefanis Subaru Impreza S5 WRC '98 retired stage 14 due to accident.



© Simon Wright

Heikki Salmen & Kari Hytonen Mercedes Benz C220 finished 59th.



© Simon Wright

Marcus Dodd & John Bennie Ford Escort WRC retired on stage 14 - suspension.



© Simon Wright

Grand Prix driver Martin Brundle & Arne Hertz retired the Toyota Corolla WRC on stage 14 - Accident



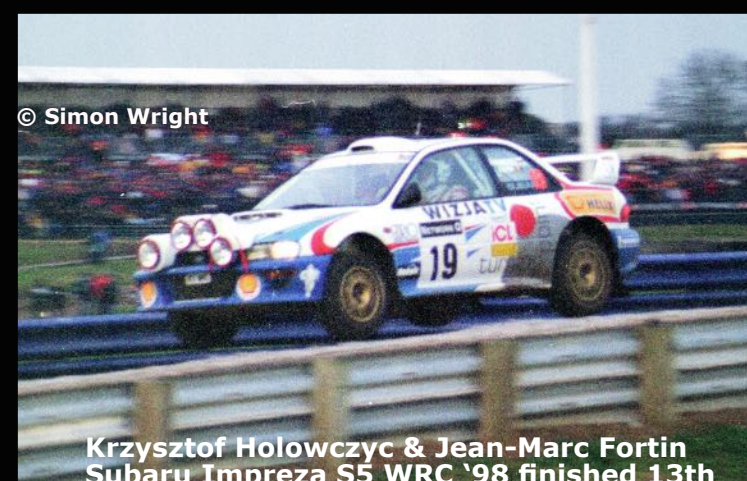
© Simon Wright

© Simon Wright



25th Kenneth Eriksson & Staffan Parmander Hyundai Coupé Kit Car Evo2

© Simon Wright

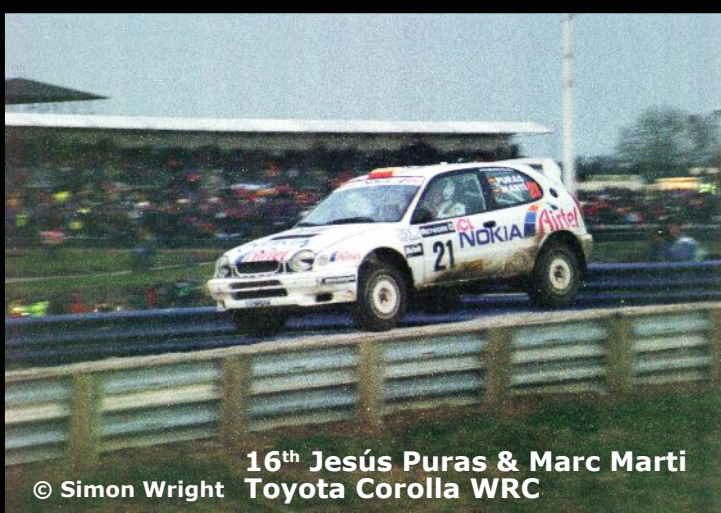


Krzysztof Holowczyc & Jean-Marc Fortin Subaru Impreza S5 WRC '98 finished 13th

© Simon Wright



Tapio Laukkanen & Kaj Lindstrom Renault Megane Maxi retired stage 19 - fuel pump



© Simon Wright

16th Jesús Puras & Marc Marti Toyota Corolla WRC

Louise Goodman & Maurice Hamilton Ford Ka finished 82nd.



© Simon Wright

Gethin Jones and Kevin Devine won their class in the Daewoo Lanos SX, finishing 51st.



© Simon Wright

Of the other leading entries, Tommi Mäkinen and Risto Mannisenmaki retired the Mitsubishi Lancer Evo VI on special stage 20 with engine problems. Carlos Sainz and Luis Moya retired the Toyota Corolla WRC on stage 21 with suspension problems, with his teammate Didier Auriol and Denis Giraudet retiring their Toyota Corolla WRC on the very next stage, 22, also with suspension problems. The local drivers didn't fare much better, with Colin McRae and Nicky Grist retiring their Ford Focus RS WRC '99 on stage 15 due to an accident

and his brother Alister McRae and David Senior retired their Hyundai Coupé Kit car Evo 2 on stage 11 due to an accident.

Gwyndaf Evans and Howard Davies retired the SEAT Cordoba WRC Evo2 on stage 16 with engine problems.



© Simon Wright



Although Silverstone was only the 3rd stage of the rally, the Ford Focus RS WRC '99 of Colin McRae and Nicky Grist was already showing major damage to the drivers' door. They retired on Special Stage 15

© Simon Wright

Colin's younger brother Alister McRae with David Senior also retired their Hyundai Coupé Kit Car Evo 2 after an accident on stage 11



© Simon Wright

Francois Delecour & Daniel Grataloup
Peugeot 206
WRC retired on stage 22 -
Gearbox

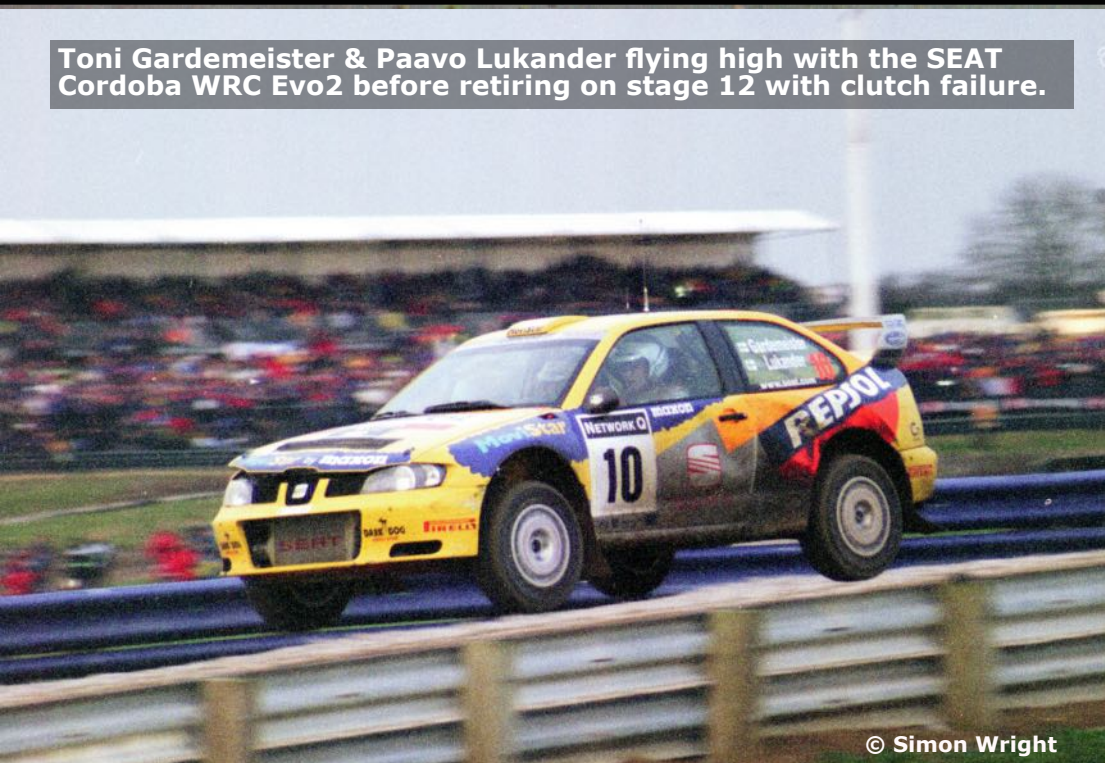


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Jarmo Kytölehto & Arto Kapanen
Vauxhall Astra Kit Car 19th.



Toni Gardemeister & Paavo Lukander flying high with the SEAT Cordoba WRC Evo2 before retiring on stage 12 with clutch failure.



© Simon Wright



© Simon Wright

June 2021 Abdullah Bakhshab & Michael Park - Toyota Corolla WRC 89 showing some sign of damage. Retired on stage 14 due to accident.

Photo Gallery. Donington Historic Festival

Donington Park
1st-2nd May 2021
By Peter McFadyen.



Oliver Bryant 1965 GT40 –
retired from the Amon Cup race.

Jaguar Classic Challenge for Pre-66 Jaguars



Ian Simmonds leading a group through Robert's Chicane



German driver Marcus Oeynhausen-Sierstorpff overshoots the chicane



© Peter McFadyen

Jonathon Hughes, 4th overall Jaguar Classic Challenge for Pre-66 Jaguars



The gravel-strewn track towards the end of the race, Jon Minshaw, leading the group, finished second in class and ninth overall

© Peter McFadyen



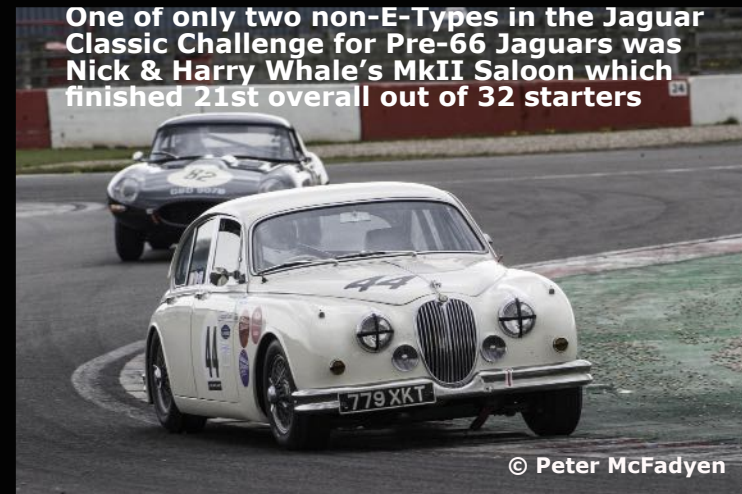
Mark Gordon and Mark Russell at Craner Curves during qualifying

© Peter McFadyen



Gary Pearson Jaguar E-Type, winner of the Jaguar Classic Challenge for Pre-66 Jaguars

© Peter McFadyen



One of only two non-E-Types in the Jaguar Classic Challenge for Pre-66 Jaguars was Nick & Harry Whale's MkII Saloon which finished 21st overall out of 32 starters

© Peter McFadyen

Historic Grand Prix Cars Association

© Peter McFadyen



Will Nuthall won both HGPCA races for Pre-66 Grand Prix cars in his Cooper T53

© Peter McFadyen



Klaus Lehr's was one of three Maserati 250Fs in the race

Amon Cup for GT40s



© Peter McFadyen

Miles Griffiths/Gordon Shedden GT40 winner of the Amon Cup race

June 2021



© Peter McFadyen

Tarek Mahmoud/Nigel Greensall 1965 GT40 – 4th Amon Cup

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FJHRA/HSCC 'Silverline Formula Junior



The Formula Junior field wait for the lights to go out to start Sunday's racing programme

© Peter McFadyen



© Peter McFadyen



© Peter McFadyen

Richard Bradley (Brabham BT2) was the clear winner of the third Formula Junior race of the weekend



© Peter McFadyen

Ray Mallock (U2 Mk2) and Chris Drake (Terrier Mk4, car 33) fought all the way for the lead of the Formula Junior (1958-60) race on Saturday, Drake winning by a whisker

Drake and Mallock pass the pits

'Mad Jack for Pre-War Sports Cars

© Peter McFadyen



© Peter McFadyen
Bentleys of Jock Mackinnon and event organiser Duncan Wiltshire dicing through the chicane



© Peter McFadyen
Start of the pre-war sports cars race with Justin Maeers (GN Parker) and Tom Waterfield (Frazer Nash) leading away



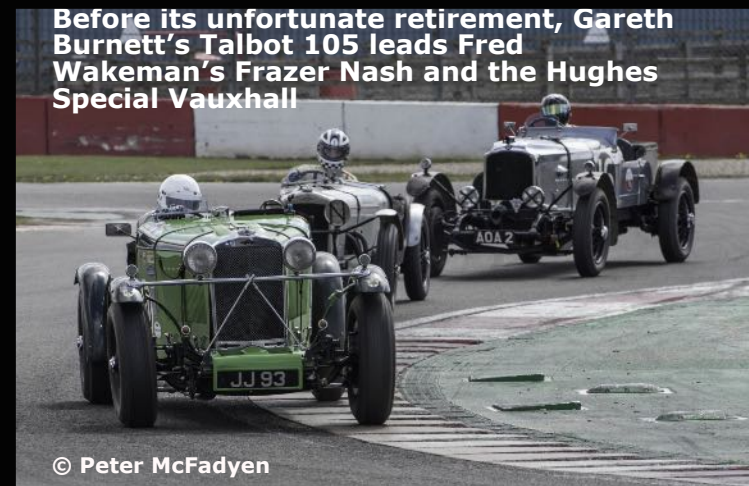
Gareth Burnett's Talbot 105 was in the leading group of cars before it retired



© Peter McFadyen
The 30/98 Vauxhall 'Hughes Special' driven by Gregor Fiskien and Christoff
Cowens to 11thplace overall and 4th in class



Winners of the pre-war sports car race were Ben (seen here) and Justin Maeers in the 6.1 litre GN Parker



Before its unfortunate retirement, Gareth Burnett's Talbot 105 leads Fred Wakeman's Frazer Nash and the Hughes Special Vauxhall



© Peter McFadyen
The Ewen Getley / Robin Tuluie Bentley leads the similar cars of Duncan Wiltshire and two others through the chicane



William and George Elbourn's Bentley charges through the grave as Edward Bradley hurries to get his Aston Martin Ulster out of the way in time



Ten Bentleys were entered for the pre-war sports cars race (nine started)

RAC Woodcote Trophy & Stirling Moss Trophy for Pre-61 Sportscars



© Peter McFadyen

The field in the combined Woodcote Cup and Stirling Moss Cup stream into Redgate at the start of the 1-hour race



Battle for the lead was close throughout between the Tojeiro Jaguar of James Cottingham/Oliver Bryant and the Lister Jaguar of Rob Smith and Chris Ward

© Peter McFadyen



The Austin Healey of Kerry Wilson/Marek Reighman spins in front of David Cottingham's Ferrari 500TRC

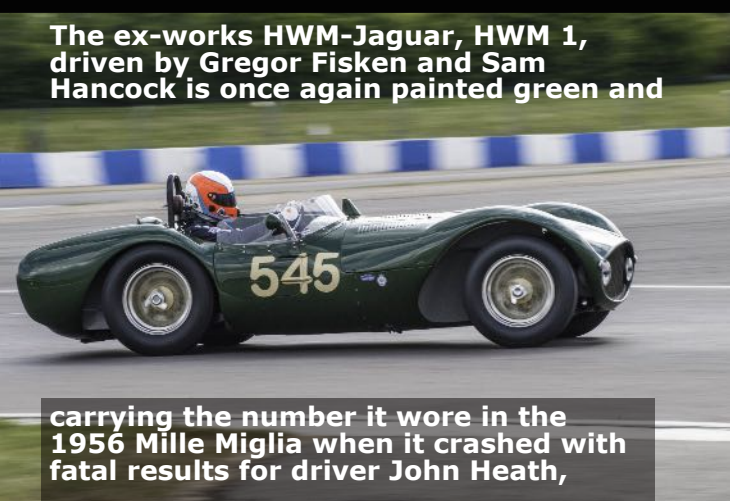
© Peter McFadyen



Rudiger Friedrichs (Jaguar C-Type), Benjamin Eastick (Jaguar D-Type), Robi Bernberg (Cooper T39) and the Lotus Mk X of

Malcolm Paul and Rick Bourne

© Peter McFadyen



The ex-works HWM-Jaguar, HWM 1, driven by Gregor Fisker and Sam Hancock is once again painted green and

carrying the number it wore in the 1956 Mille Miglia when it crashed with fatal results for driver John Heath,

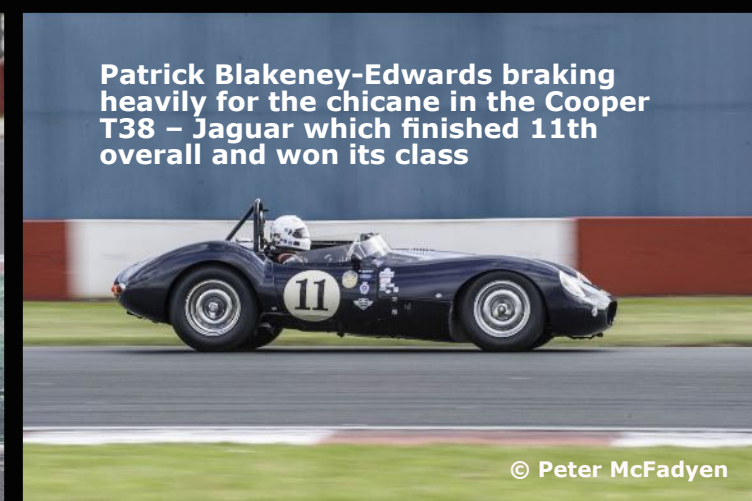
© Peter McFadyen



Robi Bernberg (Cooper T39) and the Lotus MkX of Malcolm Paul and Rick Bourne lead

© Peter McFadyen

the Lola Mk 1 of Sir John Chisholm and Sam Wilson and the Cooper T39 of John Clark/Gordon Mutch



Patrick Blakeney-Edwards braking heavily for the chicane in the Cooper T38 – Jaguar which finished 11th overall and won its class

© Peter McFadyen

RAC Pall Mall Cup for Pre-66 GT, Sports Racing and Touring Cars.



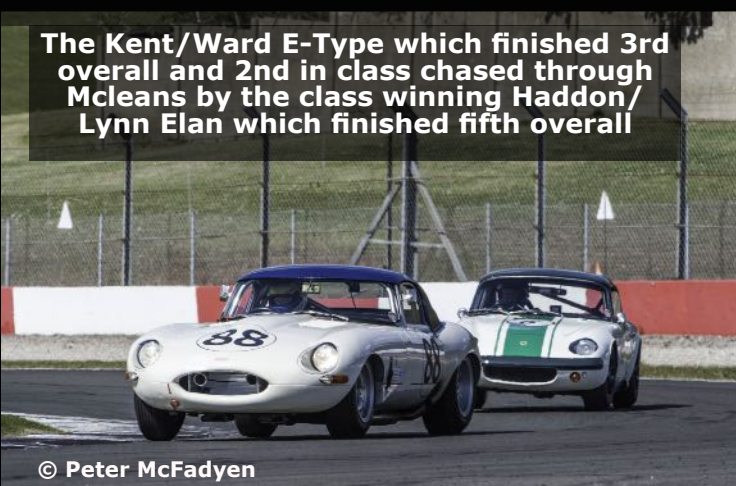
The Aston Martin DP214 was classified 45th in the 3-hour Pall Mall Trophy race for pre-66 sports and GT cars © Peter McFadyen



Coming to meet the photographer at Mcleans is the Neil McFadden/Ben Mitchell Lister Jaguar © Peter McFadyen



Roger Wills and ex-BTCC driver Tim Harvey won the Pall Mall Trophy race in this Lotus 15 © Peter McFadyen



The Kent/Ward E-Type which finished 3rd overall and 2nd in class chased through Mcleans by the class winning Haddon/Lynn Elan which finished fifth overall © Peter McFadyen



Second overall in the Pall Mall Trophy race was the Shelby Daytona Cobra Coupé of Roy Alderslade and another ex-BTCC driver Andrew Jordan © Peter McFadyen

Historic Touring Car Challenge (HTCC/Tony Dron Trophy/STCC/U2TC)



The Fred Wakeman/Patrick Blakeney-Edwards BMW CSL in the Historic Touring Car Challenge race © Peter McFadyen



A welcome variation of the usual white/green uniform worn by most Lotus Cortinas – the Mark Burton/Graham Pattle car © Peter McFadyen



The Adrian Wilmott/Mark Farmer Ford GA Capri finished third overall and won 96 its class © Peter McFadyen