

# Classic and Competition Car

Founded 2010

Neil Howard Stages  
Oulton Park



Prescott Italia



Motorsport Festival  
Mallory Park



Super Scramble  
Bicester Heritage



HSCC International Trophy, Silverstone

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Front Cover:  
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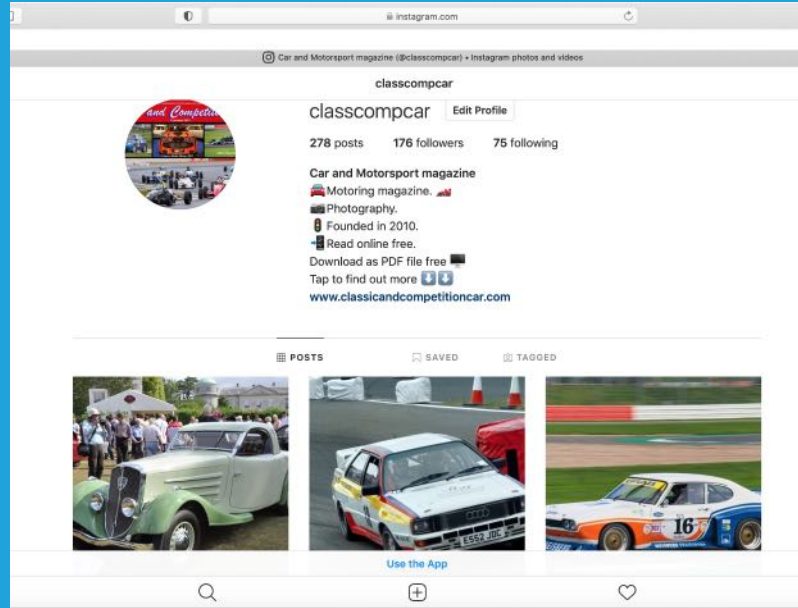
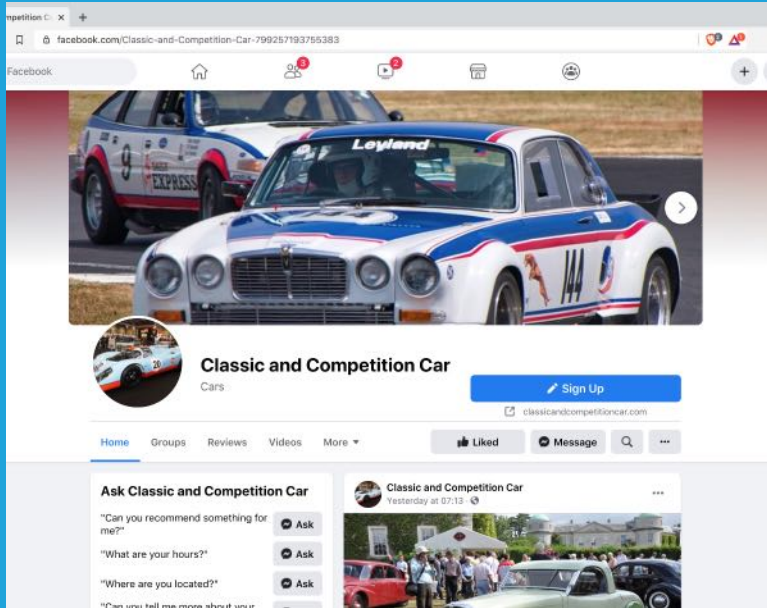
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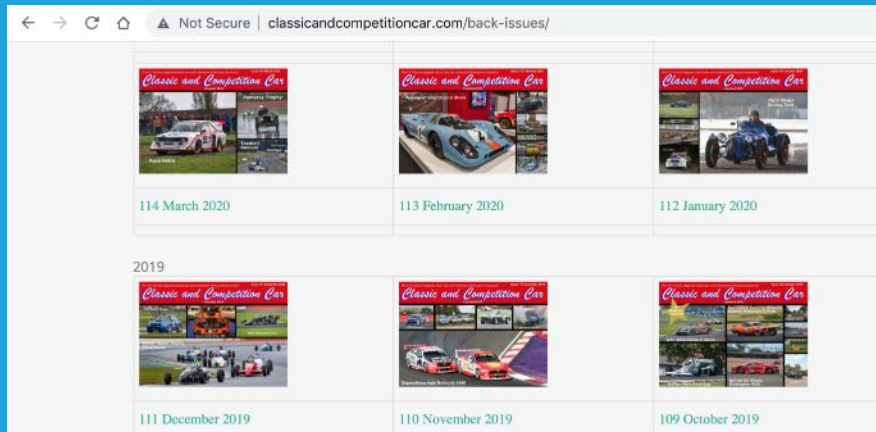
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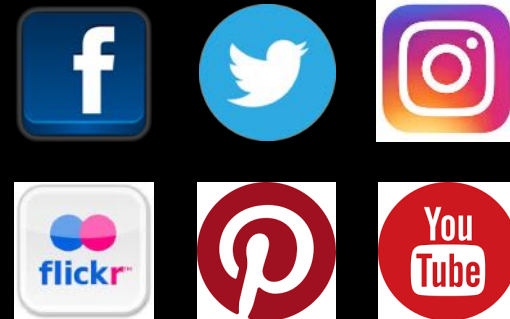
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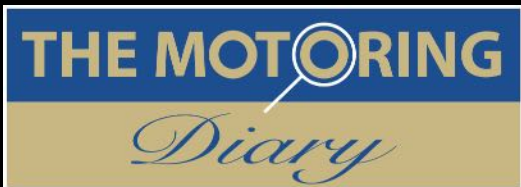
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# Photo of the month

By Simon Wright



Tony Sinclair Lola T292 leads Andy Storer Chevron B52, Dean Forward McLaren M8F, Michael Lyons Pontiac Trans Am and Jamie Thwaites Chevron B19. HSCC Thundersports, Silverstone HSCC International Trophy meeting.



## Porsche set new Nürburgring record.

A new lap record for road-approved production cars has been set by a Porsche 911 GT2 RS on the 12.9 miles (20.8kms) Nürburgring Nordschleife. The car was fitted with a Manthey Performance Kit, which was developed in close collaboration between the Porsche engineers in Weissach and the Manthey Nordschleife specialists in Meuspath. The time of 6 minutes 43.300 seconds was set on 14<sup>th</sup> June by Porsche development engineer Lars Kern at the wheel of the 690 bhp 911 GT2 RS. The car was fitted with road-legal Michelin Pilot Sport Cup 2 R tyres. He beat the previous record by 4.747 seconds, with an average speed of 115.5 mph (185.87 km/h). The Manthey Performance Kit from Porsche Tequipment consists of chassis, aerodynamic and brake components specially developed for the 911 GT2 RS. It also includes the light magnesium alloy wheels of the Weissach package. The individual components of the performance kit are precisely matched to one another and only become fully

effective when they are installed together, so at the moment the kit is only available as a whole package.

The most obvious changes relate to the aerodynamic components, with additional flaps on the front spoiler, which increase downforce on the front axle from 49 to 70 kilograms at 124 mph, while the rear load increases from 93 to 200 kg at the same speed. The new rear spoiler, modified diffuser and aero discs on the rear wheels also help with the downforce. The track-optimised coil over suspension benefits from many years of motorsport experience. The front shock absorbers can be adjusted to three different settings, while the rear have four settings. Special racing brake pads have been developed to use with the ceramic brake system to help reduce brake fade while also improving responsiveness and control precision. Steel encased brake lines ensure even more direct pedal feedback. The magnesium wheels are 20 inch diameter on the front and 21 inch at the rear, and offer a weight saving of 11.4 kg. They are available in Brilliant Silver, Black, Aurum, White Gold metallic and Platinum.

The Manthey Performance Kit by Porsche Tequipment is now available to order from Porsche Centres in Europe, with availability in the UK to follow at a later date.





**DAF 66 YA 0.4 ton Utility.** By Pete Austin.

Although not as glamorous as the Aston Martin Zagato Shooting Brake that appeared at the Gaydon Gathering in May this 'rarity' made an appearance at the June event. I say rare as the owner informed me that he thought there were only four examples of the DAF 66 YA 0.4 ton Utility in this country. They were built throughout the 1970s for service in the Netherlands Army. Built by the Dutch manufacturer DAF, power is supplied by a 4

cylinder petrol engine rated at 47 hp. The vehicle is rear wheel drive using the unique variomatic transmission developed by this Eindhoven company.



© Pete Austin

**Breaking News Breaking News Breaking News**

**Coventry Motofest**

As we closed for press, the organisers of Coventry MotoFest have announced that the Motorsport and Performance Weekend has been cancelled. Festival Director James Noble has said "It's with great reluctance we have to announce the cancellation of the Motorsport and Performance Weekend. It's a decision that we have worked incredibly hard to avoid having to make but the logistical challenges in finding suitable sites this year to host dynamic motorsport displays has proved too much. While we will have no Ring Road Sprint Circuit or Drift Arena in 2021, both will return bigger and better in 2022! We have plans to substantially expand both of these key elements of the 2022 festival programme."

The other 3 weekends should still continue as planned. More information at [www.coventrymotofest.com](http://www.coventrymotofest.com)

© Simon Wright



Racing truck demo at MotoFest 2016 on the Ringroad circuit.



### **Battista Hyper GT sustainable luxury.**

Automobil Pininfarina are attending this years Goodwood Festival of Speed for the first time with the pure electric Battista Hyper GT which is making its event debut. The hand-built Battista is the result of more than 90 years of iconic Italian design heritage from Automobili Pininfarina. They will take centre stage at Goodwood's Electric Avenue exhibition space.





Skoda develop fully electric rally car.

Skoda technicians partner with Skoda Austria, Kreisel Electric and Baumschlager Rallye & Racing in this innovative project.

Based on the Skoda Fabia Rally2 evo, the Lithium-ion battery powered concept car, the Skoda RE-X1 Kreisel. Skoda Motorsport have developed a bespoke chassis for the 860 volt electric power unit, which delivers 260kW of power and 600 Nm of torque.

The car has been successfully homologated by the Austrian Motorsport Federation AMF (OAMTC) and is ready to compete regularly in the Austrian Rally Championship, and should make its debut this month. Kreisel Electric are the supplier of the mandatory hybrid technology of the generation 2022 World Rally Cars for the FIA World Rally Championship (WRC). They looked for a partner company to develop a fully electric rally car and Skoda Motorsport saw an interesting opportunity. With 400 cars sold and numerous rally victories and title

wins worldwide, the Skoda Fabia is the most successful car of its category.

The Kreisel Electric engineered e-motor delivers a peak power of 260kW and a maximum torque of 600 Nm. In comparison, the Skoda Fabia Rally2 evo 1.6 litre turbo petrol, engine produces 214 kW of power and 425Nm of torque. The new electric car is based on the Skoda Fabia Rally2 evo car with modifications. The suspension has been modified to implement the battery in to the car, which also required a major modification to the body-shell floor. The high performance lithium-ion battery has a capacity of 52.5 kWh. It is mounted as low as possible in the chassis and is liquid cooled by Shell E-Fluids.

Skoda Motorsport supported Kreisel Electric during the homologation process for the Skoda RE-X1 Kreisel's body-shell. Skoda will also provide further know-how and technical assistance during the on-going development process run by long-time customer Baumschlager Ralle & Racing.





# The Marshals Post.

We pay tribute to the many volunteer Marshals who attend motorsport events all year long in rain or shine. Without them, our motorsport could not take place. If you want to get closer to the action and be involved with motorsport then become a Marshal. Get more information from the British Motorsport Marshals Club web site at <https://www.marshals.co.uk>.



The Marshal team at becketts recover the F5000 Surtees TS11 of Perry Tubb during practice at the HSCC International Trophy meeting 021



The Marshals at Club corner lay cement dust on an oil trail during the HSCC International trophy meeting at Silverstone 2021



The Marshals at Gerrards, Mallory Park, help recover a Ginetta G4 at the Classic and Modern Motoring Festival 2021



Flag Marshals are vitally important during a race to relay information quickly to the drivers about incidents during the race. Classic and Modern Motorsport Festival 2021, Mallory park.

© Simon Wright

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# Prescott Italia 2021

Prescott Hill Climb.

Saturday 30<sup>th</sup> May 2021.

By Simon & Janet Wright

with additional photos by Peter McFadyen.





Prescott Italia took place at a sunny Prescott, but behind closed doors, with no spectators. This at least allowed the owners to be able to look around the

paddock, socially distanced and following Government restriction regulations.

Most of the owners of the Italian cars had signed up to drive up the famous Prescott Hill Climb course. These were not competitive or timed runs, but allowed the drivers to have a little bit of fun in their cars off the public high-

way. The event had been running smoothly until just before the lunch break when an unfortunate Ferrari owner had a slight accident. He slid off the road at the uphill pardon hairpin, and although reported not to be travelling very fast, managed to mount the tyre wall. The Ferrari was stuck with its nose on top of the tyre wall and barrier. This presented problems on how to remove it without causing further damage. After about an hour, the organisers announced that no more runs could take place up the hill due to the damage to the barrier. At this point, the only option was to enjoy the sunshine in the paddock. The selection of Italian cars attending this years Prescott Italia was a good cross section representing most Italian motor manufacturers.



© Peter McFadyen



© Janet Wright

Alfa Romeo were well represented with a trio of the SZ models nicely grouped in the paddock. The Alfa Romeo SZ or Sprint Zagato was a high performance limited production sports car produced between 1989 and 1991. First revealed at the 1989 Geneva Motor Show as a Zagato prototype. The 2 door coupe uses a convention front engine, rear wheel drive layout. Mechanically it was



Alfa Romeo SZ

based on the Alfa Romeo 75 and is powered by a 3 litre V6 engine producing 207 hp, connected to a 5-speed manual transmission system. It could accelerate from 0-62 mph in 7 seconds and has a top speed of 152 mph. The model was designed by in-house (Not Zagato) after Fiat took over the company in 1986. The cars were assembled by Zagato.

The Alfa Romeo Montreal is a stunning looking car from



Alfa Romeo Alfasud

the 1970s. The Alfasud was a very popular hatchback in the 1970s and the Alfasud sprint, which was later just called the Alfa Romeo Sprint, was a longer version. The



© Simon Wright

Alfa Romeo Sprint Veloce

Sprint was produced from 1976 to 1989, during which time over 116,500 were built. They started with the 1.2 litre boxer 4 cylinder engine, but this was increased to 1.3, 1.5 and 1.7 litres

during its lifetime. The 1.3 litre engine developed 78 hp and the 1.5 litre increased it to 84 hp. The sprint retained the front engine, front wheel drive configuration of the Alfasud. The 1.7 developed 116 hp.



© Simon Wright



© Peter McFadyen



The main Alfa Romeo model from the 1960 was the Giulia and Giulia GTA, which proved very successful in motorsport during that period, in both saloon and sports car racing. The GTA 2 door coupe was classified as a sports car and was built between 1965 and 1969.

© Janet Wright



Of the latest generation, the Giulietta is the latest saloon while the 4C is a superb sports model in coupe and spider versions. It has a 1.7 litre turbocharged 4 cylinder engine producing around 235 bhp. It can accelerate from 0-62 mph in 4.5 seconds with a top speed of 160 mph.

© Simon Wright





© Simon Wright

Alfa Romeo Alfetta



© Janet Wright

Alfa Romeo 4C



© Janet Wright

Alfa Romeo Spider



© Simon Wright



Alfa Romeo Alfasud

© Simon Wright



© Peter McFadyen



© Simon Wright

Alfa Romeo Giulietta Spider



© Simon Wright



© Janet Wright

Alfa Romeo Spider



Autopianchi was probably the most obscure Italian manufacturer represented. Autopianchi was founded in 1955 by Bianchi, Pirelli and Fiat. The company ceased in 1995 and had produced only a handful of models during that period. Their most famous model was the Autopianchi A112, a small hatchback car released in 1969. It was very popular in Italy for racing. Autopianchi cars were priced higher than Fiat models of a similar size and Fiat used the brand to test innovative concepts such as fibreglass bodies and front wheel drive. The company was subsequently purchased by Fiat and integrated into the Lancia operation.

This is a 1967 500cc Autopianchi Bianchina Panoramica station wagon. The original Bianchina was launched in 1957 and based on the Fiat 500. The two cylinder air-cooled engine is located at the rear, driving the rear wheels. The 499cc engine produces 17.5 bhp. Between 1965 and 1969 over 85,000 were produced.



Ferrari, the Italian Stallion, the Prancing Horse, probably the most famous Italian car brand in the World. There were a few of the luxury sports cars at Prescott along with a few of the front engined Grand Tourers. Probably the oldest model was a 1971 Ferrari Daytona, officially known



as the Ferrari 365 GTB/4. A front engined two seater Grand Tourer which was produced from 1968 to 1973. The blue example at Prescott was one of the Spyder versions. Powered by a 4.4 litre V12 with 6 double barrel 40 DCN/20 Webber carburetors, it produces 347 hp and 318 lb/ft torque. It has a top speed of 174 mph and can accelerate from 0-60 mph in 5.4 seconds. The 5-speed manual transmission was mounted at the rear for optimal weight distribution.







Ferrari 550 Maranello



Ferrari 330 GT 2+2



Ferrari 550 Maranello



Ferrari 400



Ferrari 488 GTB



2015 Ferrari 458 Speciale



2001 Ferrari 550 GTZ Barchetta



2003 Ferrari 360

Fiat are Italian motoring. We should probably have put all the other manufacturers pictures here, apart from Lamborghini, as they are all owned by the Fiat. The Stellantis company consists of Fiat Chrysler Automobiles and Groupe PSA (Peugeot) who joined forces at the beginning of 2021. They own the following brands - Ferrari, Maserati, Alfa Romeo, Lancia, Abarth as well as Fiat, Chrysler and Dodge. Fiat have mainly concentrated on the 500 range, which now goes from the original small car concept right up to SUV models. They also still have the Panda and Tipo ranges. At Prescott, some of the older Fiat models were attending. We have included the Abarth vehicles in with Fiat, as originally they were branded at Fiat Abarth, but new models are just branded as Abarth. There was a lovely silver 1964 Fiat 2300 Saloon on display. The Fiat 2300 is a six cylinder executive saloon and was produced by Fiat between 1961 and 1969. This model is notable in Fiat history as it was the first Fiat model to be offered with automatic transmission in 1966.

© Simon Wright



Fiat 2300

July 2021



The little Fiat Abarth 850 TC Nurburgring was introduced in 1962 and used a modified Fiat 600 body. The most noticeable point was the box on the front of the car which houses the oil cooler. The rear mounted four cylinder 847cc engine produced 53 hp. It was named in celebration of the Abarth 850TC class victory at the 1961 Nurburgring 500 km race. Between 1962 and 1971, the 850cc and 1000cc class cars won hundreds of races all over the World. When the SCCA in America banned the new Radiale engine, Alfred Cosentino was forced to use an engine design from the 1962 model in their cars. They still achieved 51 victories from 53 races, the most victories in SCCA racing history,

© Janet Wright





Bertone X1/9 1986

© Janet Wright

The 1986 Bertone X1/9 was originally the Fiat X1/9 from 1972 to 1982 when it was manufactured by Fiat. It is a two seater, mid-engined sports car designed by Bertone and was subsequently manufactured by Bertone from 1982 to 1989. The 1.3 engine was used between 1972 and 1978, when it was replaced by a 1.5 litre four cylinder engine, mounted transversely behind the driver, driving the rear wheels. This gave very balanced handling. The wedge style nose housed retractable headlights, and the roof was light-weight and removable. The 1.3 litre engine originally came from the Fiat 128. An aluminium sump and cylinder head plus a twin-choke Webber carburettor produced 74 hp and gave the car a top speed of 106 mph. In 1979 the 1.5 litre engine was supplied, fitted with Bosch electronic ignition. The new engine produced 84 hp and 87 lb/ft of torque. This increased the top speed to 115 mph. It also had a 5-speed transaxle



Fiat Stilo

© Janet Wright



Fiat Panda

© Simon Wright



Fiat Punto



Abarth 595



Abarth 595



Abarth 500



Fiat 850 was a small rear engine rear wheel drive car manufactured by Fiat from 1964 to 1973. It was also known as the NSU-Fiat 850 Adria and the SEAT 850.

It was an evolution of the Fiat 600 with the engine capacity increased to 843cc. There were two versions of the engine: "normale" which produced 34 hp and "super" which produced 37 hp. The vehicle had a claimed top speed of 78 mph.

Abarth produced several tuned versions. These belonged to the OT series of Abarth cars (Omologata Turismo or "Touring homologated"). The first Abarth version was unveiled in July 1964. The power was increased from 34 bhp to 43 bhp and top speed increased to 81 mph. The model was easily identified with Fiat Abarth painted on a red stripe down the side of the car. The Abarth version also had cooling slots on the wheels. In October 1964 another version became available OT 850 Oltre 150 which increased power to 52 bhp, added front disc brakes and had a top speed of 93 mph.

Also introduced in October 1964 was the OT 1000 Berlina which had the engine increased to 982cc. Power increased to 60 bhp with a top speed of 96 mph.

A more extreme version was created using the 850 saloon body, the OT 1600 Berlina. It was fitted with a 1592cc twin cam, twin-spark engine from a Fiat Abarth 1600 sport racing car. The 1.6 litre engine produced 153 bhp and gave the car a top speed of 137 mph. The rear wings were also extended to clear wide alloy wheels. Four cars were built, all finished in beige with red stripes.

The final extreme version created was the OT 2000 Berlina Mostra. One of the OT 1600 cars was stripped down, painted white with red stripes and fitted with an even bigger engine. A 1946cc engine from a 1965 Simca Abarth 2000 GT Corsa was fitted to the modified 850 body. The engine produced 206 bhp and gave a claimed top speed of 157 mph. Fiat didn't give a green light to the OT 16000 or the OT 2000, so neither project continued.



Ferrari Daytona



2001 Ferrari 550 GTZ Barchetta





2010 Lamborghini Gallardo

Lamborghini, the only major Italian motor manufacturer not owned by Fiat. The Raging Bull is owned by the Volkswagen Audi Group. There were only a few of the latest Lamborghini models present at Prescott. A couple of the Gallardo model and the model that replaced it, the Lamborghini Huracán. The Gallardo is a fairly recent model, built between 2003 and 2013. Just over 14,000 were built, making it the best

© Peter McFadyen



Lamborghini Huracan

selling Lamborghini model. It is named after a famous breed of fighting bull. The first generation cars which ran from 2003 to 2008, were fitted with an even firing 5 litre V10 engine which produced 493 hp and 376 lb/ft torque. The second generation model ran from 2008 to 2013 and was powered by an uneven firing 5.2 litre V10 engine. This produced 552 hp and 389 lb/ft torque. It was offered with a choice of 6-speed manual or 6-speed e-gear transmission system. It is claimed that the automatic e-

© Janet Wright



Lamborghini Gallardo

system gave 40% faster gear shifts than the previous model. A Thrust mode launch control system was also added. With a weight reduction of 44 lbs, it gave the second generation mode a 0-62 mph time of 3.7 seconds and a top speed of 202 mph. The base price was £147,330



Lancia had the oldest car at the event, a 1925 Lancia Lambda Torpedo Tourer. The model was first launched in 1922 and was a milestone in car design when launched. It had a chassis-less monocoque construction and a V4

engine. It also featured independent sliding pillar front suspension. This added to the light-weight body gave the car great handling. Production ran from 1922 to 1930 in nine series. This car is a fifth series model. It was originally fitted with a 2120cc engine, but this

was replaced with a 2569cc eighth series engine.

Although designed as a Tourer, the British soon discovered that you could shorten the wheelbase to make the car more competitive in Trials and Driving Tests. This car was shortened in the 1930s. This car also has another claim to fame. It has previously been owned by comedian Dick Emery.



The Lancia Delta HF Integrale is a real modern 'pocket rocket'. The owner was unlucky at Prescott as he was sitting on the start line, next to run up the hill, when the Ferrari had its accident. The model appears to be an Evoluzione model built between October 1991 and 1992. The Evo model has a 2 litre Flat four twin cam, 16 valve, turbocharged engine connected to a 5-speed manual transmission. The engine develops 207 hp and 220 lb/ft of torque. It was fitted as a transverse unit driving all four wheels.

© Simon Wright



© Simon Wright



© Janet Wright





The Lancia Beta Montecarlo is another Pininfarina designed mid-engined sports car, built from 1975 to 1981. This is a first series model and is powered by a 2 litre twin cam Lampredi inline four cylinder engine developing 118 hp. It had a top speed of 118 mph and could accelerate from 0-62 mph in 9.3 seconds.



1972 Lancia Fulvia Sport 1600 was a fastback two seater based on the Lancia Fulvia Coupe by Zagato. The bonnet was hinged on the right hand side, the rear hatch could be electrically opened by a few centimetres to aid cabin ventilation and the spare wheel was in a separate compartment accessed from a rotating panel that held the rear number plate. The 1.6 litre engine produced 115 hp and gave a top speed of 118 mph, the fastest ever Fulvia.



Maserati were the last of the major Italian manufacturers with cars present at Prescott Italia 2021. Now another subsidiary of Fiat, the luxury vehicle producer was originally founded in 1914 in Bologna, Italy. The earliest Maserati at Prescott was a 1962 Maserati 3500 GTi Sebring 2 door coupe. They were built between 1962 and 1964 as a front engine, rear wheel drive Grand

© Janet Wright



Tourer. Powered by a six cylinder inline, the 3500 GT became the first Italian production car, in 1960, to feature fuel injection. The Sebring used the 3485cc Tipo engine with fuel injection connected to a ZF 5 speed manual transmission. There was the option on the Borg-Warner 3-speed automatic.. It could reach a top speed of 137 mph with a 0-60 mph time of 8.5 seconds. Only 348 Series 1 Sebrings were built between 1962 and 1965.



The Maserati Gran Turismo Sport Coupe was built between 2012 and 2019. This 2013 model is powered by a 4.7 litre V8 engine which produces 454 hp, connected to a ZF 6-speed automatic gearbox, with a manual option.

The 2005 Maserati Coupe is a 2 +2 coupe powered by a 4.2 litre Ferrari/Maserati V8 engine which produces 385 hp and 332 lb/ft of torque. It has a top speed of 177 mph and can accelerate from 0-62 mph in 4.9 seconds.



© Simon Wright

# HSCC International Trophy Meeting,

Silverstone GP circuit,

Saturday 22<sup>nd</sup> - Sunday 23<sup>rd</sup> May 2021.

By Simon & Janet Wright

Sunday additional races report by David Goose &

Stuart Yates of Motorsport Imagery



Dean Forward McLaren M8F was 2<sup>nd</sup> in the first Thunder Sport race of the weekend. Chased by class winning Michael Lyons in a Pontiac TransAm.

The Historic Sports Car Club (HSCC) held their annual International Trophy meeting at Silverstone towards the end of May 2021.

The majority of qualifying was run on Saturday morning, in front of the first spectators allowed at Silverstone in 2021. Numbers were limited to a socially distanced audience just located in the Luffield and Woodcote Grandstands, with no access allowed to the rest of the circuit. The competitors formed another social bubble confined to the paddock area.

Just before the lunch break, racing started with the first of two twenty minute races over the weekend for **HSCC Historic Formula Ford**. The field was split into two classes Under 50s, for drivers under the age of fifty and Class 050 for drivers over the age of fifty. Cam Jackson had claimed pole position in his Palliser/Winkelmann WDF2 by over two seconds from Linton Stutely in a Royale RP3. It was not your typical Silverstone slipstreamer battle at the front, with Jackson leading from start to finish and pulled out a nearly fourteen second lead by the finish of the race. However, the battle for second was a thrilling battle with four cars often trying to get side by side as they entered Club corner. Ben Mitchell in a Merlyn Mk20 held 2<sup>nd</sup> for the majority of the race, with Linton Stutely in a Royale RP3, Callum Grant in a Merlyn Mk20A and Horatio Fitz-Simon in another Merlyn Mk20A swapping places regularly. On the penultimate lap, Mitchell got swamped by the others and dropped down to

Double race winner Cam Jackson in the Palliser/Winkelmann WDF2



© Simon Wright

4<sup>th</sup>, with Grant taking 2<sup>nd</sup> at the flag, from Fitz-Simon and Stutely. The Over 50s class winner was 11<sup>th</sup> placed Brian Morris in a Lola T202

The second Formula Ford race on Sunday was a repeat performance by Jackson, taking a second win of the weekend and winning by over eight seconds. Again behind him was a typical Formula Ford battle with Grant, Fitz-Simon, Dominick Jackson in a Lotus 59 and Mitchell swapping positions. Through most of the race Mitchell held the advantage for 2<sup>nd</sup>, though Grant and Fitz-Simon did hold 2<sup>nd</sup> at some point in the race. At the flag it was Mitchell who took 2<sup>nd</sup> by 0.094 of a second from Fitz-Simon and Dominick Jackson, with Grant, this time, in 5<sup>th</sup> by just 0.001 of a second! Morris took a second Over 50s class win in 8<sup>th</sup> place.

© Simon Wright



The battle for 2<sup>nd</sup> in the first race with Horatio Fitz-Simon Merlyn Mk20A (3<sup>rd</sup>) ahead of Callum Grant Merlyn Mk20A (2<sup>nd</sup>), Linton Stutely Royale RP3 (4<sup>th</sup>) and Ben Mitchell Merlyn Mk20 (5<sup>th</sup>)



David Squire Hawke DL2 16<sup>th</sup> in class 35<sup>th</sup> first race

# HSCC Historic Formula Ford



Chris Sharples Palliser WDF1 5<sup>th</sup> in class first race

© Simon Wright



Samuel Harrison Elden Mk8 8<sup>th</sup> first race

Will Nuthall Jamun T2 6<sup>th</sup> second race



© Simon Wright



Michael Grant Peterkin Brabham BT21 13<sup>th</sup> first race

© Janet Wright



Scott Rawlinson Merlyn Mk11A 12<sup>th</sup> in second race

© Janet Wright



© Simon Wright

Nigel Adams Lotus 61 10<sup>th</sup> in class 28<sup>th</sup> July 2021



© Janet Wright

Dominick Jackson Lotus 59 4<sup>th</sup> second race

Double race winner Simon Garrad Nissan Skyline R32



© Motorsport-Imagery

After lunch the Dunlop Saloon Car Cup with HSCC Historic Touring Cars had their first twenty minute race of the weekend. The Ford Sierra RS500 of Dave Coyne started from pole position, while the second half of the grid for the HSCC Historic Touring cars had Dan Williamson in the Ford Falcon at the front. From the start, front row man Simon Garrad in a Nissan Skyline R32 powered in to the lead. The flame spitting Nissan slowly increased its lead to



Ric Wood was 2<sup>nd</sup> in the first race, winning class GA2 in his Nissan Skyline R32

© Janet Wright

win by over ten seconds. In 2<sup>nd</sup> place was the HSCC Dunlop Saloon Car Cup Group A over 2 litre class winning



ST1 double class winner Steve Soper BMW E36 5<sup>th</sup> chasing Sean Brown Ford Sierra RS500 Cosworth 4<sup>th</sup> in the first race.

© Simon Wright

Nissan Skyline of Ric Wood. Just over half a second behind in 3<sup>rd</sup> place was Pole man Coyne in the Sierra RS500.

Steve Soper in a BMW E36 won class ST1: 2 litre Super Touring Cars 1996-2000, in 5<sup>th</sup> overall, while Tony Absolom in a Vauxhall Cavalier took class ST2: 2

© Simon Wright



Double class winner Tony Absolom in the Vauxhall Cavalier was 8<sup>th</sup> in the first race



Howard Spooner Ford Capri RS2600 won class GN3 in both races.

litre Super Touring cars Pre 1996, in 8<sup>th</sup> overall. One of the most iconic looking cars was the Ford Capri RS2600 of Howard Spooner, in the blue and white colour scheme used by the factory Capri team in

the early 1970s. Spooner won class GN3: Group 1 over 2000cc, in 9<sup>th</sup> overall.



© Simon Wright

Dan Williamson Ford Falcon won class K1 and first Historic Touring Car in both races.

Winner of the HSCC Historic Touring Car race was the mighty Ford Falcon of Dan Williamson, who finished in 13<sup>th</sup> position overall, winning class K1: Over 2001cc K Class cars. Just behind, in 14<sup>th</sup> place overall, was the HSCC Dunlop Saloon Car Cup class GA5: Group 2 up to



Joe Gomm Ford Escort BDA Mk1 won class GA5 in both races leading Ronnie Haines Ford Escort Mk1 in 28<sup>th</sup> (first race)

2 litre winning Ford Escort Mk1 of Joe Gomm. Switching back to the Historic Touring cars, the second car to finish was the 16<sup>th</sup> placed Ford Lotus Cortina of Marcus Jewell, winning the HSCC Historic Touring Cars class K2: 1301cc-

2000cc K Class cars. Continuing the run of class winners, the third Historic Touring Car home was 17<sup>th</sup> placed Bill Sollis in the HSCC Historic Touring Car class K3: Up to 1300cc K Class cars winning Mini Cooper S. Mike Gardiner won HSCC Historic Touring cars class C: 1301-1600cc in his Ford Lotus Cortina in 19<sup>th</sup>, HSCC Historic Touring Cars Class E: Up to 1150cc was won by 31<sup>st</sup> placed Adrian



© Janet Wright

Marcus Jewell Ford Lotus Cortina won class K2 in both races



Bill Sollis Morris Mini Cooper S won class K3 in the first race.



© Simon Wright

Oliver in a Hillman Imp, with Roger Godfrey a further two places further back to win HSCC Historic Touring Cars class D: 1151cc-1300cc in his Austin Mini Cooper S. The final two class winners were Paul Wallis driving an Alfa Romeo Giulia Sprint GT, who won HSCC Historic Touring Cars class B: 1601-2500cc In 36<sup>th</sup> and finally Andrew Davenall who was 37<sup>th</sup> and final classified finisher in 37<sup>th</sup> place, winning HSCC Historic Touring Cars class A: 2501cc and Over.

Their second race on Sunday, race 9 on the programme,



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HTC Class C winner Mike Gardiner Ford Lotus Cortina in both races. Here he leads Alex Thistlethwayte Ford Mustang 18<sup>th</sup> in first race

Adrian Oliver Hillman Imp won HTC Class E in both races, here fighting with Steve Platts Singer Chamois (DNF) in the first race



© Simon Wright

saw Garrad start from pole with Mark Wright sharing the front road in his Ford Sierra RS500. Williamson took his second pole position for the Historic Touring Cars split grid. Garrad led from start to finish to take his second race win of the weekend. In 2<sup>nd</sup> place for the majority of the race was Paul Mensley in a Ford Sierra RS500, who was just over six seconds behind the winner. Steve Soper improved to 3<sup>rd</sup> overall and a second class win of the weekend. Absolom in 6<sup>th</sup>, Spooner in 9<sup>th</sup>, Gomm in 10<sup>th</sup> all took second



© Simon Wright

Roger Godfrey in his Austin Mini Cooper S won the K2 class in both races

Paul Wallis Alfa Romeo Giulia Sprint GT won HTC class B in both races.



Darren Fielding BMW E30 M3 won class GA2 in the second race.

class wins in this race. Williamson in the Ford Falcon took his second Class win in the Historic Touring cars in 15<sup>th</sup>, while Jewell 16<sup>th</sup>, Gardiner 17<sup>th</sup>, Oliver 30<sup>th</sup>, Godfrey 32<sup>nd</sup> and Wallis 33<sup>rd</sup> all took second class wins. The two new

class winners in this race were 7<sup>th</sup> placed Darren Fielding in a BMW E30 M3 who took class HSCC Dunlop Saloon Car Cup GA2: Group A under 2 litre and Dan Wheeler in an Austin Mini Cooper S who won class HSCC Historic Touring Cars K3: Up to 1300cc in 18<sup>th</sup>.



HTC Class A winner in the first race, Andrew Davenall in the Austin A105



Dan Wheeler won class K3 driving his Austin Mini Cooper S in the second race.

# HSCC Dunlop Saloon Car Cup with Historic Touring Car Championship



Phil Perryman Volvo 242 Turbo 3<sup>rd</sup> in class 14<sup>th</sup> In second race.

© Simon Wright



Steve Jones BMW M3 3<sup>rd</sup> in class 11<sup>th</sup> second race



Quick spin at the start of the first race for Peter Hallford Ford Mustang DNF



Andy Hack Peugeot 405 DNF first race

© Janet Wright



David Clark Chevrolet Camaro 2<sup>nd</sup> in class 12<sup>th</sup> second race

© Simon Wright



Paul Mensley Ford Sierra Cosworth RS500 2<sup>nd</sup> in second race

© Motorsport-Imagery



Harry Phelps Ford Anglia 3<sup>rd</sup> in class 26<sup>th</sup> second race

© Janet Wright



Dave Coyne Ford Sierra RS500 2<sup>nd</sup> in class 3<sup>rd</sup> first race.

© Simon Wright



John Pearson Alfa Romeo 156SP DNF first race

© Janet Wright

Guards Trophy race winner Andy Newall Chevron B6



The HSCC Guards Trophy Supported by Dunlop Tyres had a single forty five minute race on Saturday and also had the largest entry of the day with forty five cars. Claiming pole position was the Lenham P70 of father and

Richard Piper Brahma B2  
Invitation class winner,  
Guards Trophy



© Janet Wright

son Simon & Cam Jackson by just over four and a half seconds from the Chevron B8 of Westie & Ben Mitchell. However, it was second row starter Andy Newall in a Chevron B6 who took the lead, and remained there for the entire race. After an early battle with the Jackson's Lenham, the Mitchell's Chevron B8 held 2<sup>nd</sup> for the majority of the race, only dropping to 18<sup>th</sup> for one lap after an early pitstop. Within two laps the Chevron B8 was back



© Janet Wright

The Gomes/Claridge Lotus 23B won SRB class in 4<sup>th</sup> leading James Schryver Chevron B8 - DNF Guards Trophy. 36



6<sup>th</sup> Mike Whitaker TVR Griffith Class D winner. Guards Trophy

to 2<sup>nd</sup>, where it remained until the end of the race, finishing over thirty seconds behind Newall in the Chevron B6. Originally making it an all Chevron podium was 3<sup>rd</sup> placed Greg Thornton in a Chevron B8GT, but he was disqualified. So in 3<sup>rd</sup> place, and winning the Invitation class, was Richard Piper in the Brahma B2. He was



SRC class winning Elva Mk7s of Bartell/Drybrough finished 12<sup>th</sup>, Guards Trophy

© Simon Wright

The MG B of Chart/Barnett won class B Guards Trophy



© Simon Wright

followed home in 4<sup>th</sup> by the Lotus 23B of Goncalo Gomes and James Claridge who won class SRB. The next class winner was 6<sup>th</sup> placed Mike Whitaker in his TVR Griffith after John Spiers in another TVR Griffith was given a 90 second penalty for making a short pitstop, dropping him down to 13<sup>th</sup> overall and 3<sup>rd</sup> in class. The next class winner was the Elva Mk7s of Max Bartell and Ross Dryborough who won class SRC in 12<sup>th</sup> place. The penultimate class winner was John Davison in a Lotus Elan 26R, winning class A in 17<sup>th</sup> position. The last class winners in the race were Henry Chart and Josh Barnett in an MGB in 29<sup>th</sup> place.



© Janet Wright

John Davison Lotus Elan 26R won class A Guards Trophy

# HSCC Guards Trophy



Charles Allison Chevron B8 3<sup>rd</sup> in class 5<sup>th</sup>.  
© Janet Wright



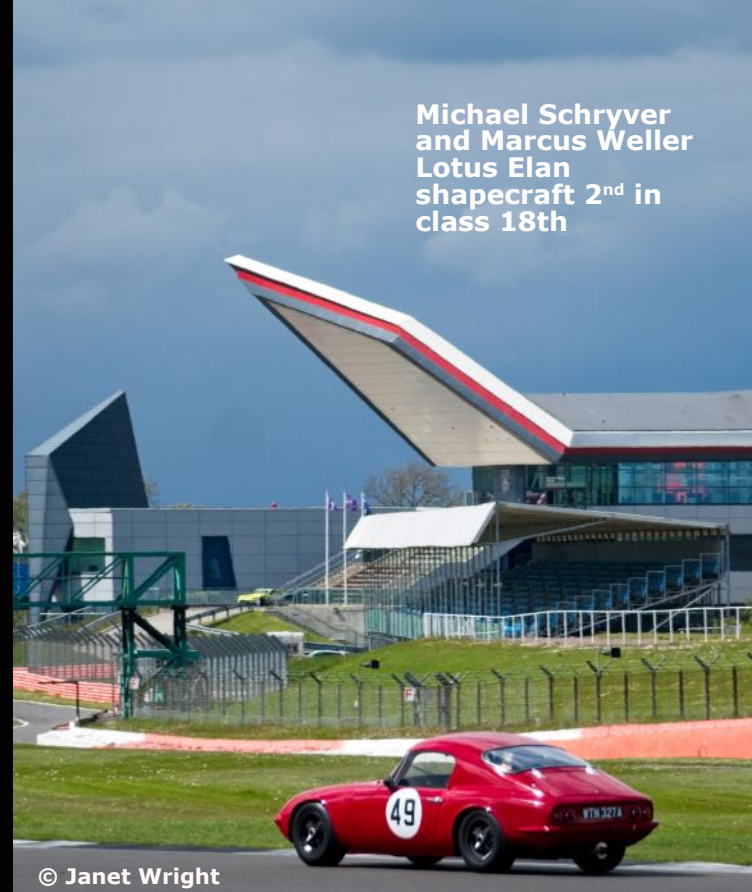
Simon & Cam Jackson Lenham P70 DNF  
© Simon Wright



111 Tony Best and Ed Thurston Lotus 23C  
DNF ahead of Ashley Hudson Lotus 23B 2<sup>nd</sup>  
in class 19th



Anthony Taylor and Andrew Wareing  
McLaren M1B 2<sup>nd</sup> in class 25th  
© Simon Wright



Michael Schryver  
and Marcus Weller  
Lotus Elan  
shapecraft 2<sup>nd</sup> in  
class 18th  
© Janet Wright



Mark Martin Shelby Daytona Cobra  
4<sup>th</sup> in class 15th  
© Simon Wright



The ultimate 'Porsche Experience' The Porsche 911  
Of Guy Ziser and Oliver Webb was 2<sup>nd</sup> in class and  
31<sup>st</sup> overall  
© Simon Wright



Miles Griffiths won both HSCC Historic Formula 2 races in his Ralt RT1, winning the Bruno Giacomelli Trophy for 2 litre F2 cars

© Simon Wright

The high-light of the meeting for many were the pair of twenty minute **HSCC Historic Formula 2** races over the weekend. Miles Griffiths claimed pole position in his Ralt RT1 by just over half a second from Andy Smith in his March 742 on a damp track. Two additional cars were allowed to start the race from the back of the grid, Martin Stretton in a March 712 and Chris Willie in a Chevron B29. Griffiths dominated the race, leading from start to finish and winning by over twenty six seconds to take Class D: Bruno Giacomelli Trophy for 2 litre Formula 2 cars 1972-1978. There was a bit more of a battle for 2<sup>nd</sup> place. Initially Smith held 2<sup>nd</sup> but had to pit by lap 3 to retire from the first race. He had already been passed by Matthew Wrigley in his Chevron B42 but he lost out to Manfredo Rossi in his March 762 by the third lap. The two remained

locked in battle throughout the remainder of the race with Frazer Gibney in a Chevron B40, with each having turns at the front of the fight. At the chequered flag it was Wrigley in 2<sup>nd</sup>, Gibney in 3<sup>rd</sup> and Rossi in 4<sup>th</sup>. Calum Grant in a March 79B won class C, the Gilles Villeneuve Trophy for Formula Atlantic cars 1976-1978, in 8<sup>th</sup>. Class B, the Vern Schuppan Trophy for Formula Atlantic cars Pre 1975, went to 10<sup>th</sup> placed Marc Mercer in a March 73B. Finally Class A, the Jochen Rindt Trophy for 1600cc Formula 2 cars, was won by Julian Stokes in a Tecno F2 in 17<sup>th</sup>. The second race on Sunday saw another car allowed to start at the back of the grid, Rob Wheldon in a March 762, which unfortunately only lasted five laps before retiring. The second race was a re-run of the first in that Miles Griffiths led again from start to finish, though his winning

Double Gilles Villeneuve Trophy for Formula Atlantic cars class winner Callum Grant March 79B



© Simon Wright

margin was only just over seven seconds. His initial chaser was Gibney for a couple of laps before Rossi got ahead of the group, but was already over six seconds behind the leader. By lap six Matthew Watts in a March 782 took 2<sup>nd</sup> place, but over ten seconds behind. He continued the chase but never really closed the gap, taking 2<sup>nd</sup> place at the flag. Andy Smith finished 3<sup>rd</sup>, only

The class winning March 73B of Marc Mercer took class C, The Vern Schuppan Trophy for Formula Atlantic cars in both races.



© Simon Wright

Julian Stokes Tecno F2 won the Jochen Rindt Trophy Class for 1600cc F2 cars in the first race.



© Janet Wright

0.172 of a second behind Watts, while Martin Stretton in his March 712 was a little way back in 4<sup>th</sup>. Rossi took 5<sup>th</sup> and Gibney was 6<sup>th</sup>, Mercer in 12<sup>th</sup> and Grant in 14<sup>th</sup> took their second class wins of the weekend. The final class winner in this race was 20<sup>th</sup> placed Nick Pancisi in a March 712, who won the Jochen Rindt Trophy class for 1600cc Formula 2 cars.

Nick Pancisi March 712 won the Jochen Rindt Trophy class for 1600cc F2 cars in the second race.



© Janet Wright



# HSCC Historic Formula 2 Championship



Clive Wood March 782 13<sup>th</sup> in class in race one 15<sup>th</sup>.

© Simon Wright

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David Tomlin, Rondel Motul M1 7<sup>th</sup> in first race

© Simon Wright



Andrew Hibberd Brabham BT38 10<sup>th</sup> in class in first race and Mark Hazell March 782 8<sup>th</sup> in class in first race.

© Janet Wright



Mark Goodyear Lotus 59 2<sup>nd</sup> in class 22<sup>nd</sup> in second race

© Janet Wright



Manfredo Rossi March 762 4<sup>th</sup> in second race

© Janet Wright



Frazer Gibney Chevron B40 3<sup>rd</sup> in first race

© Simon Wright



Matthew Watts March 782 2<sup>nd</sup> in the second race

© Janet Wright



Glenn Eagling GRD 273 5<sup>th</sup> in first Historic F2 race

© Motorsport-Imagery



Nick Pink Lola T360 2<sup>nd</sup> in class 19<sup>th</sup> overall.

© Simon Wright



Race winner Calum Lockie March 717

The couple of thirty minute **Thunder Sport** races had attracted a good entry, with thirty five cars taking to the track for qualifying. The circuit suited the big-engined CanAm cars and Calum Lockie took pole position in the March 717. In the first race Lockie had opened up a seven second lead at the end of the first lap and by the end of lap 4 his lead was over twenty seconds. This lead was then lost as a safety car period, to remove several cars from the trackside, closed the field up together. When the



Class winner Michael Lyons in the Pontiac Trans Am

safety car pulled off, there were just three laps remaining. Lockie used the power of his Chevrolet V8 engine to edge away from the field again. He won the race by just over six seconds. Despite a spin at Stowe, Dean Forward still brought the mighty McLaren M8F home in 2<sup>nd</sup> after Warren Briggs retired his McLaren M8E from 2<sup>nd</sup> after the restart. Performance of the race should go to John Burton who finished 3<sup>rd</sup> in his Chevron B26 to win class SP3: Sports Racing Cars before 1980 under 2 litre. Although he had

John Burton won his class in the Chevron B26 3<sup>rd</sup> overall

Peter Hallford won the GT1 class in his Chevrolet Corvette in race 1



Class winner John Emberson Chevron B19 leading James Claridge Chevron b23 and the rest of the pack in race 1

qualified in sixth position, he had a problem and actually started from the back of the grid and worked his way through the entire field to take the last podium place. Michael Lyons continued his winning ways, take a class victory in the Invitation class driving a Pontiac Trans Am to 6<sup>th</sup> place. He was followed home by John Emberson in a

Chevron B19, winning class SP1: Sports Racing Cars before 1972 under 2 litre in 7<sup>th</sup>. The Sports 2000 class win went to 14<sup>th</sup> placed Trevor Welsh in a Lola T492. The final GT1: GT & Touring cars 1969-1974 class winner was 20<sup>th</sup> placed Peter Hallford in a Chevrolet Corvette. The second race on Sunday saw Lockie blast away from the start but



Trevor Welsh Lola T492 won the Sports 2000 class in race 1



Neil Merry Chevrolet Corvette won the GT1 class in the second race.



**Will Schryver Royale RP6/17 was a class winner in the second race**

the race was red flagged after a couple of laps when heavy rain arrived, to allow the teams to change to wet tyres. Tim Jacobsen in the Shrike P16, Robert Hall in the



**Jamie Thwaites Chevron B19 was a class winner in the second race**

© Janet Wright

Shrike P15, Paul Cope March 75S, Nick Sleep in a Lola T70 Mk3, 98John Davison and James Claridge Chevron B23 did not take part in the restarted race. Wet or dry made no difference to lockie and he led every lap of the shortened twenty minute race. He was just over two seconds ahead of Forward in the McLaren. For the majority of the race Tony Sinclair held 3<sup>rd</sup> place in his Lola T292, but he retired with one lap to go. This gave John Burton his second 3<sup>rd</sup> place of the weekend in his Chevron B26, winning class SP3 in the process. Class SP1 was



© Simon Wright

**Adam Sykes March 75S won the Invitation class in the second race**

won by 5<sup>th</sup> placed Jamie Thwaites in a Chevron B19 while the Invitation Class in this race was won by Adam Sykes driving a March 75S. The Sports 2000 class went to Will Schryver in a Royale RP37, the last un-lapped runner. One lap down was the GT1 class winner, Neil Merry In a Chevrolet Corvette who was 14<sup>th</sup> overall.



John Sheldon Chevron B16 4<sup>th</sup> in class in first race 12<sup>th</sup>

# HSCC Thundersports



Gwyn Pollard Royale RP6/17 3<sup>rd</sup> in class 9<sup>th</sup> in second race and Robert Hall Shrike P15 DNF first race.



Simon Watts Chevron B26 4<sup>th</sup> in class in second race 12<sup>th</sup>



Warren Briggs McLaren M8E 3<sup>rd</sup> in class in second race 4<sup>th</sup>



Andy Storer Chevron B52 5<sup>th</sup> in class 24<sup>th</sup> in the first race leads Roger Whiteside Chevron B8 4<sup>th</sup> in class 15<sup>th</sup> in second race



Tim Jacobsen Shrike P16 2<sup>nd</sup> in class in first race 16<sup>th</sup>.



Dean Forward's McLaren M8F proved to be more than a handful in the damp conditions in the second race. 2<sup>nd</sup> in both races.



20 Neil Armstrong Lola T296 5<sup>th</sup> in class 10<sup>th</sup> following Andrew Schryver Chevron B26 DNF first race.

The two fifteen minute **HSCC Aurora Trophy with Geoff Lees Trophy** races had their usual mix of powerful Formula 5000 cars and more nimble Formula 2 cars at the front of the field. Unsurprisingly it was Michael Lyons on pole position in a Lola T400, over eight seconds faster than the other front row man, Mark Dwyer in a Formula 2 March 742. The race was a perfect demonstration on how to drive a racing car fast by Michael Lyons. By lap five, half distance, he had a lead of over thirty four seconds before the safety car came out and closed the field back up together. The safety car came back in with just two laps to go, so Michael Lyons winning margin was only just over nineteen seconds. The initial fight for 2<sup>nd</sup> was between Dwyer and Michael Bletsoe-Brown in a F2 Chevron B27, but a fast charging Greg Thornton in his Chevron B24, who had started from the back of the grid, was close enough after the safety car to grab 2<sup>nd</sup> at the flag. In 3<sup>rd</sup> place was C class winning Bletsoe-Brown. Class B was won by Chris Porritt in his Chevron B29 who finished 6<sup>th</sup>. The final class winner was Samuel Harrison who won the GLC class in his Dallara 389, finishing 9<sup>th</sup>. As the cars set out on their warm up lap on Sunday, Michael Lyons pulled off in the Lola and was out of the race. Mom, Judy Lyons, also went out before the start in the Gurney Eagle FA74, while dad, Frank Lyons, was the only other retirement in the second race, parking the McRae GM1 on lap four. Dwyer in the March 742, who had retired from the first race, started from the back of the grid but by lap three he had caught and passed the initial leader Bletsoe-Brown and pulled away to win the seven lap race by over eleven seconds. Bletsoe-Brown was a secure 2<sup>nd</sup>, while Andrew Storer in a Chevron B34 took 3<sup>rd</sup>, over forty three seconds further back. Class B was won by 4<sup>th</sup> placed Robin Lackford in his GRD 272 and the GLC class was won again by 5<sup>th</sup> placed Harrison in the Dallara. The final class winner was Keith Norris who won class E in the McLaren M10B in 8<sup>th</sup>.

First race winner  
Michael Lyons Lola T400



© Simon Wright

Michael Bletsoe-Brown  
Chevron B27



Chris Porritt  
Chevron B29



Frank Lyons  
McRae GM1



Samuel Harrison  
Dallara 389



Second race winner  
Mark Dwyer March 742



Robin Lackford  
GRD 272



Keith Norris  
McLaren M10B



# HSCC Aurora Trophy Series and Geoff Lees Trophy



Mike Lane Chevron B49 3<sup>rd</sup> in class B first race 11<sup>th</sup> and 7<sup>th</sup>  
© Simon Wright



Greg Thornton Chevron B24 2<sup>nd</sup> in first race  
© Simon Wright



Andrew Storer Chevron B34 2<sup>nd</sup> in class C 4<sup>th</sup>, 3<sup>rd</sup> in second race.  
© Janet Wright



Daniel Clayfield March 782 3<sup>rd</sup> in class C 5<sup>th</sup>  
© Simon Wright



Perry Tubb Surtees TS11 4<sup>th</sup> in class 14<sup>th</sup>  
© Simon Wright



Peter Williams Ralt RT1 DNF first race  
© Janet Wright



Steven Chaplin Lola T332 qualified 4<sup>th</sup>  
© Simon Wright



Martyn Donn Chevron B27 qualified 3<sup>rd</sup>  
© Janet Wright



Adam Simmonds Lola T142 3<sup>rd</sup> in class 12<sup>th</sup> First race 2<sup>nd</sup> in second race 9<sup>th</sup>.  
© Janet Wright



Winner of both Classic F3 races Andy Smith March 783

The final race on Saturday was the first of two twenty minute races for **HSCC Classic Formula 3**, incorporating Classic Formula Ford 2000 Championship. Pole position went to Andy Smith in a March 783 with Ben Tilley lined up next to him in a March 743. In the race Andy Smith slowly pulled away from Tilley to take victory by just over sixteen



Despite a spin in practice, Murrey Shepherd Van Diemen RF82 won the FF2000 class in both races

seconds. Another twenty four seconds further back was 3<sup>rd</sup> placed Tony Hancock in a Lola T670. The Formula Ford 2000 1980-1983 class winner was Murray Shepherd in a Van Diemen RF82 who finished 7<sup>th</sup> overall. In 10<sup>th</sup> was the



Greg Robertson Reynard SF79 won the FF2000 up to 1979 class in the first race



Andrew Smith Royale RP27 won the ff2000 up to 1979 class in the second race.

Invitation class for Formula Ford 2000 cars up to 1979 Class winner Greg Robertson at the wheel of a Reynard SF79. Finally the Invitation Class winner was John Stapleton in a Tui BH2 who finished 21<sup>st</sup>. The race on Sunday was an exact repeat of the race on Saturday, for the top three. This time Andy Smith won by just under six seconds from Tilley, with Hancock a distant 3<sup>rd</sup>. Class winner Shepherd improved to 4<sup>th</sup> overall, winning Formula Ford 2000 1980-1983 class. Andrew Smith in the Royale RP27 took the Invitation class for Formula Ford 2000 before 1979 class victory in 9<sup>th</sup> place. Rounding off the class winners in the race, Stapleton in the Tui took his second Invitation class win of the weekend in 16<sup>th</sup>.



John Stapleton Tui BH2 won the Invitation class in both races.



# HSCC Classic Formula 3 Championship

David Thorburn  
Ralt RT3  
4<sup>th</sup> in the  
first race



Stephen Barlow Van Diemen RF82 3<sup>rd</sup> in class 16<sup>th</sup> overall.



Shaun Hollamby March 803 8<sup>th</sup> in first race  
© Janet Wright



© Janet Wright



Andy Lancaster Pilbeam MP52 2<sup>nd</sup> in class 13<sup>th</sup>



Manfredo Rossi Martini Mk34 had a spin in practice but finished 6<sup>th</sup> in the first race  
© Simon Wright



Stephen Collyer Crossle 33F 6<sup>th</sup> in class ahead of Tony Hancock Lola T670 3<sup>rd</sup> in first race  
© Simon Wright



Benn Tilley March 743 was 2<sup>nd</sup> in the first Classic F3 race  
© Simon Wright

© Simon Wright



Anthony Mitchell Reynard SF78 9<sup>th</sup> in class 25<sup>th</sup>  
© Janet Wright

© Janet Wright

## Sunday by David Goose & Stuart Yates of Motorsport Imagery.

Sunday saw three additional race series added to the meeting, with early morning qualifying. From mid morning until the lunch break, the second races were run for the Historic Formula Ford, Dunlop Saloon Car Cup with Historic Touring cars, Historic Formula 2 and Thundersports.

© Motorsport-Imagery



2nd place for Richard Plant in the Morgan

In the mixed conditions after lunch a large and varied 70's Road Sports grid was joined by the 80's production car series. On a wet but mostly drying circuit, Will Plant in his Morgan +8 took victory, his second of the season, a very proud moment for the young driver from near Stratford-

© Motorsport-Imagery



Tom Owen in the 1980's Audi Quattro

upon-Avon on the full Grand Prix circuit at Silverstone. To make the day even sweeter, he beat his father in a similar Morgan +8 who finished 2nd, with John Williams in the Porsche 911SC completing the overall podium. In a very strange mix of cars in the race, there were Lotus Elan's, Morgan's, Porsche's, TVR's, MGB's and even an Audi Quattro in the field.

Later in the day, still racing under increasingly more mixed conditions, the Historic Road Sport competitors battled a wet circuit, Kevin Kivloch in his AC Cobra spun on the first lap but fought back to finish second, only 18 seconds behind race winner, despite spinning his Cobra for a second time before the end of the race. The race winner was Robin Pearce in his Morgan +8, with John Davison in his Lotus Elan S1 taking final place on the podium. The GT and Sports Car Cup held a one hour Guest race at the end of the day. In a field of 55 very mixed entrants for the one hour race, victory went to Julian Thomas and Callum Lockie in their Jaguar E-Type, of the top eleven cars, seven were E-Types, three were AC Cobra's and one lone Lotus 15 of Roger Wills and David Clark, coming in 2nd overall being the odd one out in the E-Type / Cobra dominance.

© Motorsport-Imagery



Julian Thomas and Calum Lockie in the E-Type Jaguar, victorious in the GT and Sports Car Cup race



**Jaguar E-Type 60<sup>th</sup>  
Celebrations at Shelsley  
Walsh.**  
12<sup>th</sup>-13<sup>th</sup> June 2021  
By Peter McFadyen.



Cars line up for their turn to drive up the hill

© Peter McFadyen



Robert Baxter's Fixed Head Coupé on the line.

**E-Type 60 at Shelsley Walsh**  
Courtesy of the E-Type Club, two motoring icons celebrated their sixtieth birthdays at Shelsley Walsh hill climb in Worcestershire over the weekend of 12<sup>th</sup> and 13<sup>th</sup> June. Firstly, the Jaguar E-Type and secondly the Cooper version of its slightly older brother, the Austin/Morris Mini.

Being children of the Swinging 60s there was a suitably themed fancy dress competition to help the party along as well as live music and dancing but most importantly hundreds of E-Types were present including many very



© Peter McFadyen



© Peter McFadyen

famous examples displayed in the paddock and running up the hill, some gently, others less so. And mention Minis and E-Types anywhere these days and there's bound to be a re-



© Peter McFadyen



© Peter McFadyen

imagination of famous scenes from the much-loved film *The Italian Job*. So red, white and blue Minis were chased around the paddock and up the hill by an Italian police Fiat with the famous E-Type 848 CRY joining in apparently completely revived after its ignominious end in the film.



© Peter McFadyen



© Peter McFadyen



77 RW was the first production E-Type famously driven overnight to Switzerland by Jaguar test driver Norman Dewis to be at the model's launch at the 1961 Geneva Motor Show when demand for press test drives exceeded expectations



Paddy Hopkirk (right) enjoys a chat



Another C-Type leaves the start line, this one driven by Matthew Shears



Several of these Broadspeed Minis were built by Ralph Broad's company but this was the only one raced. It was driven in 1966 by John Fitzpatrick but went to Holland the following year



This Mini had several rally successes - and disasters - in its heyday when it was driven by Sir Peter Moon, Brian Culcheth and others

© Peter McFadyen

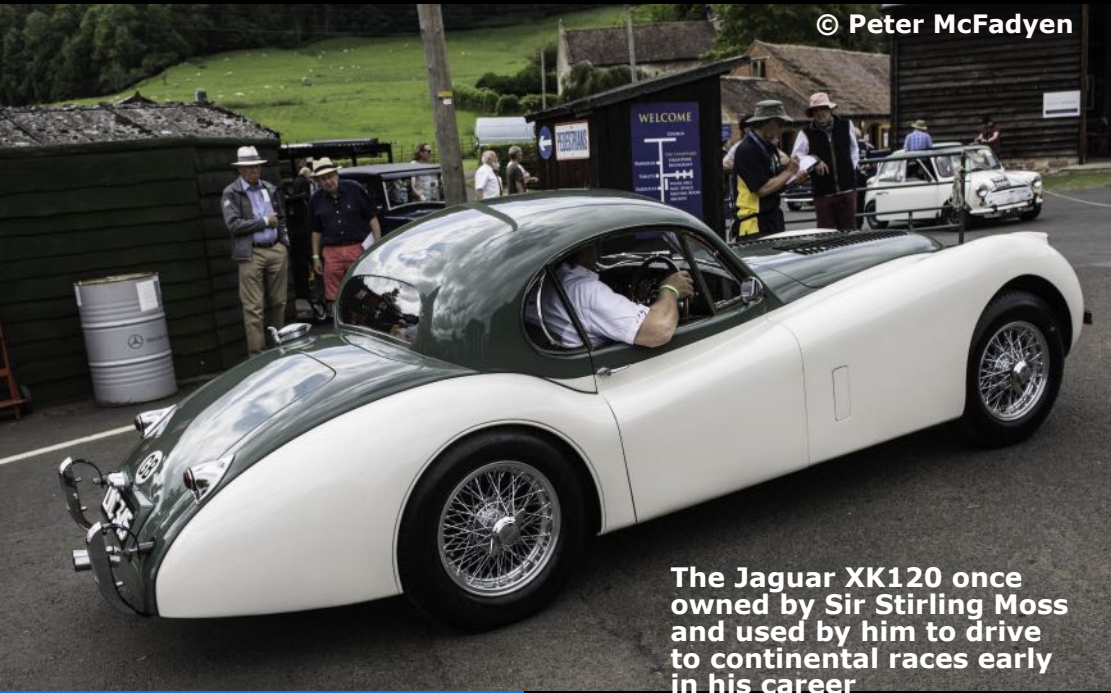


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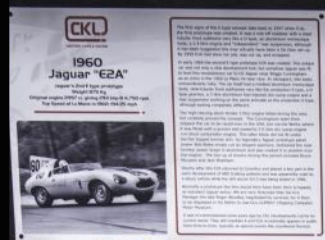
Scenic Shelsley Walsh with David Roberts' Jaguar XK140 climbing the hill



Dave Nursey enjoyed giving passengers the experience of a fast drive up the hill in tis C-Type Jaguar in between duties as Shelsley's Clerk of the Course



The Jaguar XK120 once owned by Sir Stirling Moss and used by him to drive to continental races early in his career



The second prototype of the E-Type, "E2A" actually raced at the 1960 Le Mans 24 hours entered by Briggs Cunningham and still carries the American racing colours of white and blue



© Peter McFadyen One of the exhibitors in the Shopping Village







The registration may not be as familiar as its original one, BUY 1, but this is the E-Type which finished third at Oulton Park in 1961 in the E-Type's first ever UK race; its sister entry, driven by Graham Hill, won the race



Well known historic racing driver Flavien Marcais treated charity donors to rides up the hill in the D-Type Jaguar which finished second in the 1957 Le Mans 24 Hours driven by Ninian Sanderson and Jock Lawrence



© Peter McFadyen

Contestants in the Swinging 60s themed fancy dress contest.

# Super Scramble

Bicester Heritage  
23<sup>rd</sup> June 2021  
By Simon & Janet Wright.





© Janet Wright

The first scramble meeting at Bicester Heritage for 2021 was sold out, as people were keen to get back out and enjoy their classic cars in a safe outdoor environment. These meetings have proved to be very popular over the last few years, with tens of thousands of people already having visited the former World War 2 RAF Bomber station. They are a required event for any motoring enthusiast to attend, as the variety of vehicles is truly breath-taking. Due to Covid restrictions, the RAF Technical site was filled

with a specially curated collection of historic vehicles, while owners in pre-90 classic and special vehicles were parked separately on the grass area round the control tower and entrance to the Technical site. The organisation was very efficient with arriving vehicles quickly filtered in to the correct parking area, with everybody only a short walk for the entrance to the technical site. Many of the specialist businesses who are based in the technical site were open and had displays outside to attract attention. Approaching the technical site entrance, there were hundreds of classic cars lined up on the grass, all gleaming in the sunshine. Lined up at the entrance was a display of cars from Hagerty, including a nice Ford Mustang and MG B. Opposite was a nice selection of

© Simon Wright



© Simon Wright

interesting cars including a pair of BMW Alpina saloons. Upon entering the sight, you were greeted with a nice collection of racing cars plus a stunning red Audi Quattro.



© Janet Wright



© Janet Wright

The 1974 Tergal Abarth Osella PA2 Group 6 sports racer looked eye catching in it's bold yellow and green colour scheme. The original PA2 model was fitted with the Abarth engine, then mid-season in 1974, the team switched to



© Simon Wright

BMW power units while many of the private customers chose the Ford engine instead. Famous drivers of the Abarth Osella PA2 include Arturo Merzario, Vittorio Brambilla and Chris Craft, plus Jorge de Bagration and Jean-Louis Lafosse. Of the original ten chassis produced, it is thought only two remain in running order.



© Simon Wright



© Simon Wright



Next to this display was an interesting 'Father and Son' style picture of a vintage Bugatti T37 and a small scale replica Bugatti. As a marked contrast, a few yards further down the road was a pristine green and black 1961 Vauxhall Victor. A popular model at the time, not many survive these days, so it was nice to see such a well presented vehicle.



Oxfordshire Home Guard were represented with "dads Army' characters in military uniform plus a nice display of military vehicles, including an Army Ambulance, a Jeep and an Austin Champ, which technically was out of period for the home-guard. The Austin Champ was produced between 1951 and 1956. The army version was known as Truck ¼ ton, CT, 4x4, Cargo & FFW, Austin Mk1, but the civilian version was called the "Champ". It was fitted with the Rolls Royce designed B40 2838cc four cylinder engine. The early models had engines built by Rolls Royce, but later models had an identical engine built under licence by The Austin. To try and make some money, Austin was given permission to use the design for a simplified civilian version. These were mainly fitted with a modified Austin A90 Atlantic four cylinder engine as a cheaper option than the B40 engine. But the vehicle attracted few customers and only about 500 were built, mainly for export.





© Simon Wright

Aston Martin Works had an official display selling team merchandise along with a selection of cars, including the DB11, Vantage, DBS and a few classics including a stunning red 1970s Aston Martin V8 Vantage convertible. This model was built between 1977 and 1989 as a Grand Tourer. Powered by either a 5.3 litre or 6.3 litre V8 engine, it had a top speed of 170 mph and could do 0-60 mph in 5.3 seconds, one tenth of a second faster than a Ferrari Daytona.



© Simon Wright



© Janet Wright

There were plenty of American cars on display including a 1971 Chevrolet Corvette. This was a third generation C3 model using a 5.7 litre engine producing 390 bhp. Introduced in 1968 and would continue until 1982. More unusual was a 1965 Chevrolet Corvair. This was the second generation model, introduced in 1965 and until 1969. The rear mounted 2.7 litre Flat-6 air cooled engine produced 95 hp and is the only American mass produced car to have a rear mounted air-cooled engine. This car had a Corsa badge on the side. The Corsa engine option was the most powerful with the turbocharged flat-6 engine producing 180 hp. The 65 model also replaced the rear swing axle suspension with a fully independent trailing arm rear suspension similar to that used on the Corvette. Between 1960 and 1969 over 1,835,170 were built.



© Simon Wright



© Janet Wright

The 1938 Buick 8 Special 'Trunk-Back' Coupe has competed in several long-distance classic rallies, including the Road to Mandalay road rally, without any problems. After it was bought in 2013, it underwent a full restoration, with the body removed from the chassis. Safety features were also added, including fitting a roll-cage, plus aluminium gearbox and axle shields and a long range fuel tank. It also had a full engine rebuild.

A French classic, the Citroen DS20 is an iconic French model, that is unique in appearance. The Citroen DS was first introduced at the Paris Salon in 1955. It was revolutionary at the time, looking very futuristic compared to other cars of the period. The aerodynamic body also contained many other innovations. Top of these was the hydro pneumatic suspension, which set the car apart from anything else on the market. It gave unrivalled comfort, and the ride height could be adjusted with a lever in the driver cabin. This allowed the car to raise to go over rough

terrain. The suspension was not the only hydraulic feature. The car had hydraulically operated, servo assisted, brakes and a half automatic four speed gearbox was also hydraulically operated. In 1956 they introduced a cheaper DS19 model which had a normal four speed gearbox, no power steering and a conventional hydraulic brake system. The DS 19 was followed by the DS21 in 1966, the DS20 in 1969 and the DS23 in 1972.

The DS 20 was powered by a 1985cc four cylinder engine which produced 124 bhp, connected to a 4-speed semi automatic gearbox or a 5 speed manual shift gearbox. It had a top speed of around 110 mph.



© Simon Wright

An unusual car in Britain was a lovely white 1965 Datsun Fairlady 1600 sports car which had only been imported to the UK in 2011. It has been rebuilt for potential competition use, but is fully road-legal. The model had been raced in America by drivers such as Peter Brock and Steve McQueen. It has been described as a Japanese copy of the MG B, but the Datsun pre-dates the MG B by several months, with production running from 1959 to April



© Simon Wright

1970 with around 40,000 produced over two generations. This car is a second generation SP311, which was first shown at the 1964 Tokyo Motor Show. The 1.6 litre four cylinder OHV engine was fitted with twin SU carburettors and produced 95 hp. This gave the roadster a top speed of around 105 mph. It had independent coil spring over hydraulic shock absorber suspension on the front leaf springs on the rear, with hydraulic shock absorbers and 14 inch wheels.

The Nash Healey X5 has recently been restored by Warren Kennedy of Classic Restorations, Milton Keynes.



© Janet Wright

The car was originally designed for the Le Mans 24 Hours race in 1950. The engine was a modified Nash Dual Jetfire 6 cylinder inline engine, with high-lift camshaft and

new piston rings which reduced blow by. It produced 126 bhp at 4600 rpm. The original vehicle was a modified Healey Silverstone, but the Le Mans organisers, the AOC (Automobile Club de l'Ouest), had ruled out cycle wings, so the Healey team came up with the all enveloping bodywork, which included the headlights. These aerodynamic improvements gave the car a top speed of 124 mph. In the race the car was driven by Duncan Hamilton and Tony Rolt. Despite an accident with another car which damaged the bodywork and rear suspension,



© Simon Wright

the car completed that race, covering 2,103.262 miles at an average speed of 87.635 mph. This gave them 4<sup>th</sup> overall at the end of the race. Donald Healey and his son Geoff, took part in the 1951 Mille Miglia. They finished 30<sup>th</sup> overall and 4<sup>th</sup> in class. For the 1952 Millie Miglia it was fitted with a larger 4.1 litre Nash Dual Jetfire straight six engine. It was driven by Leslie Johnson and Bill McKenzie, the motoring correspondent of the Daily Telegraph. They finished 7<sup>th</sup> overall and 4<sup>th</sup> in class.





© Simon Wright

At first glance, was not sure if this was a car or an aircraft! The replica Leyat Helica was described by its original builder, Marcel Layat, a “plane without wings” in 1909. When he realised there was no money to be made building aircraft he built a propeller-driven car. This removed the need for transmission, rear axle and clutch and should allow for better fuel economy. Steering is done by the rear wheels. Leyat’s automobile business was founded on the quai de Grenelle, Paris in 1919. His first model, the Helica was revealed at the 1921 Paris Salon. The company lacked funding for mass production and Marcel continued to experiment with his design until 1925. Only 30 were built and only 23 were sold. There are two remaining examples in France, one on display at the Musee des Arts et Metiers in Paris.

It becomes harder to tell an original car with a reproduction, with replica cars looking identical to the original. The Ford GT40 was built between 1964 and 1969 and only 105 were produced. The car on display had a 1965 registration number, the correct era for the original. However the car is actually a 5.7 litre Southern GT40 Mk1, made in 2016.



© Simon Wright

However, just a little further down the road was an original 1966 4.7 litre Ford GT40 Mk II in the black colour scheme of the 1966 Le Mans winning car. Ford had beaten Ferrari at the race and tried to stage a dead heat with both leading GT40s crossing the line together, but the ACO said because of the staggered grid, this was not possible as the second car on the grid would have covered more distance and would be the winner. Ford went ahead with it anyway, and Bruce McLaren and Chris Amon were



© Janet Wright

declared the winners in car No. 2 with the Ken Miles and Denny Hulme car classified 2<sup>nd</sup>. Another GT40 MK II completed the podium with Ronnie Bucknum and Dick Hutcherson in 3<sup>rd</sup>, twelve laps behind the winning car.



© Simon Wright



Motorsport UK, the governing body of motorsport in this country have recently moved their headquarters on to the Bicester Heritage site. They have a good display of competition cars at the Super Scramble, plus staff on hand to answer any questions. The car display included a Group A BMW M3 Rally car, which was built by Prodrive for Bernard Beguin in the French Tarmac championship in 1989/90. Next was a Hillman Super Imp Mk II which has been modified for



© Janet Wright

sprint and hill climb events. It is also used in local club motorsport events such as grass autotests, autosolos classic car runs and static display at various class car shows. The final car on the stand area was a Ford RS200 Rallycross car. It was built to celebrate 50 years for Rob Gibson competing in British and European Rallycross. It has a Ford Cosworth YB 2 litre engine which develops around 350 bhp. It was prepared for competition, but has never taken part in an event, being used solely for displays and demonstrations for the Retro Rallycross Championship.



© Simon Wright



© Janet Wright

Bringing the 21<sup>st</sup> century to classic cars is Electrogenic, a company based in Oxfordshire. They can take your classic car and convert it to Electric. They replace the engine and fuel tank with electric motors and a battery. Each conversion depends on what the owner requires from their electric car and the size of the source vehicle. A small car like a Mini can only accommodate a small battery, so it can have stunning performance with a range of just over 100 miles. A Rolls Royce Silver Shadow has much more room for batteries and therefore could go a-lot further on a charge. They had several vehicles on display, including a



© Simon Wright



Citroen DS EV, which appeared to be based on a large 1972 Citroen DS converted to electric battery power. There was also a Morgan sports car and a VW pickup truck.

Leaving behind the Technical centre displays, there were many more classic and iconic cars parked on the grass areas outside.



© Simon Wright

There was a stylish 1955 Bristol 405 four door saloon, the only ever four door model built by Bristol. The 405 was built between 1953 and 1958 with four hundred and five produced. It had aluminium body panels fitted over a steel and Ash frame mounted on a horse shoe shaped chassis. It was powered by a 2 litre straight-6 engine which developed 125 bhp.

Many owner clubs arrange to arrive together at Bicester Scramble meetings so they can display their cars as a group or club. The Marlin Cabrio kit was launched in 1991

as an updated Roadster based on Ford Sierra parts. The Hunter



© Simon Wright

was based on the Cabrio but was a complete factory built car. Marlin was founded in 1979 in Plymouth as Marlin Engineering. The company then moved to Crediton in Devon. The first kit produced was the Roadster, followed by the Berlinetta. The company was sold in the mid 1990s to Terry and Mark Matthews, who introduced the Hunter model. In 2016 Marlin bought Avatar Sports Cars to build roadsters. In May 2019 Marlin Sports Cars have ceased trading.

Showing a lot of class was a 1951 Daimler DB18 Special Sports Drophead coupe. The work on in-house coach-builder Barker, it was first introduced at the 1948 Earls



© Simon Wright

Court Motor Show. A steel ladder chassis, with hand-beaten aluminium body and heavy gauge steel wings, it remained in production until 1953, by which time 500 were thought to have been sold. Powered by

a 2.5 litre OHV straight-Six engine, it could produce 85 bhp and 116 lbft of torque, thanks to a high-compression ratio aluminium cylinder head and twin SU carburettors. Attached to a four-speed Wilson pre-selector transmission, it could reach a top speed of 86.5 mph. It has independent coil and wishbone front suspension. An unusual feature is the sideways facing rear seat.



© Simon Wright



© Simon Wright

A car rarely seen in the UK was a Renault 7 or Siete, a four door saloon version of the Renault 5 hatchback supermini. It was produced and sold in Spain by Renault subsidiary FASA-Renault from 1974 to 1984, when 240,000 were assembled. The front half of the car is very similar to the Renault 5 hatchback apart from traditional chrome metal bumpers instead of the body coloured plastic bumpers on the Renault 5. The car is just over 2 foot longer than the



© Simon Wright

Renault 5 due to the rear boot, with the wheelbase just over 2 inches longer. The boot also had a false floor, as the spare wheel was mounted under the bonnet. The 7 had a smaller range of engine options and was initially powered by the 1037 cc engine. The engine was upgraded to a 1108 cc engine in 1980. The rest of the R7 was identical to the R5 mechanically. It was mainly sold in Spain and a total of 159,533 were built. It had very limited success outside its home market thanks to the only slightly more expensive, and larger, Renault 12.



Riley display with a 2CV?

© Janet Wright



Jaguar E-Type and XJ-S

© Simon Wright



Triumph Spitfire

© Janet Wright



Dodge Charger

© Simon Wright



Volvo Stretched Limo

© Janet Wright



© Janet Wright



Porsche 912

© Simon Wright

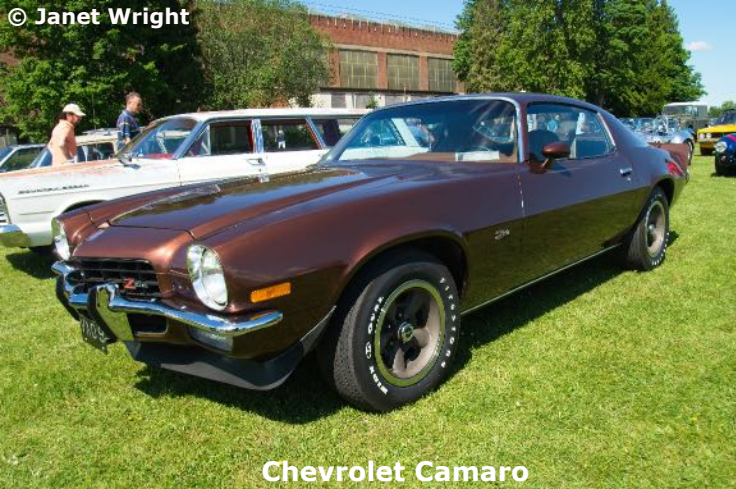


© Simon Wright



Droop snoot Vauxhall pair

© Simon Wright



Chevrolet Camaro



© Janet Wright



Porsche painting of a Porsche



Ford Capri

© Janet Wright



Jaguar E-Type



Triumph

© Simon Wright



Hagerty display

© Janet Wright



Ford GT

© Simon Wright

# Classic and Vintage Hillclimb

Harewood Speed Hillclimb

Sat June 5<sup>th</sup> 2021

By Stuart Yates of Motorsport Imagery.



James Baxter powers away from the start on his way to overall first place





© Motorsport-Imagery

With the glorious weather of the previous days still present on the Saturday morning as competitors arrived at Harewood it was perfect conditions for the Classic and Vintage event. Unfortunately due to the ongoing Covid restrictions spectators were not allowed at the event. With a lot of entries from Vintage Sports Car Club



© Motorsport-Imagery

Stephen Casson Class 18 Winner



© Motorsport-Imagery

Graham Briggs almost on three wheels

members along with other cars the field was varied, from modern Aston Martin to a Cooper T90, 1911 Wolseley 16/20, a variety of Austin Healeys and a selection of Minis to name but a few.

As you looked out over the course which was in perfect condition, not a cloud in the sky



© Motorsport-Imagery

Rob Armstrong exits Clark's and starts the fast 73 descent to the Esses



Haydn Spedding Jaguar E Type  
Second overall July 2021



John Ducker and the Austin Healey 100 waiting their turn

© Motorsport-Imagery

and the temperature already starting to climb. With an entry of 120, drivers were eager for proceedings to commence, 9.00am soon arrived and the first cars made their way down to the start line for the first of the mornings timed practice runs.

As the day progressed and the timed runs were getting underway, the temperature was high but a bit of cloud cover gave some relief from the burning sun, I am sure the cars and competitors alike were a bit thankful!

Outright quickest run in timed



© Motorsport-Imagery

Class V11 winner Mike Littlewood  
Bentley 3-4.5 Litre



**Edmund Burgess exits Farmhouse Bend**

sessions was James Baxter in the Cooper T90 with a time of 62.25 taking the C21 Class win. Just over 3.5sec behind was Class 39 winner, Jaguar Drivers Club entry of Haydn Spedding in his E Type.

Stephen Casson was one of the many Austin Healey,



**Richard Archbell - GN-AC Rabelro at Country corner**



**Zoe Megginson - Austin 7**



Ian Balmforth leans into Clark's corner - Hudson Super Six Racer

Class 18 cars which made the journey to Harewood on the day, taking the Class win with a time of 68.46 sec. As an aside, the hill record for this Class has stood since 2009, set by Stuart Bullas in a time of 65.84

In Class V11 the record time set by Dougal Cawley back in 2011 seems set to last a lot longer, even after this years winner, Mike Littlewood took the Class win in his Bentley 3/4.5 Litre with a 83.86 run.

Very consistent runs throughout the day by Ian Balmforth gave him a well deserved win in the V7-Edwardians Class. Two practice times and 4 timed runs, 5 in the 88's and one in the 89's.

A margin of 1 second was the gap between Class V15 winner Edmund Burgess in his Bugatti Type 51 and the Frazer Nash Shelsley driven by David Pryke.





David Pryke - Frazer Nash Shelsley

Speaking to Ford Lotus Cortina owner Graham Briggs earlier in the day, he commented his car was more at home on the longer HERO type multi day rallies but would



Andrew Briggs rounds Chippys curve

give it a try at Harewood, not the fastest in class on the day but all good fun and experience.



Alan Bee on his way to the Esses



Ian Wozencroft - Alvis 12-70 Special



© Motorsport-Imagery

All in all it was a fantastic day, the weather was perfect and all the competitors I spoke to throughout the day thoroughly enjoyed it, we can only hope that sooner,

rather than later, spectators are allowed back to enjoy these events.



© Motorsport-Imagery



© Motorsport-Imagery

# Wheels on Wednesday

Sixways Stadium, Worcester

26<sup>th</sup> May 2021.

By Simon and Janet Wright.



Everybody loves the Ford GT40, which is why there are so many kit car versions of this iconic car. The red version is a 2019 Tornado Sports Car fitted with a 5 litre engine. The blue version is a 6T40 fitted with a 5.4 litre engine.



© Simon Wright

**Family likeness between the Jaguar XK and the Aston Martin is un-cany**

After postponing the first meeting due to a waterlogged field at Spetchley Park Gardens, a new temporary venue was found. One week later than originally planned, the first Wheels on Wednesday meeting took place at Sixways Stadium car park, home of the Worcester Warriors. The temporary venue was situated right next to junction 6 of the M5 motorway. At 4pm on a lovely early summer evening, the hard standing car park started to fill with lots of fascinating vehicles. The usual food vendors were set up to feed the hungry enthusiasts, with a few trade stands also in attendance, including PopBangColour, with artist

meetings, with modern, modified and classic cars all welcome. An interesting comparison was a 2002 4.2 litre Maserati 4200 Spyder sports car parked next to an AC Cobra kit car (1989 Pilgrim Sumo) fitted with a 3.5 litre engine. Both high performance convertible sports cars, but the Cobra look-alike screamed raw power, while the Maserati looked a far more comfortable Grand Tourer style sports car. Not knowing any performance figures for the



© Janet Wright

lan Cook doing some of his famous continuous car drawings in the studio set up in the back of his car. The variety of vehicles is always impressive at these



© Simon Wright

Pilgrim Sumo kit car, we can say that the Maserati Spyder is no slouch, going from 0-62 mph in just 5 seconds and reaching a top speed of 176 mph. Cruise control and heated seats are also options available on the Maserati.





Been a long wait since the last WOW

© Simon Wright



Mini Traveller

© Janet Wright



© Janet Wright

Beauford kit car



BMW Z4

© Janet Wright



Ferrari

© Simon Wright



Plymouth Barracuda

© Simon Wright



Poppy Day tribute Land Rover

© Simon Wright



Its black and white - Morris Traveller

© Simon Wright



Ford Thunderbird

© Janet Wright



© Janey Wright

Staying with the convertible comparison, many years ago if you wanted an open top driving experience, unless you were very rich, your options were an MG or a Triumph sports car. Now our next dynamic duo consisted of a 2002 MG MG TF and a 2005 Volvo C70 convertible. The MG TF was built from 2002 until 2005 by MG Rover and from 2007 to 2011 by MG Motor (Nanjing) in China. It replaced the MG F and replaced the hydrgas suspension with conventional coil springs. It used the Rover K Series engine of 1.6 or 1.8 litres. The 1.6 litre version produced 114 hp, went from 0-60 mph in 9.2 seconds and had a top speed of 118 mph. The 1.8 litre version produced a maximum of 158 hp, went from 0-60 mph in 6.9 seconds and had a top speed of 137 mph. By comparison, the 2.4 litre Volvo C70 convertible was developed in conjunction with Tom Walkinshaw Racing (TWR). The 2.4 litre 5 cylinder Turbo engine produces 163 bhp, does 0-60 mph in 10.7 seconds and has a top speed of 124 mph. The original Mini has become an iconic vehicle, known and loved throughout the World. Being so near Longbridge, where they were built, you can regularly see perfect examples of the Mini being driven on the road. Here you can see the two classic designs, the standard



© Simon Wright

saloon on the right and the updated version, the Mini Clubman on the left. Both models were mechanically identical, but the Clubman models did more space under the bonnet for maintenance work to be undertaken. The Mini was available in four different engine sizes, 850cc, 998cc (There was a 907cc Cooper), 1100cc and 1275cc. Produced between 1959 and 2000, the Mini was built all over the World, mainly at Longbridge in the UK, but also in Belgium, Australia, New Zealand, South Africa, Italy, Spain Chile and Slovenia. Rare over here, but very popular in America, the 1986 Chevrolet El Camino pickup truck Utility vehicle was produced between 1959 and 1960 then again from 1964



© Janey Wright

to 1987. Unlike a standard pickup truck, the El Camino was adapted from a standard 2 door Chevrolet station wagon platform and integrated the cabin and cargo back in to the body. From 1964 to 1977 the body was based on the Chevelle platform and after that it used the GM G-body platform. This vehicle was a fifth generation model built in Mexico and uses the 5.7 litre small-block V8 engine



© Simon Wright

The 1971 Triumph GT6 Mk3 looked stunning in red. Sometimes referred to as the poor mans E-Type, the GT6 was first introduced in 1966 and ran through until 1973. It was powered by the 6 cylinder in-line 2 litre Triumph engine. The Mk3 was the final major facelift for the GT6, with improved aerodynamics thanks to a cut-off rear end, recessed door handles and a smoother front end. This improved performance, with a top speed of 112 mph and go from 0-60 mph in 10.1 seconds. This was better than its main domestic rival the MG B.



© Janet Wright

The Fiat Coupe is a rare car in the UK, and here there were two together. Powered by either a 2 litre, five cylinder 20 valve or four cylinder 16 valve turbocharged engine, equipped with a Viscodrive Limited-Slip differential to counter understeer that occurs in most powerful front wheel drive cars. Both built in 1998 but the one on the right is a Limited Edition model, easily identified by the red Brembo brake callipers. The other differences include a body kit, titanium grey details such as the wheels, fuel cap, rear light cups, and mirror casings. The Specification also included a push-button start, Recaro seats with red leather inserts, Sparco pedals and a titanium grey dashboard. It also added a six speed gearbox for the first time. Only 300 Limited Edition models were built. What a difference twenty years make. The ultimate upgrade was represented by a small 1960 Renault 4CV



© Simon Wright

parked next to 1983 Renault 5 Turbo. The 4CV had a small 747cc or 760cc engine and went from 0-56 mph in 38 seconds, with a top speed of around 62 mph. The Renault 5 Turbo was built between 1980 and 1986 and was powered by a mid-mounted 1.4 litre 4 cylinder turbocharged engine. It developed 158 hp and torque of 163lb/ft. The first 400 built were to allow Group 4 homologation for the works rally team. It was claimed that it could do 0-62 mph in 6.6 seconds and had a top speed of 130 mph.

The rally Nissan Micra K11 of James Hardy and co-driver Nick Wilkins were preparing for the Neil Howard Stages



© Simon Wright

rally to be held at Oulton Park just a few days after Wheels on Wednesday (Where they would finish 2<sup>nd</sup> in Class A and 104<sup>th</sup> overall). The previous season, in 2020, they had achieved various top six in class finishes, with their best results being 2<sup>nd</sup> in class on both the Lee Holland Memorial Stages rally and the Alan Healey Memorial stages rally.

The BAC Mono looks like either a Stealth fighter or



© Simon Wright

something out of a Star Wars film. Briggs Automotive Company (BAC) of Liverpool is the British manufacturer behind the World's first single seater, road-legal supercar. The first version was powered by a Ford Duratec 2.3 litre four cylinder naturally aspirated petrol engine, modified by Cosworth to produce 280 bhp. It is connected to an electronically controlled paddle shift six speed sequential Hewland transmission with Limited Slip Differential. Weighing just 1,190 lb, it has a power to weight ratio of 518 bhp per

tonne. It can do 0-62 mph in just 2.8 seconds and has a top speed of 170 mph.

Our second contender for supercar performer of the evening is the Ultima Spyder.

This model was produced between 1993 and 2002 with a GRP body fitted to a spaceframe chassis. Usually fitted with a 5.7 litre Chevrolet V8 engine, producing 355 bhp and 405 lb/ft of torque. This gave it a 0-60. Mph time of 3.8 seconds with a top speed of 175 mph. It has a power to weight ratio of 394 bhp/tonne. It has one advantage of the BAC Mono, it is a two seater.

Our final contender looks like a Racing car on the road,



© Simon Wright



which is what it is. The 2003 Radical SR03 has the smallest engine of our 3 contenders, using a 1300cc Suzuki engine which produces 210 bhp and

133 lb/ft torque. This gives it a power to weight ratio of 368 bhp/tonne. It is a race car that was modified by the factory to sell as a road/track day car by adding indicators, a hand brake, a catalytic convertor and road legal tyres. It is built on a carbon steel spaceframe chassis. It can do 0-60 mph in 3.1 seconds and has a top speed of 155 mph.

At the other extreme was a McLaren 600LT supercar. The 3.8 litre twin turbocharged V8 engine develops 592 bhp



© Simon Wright

and 457 lb/ft torque. Fitted in a carbon fibre MonoCell II chassis and lightweight aluminium body panels, the weight is only 2,749 lbs gives a power to weight ratio of 474bhp per tonne. This gives the car outstanding performance with 0-62 mph in just 2.9 seconds and a top speed of 204 mph.



© Simon Wright

If you want something a little more conservative, how about the Lamborghini Aventador Superveloce! Powered by a 6.5 litre V12 engine developing 740 bhp, connected to a seven speed single clutch gearbox. It can accelerate from 0-62 mph in 2.8 seconds and has a top speed of 217 mph.

If you want the name, but a bit more comfort, there was also a Lamborghini Urus SUV parked next to the Aventador, showing the massive difference in size. Having the Lamborghini name, means you do not have to sacrifice performance for comfort. The SUV is powered by a 4 litre twin turbo V8 engine which produces 650 bhp and 850 NM of torque. It is not too far behind the Aventador in terms of speed, accelerating from 0 to 62 mph in just 3/6 seconds and has a top speed of 190 mph.



© Janet Wright

Then there is the future. The Tesla Model S Electric car can accelerate from 0-60 mph in 1.99 seconds and reach 200 mph. It also has a claimed range of 390 miles.



Alfa Romeo Alfasud



Ford Mustang New and Old

© Simon Wright



Ford Zephyr/Zodiac

© Janet Wright



BMW M4

© Janet Wright



Ford Probe

© Simon Wright



© Simon Wright

The raging Bull and prancing horse. Which would you choose - Lamborghini or Ferrari?

# Neil Howard Stages 2020 / 2021

31st May 2021

Oulton Park

By David Goose of Motorsport Imagery.



Overall Rally victors, Sam Moffett and Keith Moriarty, in their Ford Fiesta R5

The ever popular Osian Pryce and Noel O'Sullivan drove well in their new VW Polo R5



Last years Neil Howard Stages at Oulton Park was an end of season casualty of the Covid Lockdowns. The organisers in conjunction with sponsors Graham Coffey & Co Solicitors pulled off a stroke of genius by arranging to run the even on the last May Public holiday in 2021 rather than the traditional Saturday Bonfire Night event. As a result they also secured a place in the British Rally Championship and a very high quality and full national Rally entry list. The event will run a second time this year



Antony Allery and Dan Tribe, Ford Escort RS MkII

back on its traditional date at the beginning of November.

With a maximum crowd of around 4000-4500 spectators at the circuit, the event was clearly very popular with the Rally fans who had been eagerly awaiting the return of tarmac rallying. The event was the first time THE BRC had run a single event at the start of the season not he tarmac roads on and around the Cheshire circuit, and saw the

Chris Ruck and Steve Harris in the impressive Opel Corsa,



gates to the circuit closed due to the carparks being at capacity.

With a field of 143 cars, 24 cars retired, with 119 cars completing the event and its 8 special stages. The 50 miles of tarmac rally stages involved running the Oulton Park tarmac in both directions. Sounds simple, but running the circuit in reverse is very confusing to many of the regular Oulton Park fans.





Darren James Nugent and Liam Whiteley, Ford Escort Mk II

In glorious sunshine, The Irish pair of Sam Moffett and Keith Moriarty in a Ford Fiesta Rally2, took the lead of the rally on the seventh of eight stages. In their first competitive outing in the new Fiesta, their pace increased with each stage, securing their maiden BRC victory at the end of the day. At the end of the rally, Moffett thanked Dom Buckley and his team at Buckley RSC in Kelso for



2nd place by just one second, Rhys Yates in the Ford Fiesta R5 Mk II



preparing the winning car. Rhys Yates and James Morgan in a similar M-Sport Fiesta Rally2 pressed hard throughout the day but ended one second behind the winners after the last stage.

Final place on the podium and breaking the Fiesta clean sweep was Osian Pryce and Noel O'Sullivan in their Volkswagen Polo GTi R5 which looked impressively quick



Jarlath Kelly and Seamus Morris, Darrian GTR+ ahead on the stage from the MKI Ford Escort

Charles Payne and Aled Edwards, second on the National Rally in their Ford Fiesta RS WRC



all day long, their first time out competitively in the Polo. Two times BRC Champion, Matt Edwards finished fourth in his new Polo R5 but had been contesting for the lead throughout the day.

Frank Bird with co-driver Jack Morton took his Fiesta Rally2 to a podium place before being excluded after the event for the car being under weight in scrutineering. This



Kyle White and Sean Topping rallied hard in their ageing Peugeot 208 R2

Alan Carmichael and Claire Williams, Hyundai i20 R5



had been a busy weekend for the young Cumbrian, having spent Friday and Saturday racing an Audi R8 GT3 at Paul Ricard in France in the Fanatec GT World Challenge 6 hour race.



Ben and Steven Smith, Ford Escort Mk I

Kevin Procter, and Derrick Fawcett in their Ford Fiesta S2000T



EVO 200 in the spectator car park, a good looking RS200 kit car



Ray Keith and Robin Adams, Ford Escort



Sounding fantastic and looking great, Joe and Ken Sturdy, Talbot Avenger

Ashley Dickson and Stephen Joyce, Ford Fiesta R5



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Two time BRC Junior runner up, William Creighton had eyes on the top prize from the start, and especially the top prize of a drive on the World Rally Championship. Driving a Fiesta Rally4, Creighton and co-driver Liam Regan led

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Mark Holmes and Oliver Hunter, Ford Escort RS 2000 MkII

the event from start to finish. At the end of the event, Kyle White and Sean Topping in their now quite dated Peugeot 208 R2 were only 11 seconds behind the winners in second place, with Eamonn Kelly and Conor Mohan in

Brendan Cumiskey and Ronan O’Kane, Volkswagen Polo R5



© Motorsport-Imagery

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Jonathan Bennett and Paul Walker, Mitsubishi Evo 9



Joseph McGonigle  
and Ciaran Geaney,  
Ford Fiesta Rally 2



another Fiesta Rally4 in 3rd place, Also running in the Neil Howard Stages was the first round of the British National Rally Championship, the podium being a lockout for the Ford Fiesta RS WRC. Winners, Thomas Preston and Carl Williamson led the event at the



Michael & Shaun Stanley,  
Subaru Impreza

Oliver Mellors and Max Freeman, in the uncommon Proton Iris R5



end of the 4th stage and finished 13th overall, beating many of the BRC entrants on the way. Charles Payne and Aled Edwards came second with Steven Petch and Michael Wilkinson taking third place on the podium. The National Rally Championship allows drivers of pre-2016 WRC cars and rally cars that hold a valid vehicle passport to enter, this means that some relatively new and very capable cars can enter a national rally series, competing against top class BRC entrants for a recognised national championship title.

The next round of the British Rally Championship, The Nicky Grist Stages, is being run on the 10th July on the Epynt Military Ranges near Builth Wells in Wales. Unfortunately due to the delayed release of the Covid lockdown restrictions it is being run behind closed doors with no spectators. BRC Organisers hope that rally life may return more to normal for round 3, the Grampian Rally around Banchory in Scotland on the 14th August.

Steve Simpson and Patrick Walsh, retired their Ford Fiesta R5 with technical problems on the penultimate stage



Still impressive when driven properly, Martin Haggett and Mike Taylor, Talbot Sunbeam Lotus



Ruairi Bell and Gareth Parry in their Ford Fiesta Rally4

Terry Pankhurst deciding that the Mk I Ford Escort RS2000 is better suited to off road rallying



# Archive Photo of the Month.

By Pete Austin.



One of the personalities appearing at the recent E-Type 60 celebration at Shelsley Walsh was Richard Attwood. Although perhaps better known for his sports car exploits he is shown here about to practice for the 1968 British Grand Prix at Brands Hatch in a BRM P126. He retired from the race itself with a damaged radiator but earlier in the year he came second in the Monaco Grand Prix also driving for BRM.



# Classic and Modern Motorsport Festival

Mallory Park.  
Sunday 13<sup>th</sup> June 2021.  
By Simon & Janet Wright.

Dave York Vauxhall Tigra leads Danny Smith Vauxhall Tigra in the CMMCS Intermarque Silhouettes



A bright, sunny and warm day welcomed back a small selection of spectators to Mallory Park for the first time in 2021 for the Classic and Modern Motorsport Festival. The programme was a nice mix of vintage, classic and modern cars plus a couple of motorbike races to keep everybody happy. After morning qualifying, the racing started at 11:45am, with two races before the lunch break.

Opening the meeting was the first of two fifteen minute 500 Owners Association Racing Championship races for 1950s 500cc F3 single seater racing cars. There was a good entry of twenty three cars entered. Darrell Woods claimed pole position in his Staride Mk3, over a second faster than Tom Waterfield in his Cooper-Norton Mk9. As the cars came round for a rolling start, another driver had been added to the back of the grid, Jonathan Morris in a

© Janet Wright



**Double race winner Darrell Woods in the Staride Mk3**

Waye 500. The first race was dominated by Woods, leading every lap of the fifteen minute race, to win by 1.753 seconds. The initial chase was led by Tom Waterfield in a Cooper Norton Mk9 with Chris Wilson in a Cooper Mk10 and Mike Fowler in a Cooper Norton Mk V battling closely for 3<sup>rd</sup>. By the fifth lap Wilson had got through in to 2<sup>nd</sup> but on lap seven Waterfield was back in front of the 2<sup>nd</sup> place battle for a lap before Wilson managed to open up a slight gap to take 2<sup>nd</sup> place and the 1954-1960 class win by just over three seconds from



**Class winner in race 1 Chris Wilson Cooper Mk10 2<sup>nd</sup> overall**

Waterfield in 3<sup>rd</sup>. Fowler took 4<sup>th</sup>, while Simon Dedman in a Cooper Mk 10 was 5<sup>th</sup> and Xavier Kingsland in a Staride Mk3 was 6<sup>th</sup>.

The second race, later in the afternoon saw Waterfield grab the lead on the first lap before Woods took the lead and remained in front until the chequered flag. Waterfield slowly dropped back to finish just over four seconds behind in 2<sup>nd</sup>, winning the 1954-1960 class. Wilson held 3<sup>rd</sup> all through the race, taking 2<sup>nd</sup> in the 1954-1960 class as well as 3<sup>rd</sup> overall. Dedman beat Fowler for 4<sup>th</sup> in this race by just 0.708 of a second. In 6<sup>th</sup> place was Finlay Mackintosh in a Cooper Mk11.



**Class winner in race 2 Tom Waterfield Cooper Norton Mk9**

© Janet Wright



JB Jones Cousy No2 8<sup>th</sup>  
in race 2 leading Stuart  
Wright Cooper Mk XI  
9<sup>th</sup> race 1

© Simon Wright



John Chisholm Arnott F3 10<sup>th</sup> race 1

© Janet Wright



Martyn Corfield  
Cooper 500 Mk8 9<sup>th</sup>  
race 2 leads Alex  
Wilson Mackson 12<sup>th</sup>  
race 2

© Simon Wright



Richard de la Roche Smith Buckler 500 F3  
7<sup>th</sup> race 2

© Simon Wright



Richard Kelly Heizer Mk 1 Race 2 14<sup>th</sup>

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First lap of the first 500 race

© Simon Wright



Mike Fowler Cooper Norton Mk V 4<sup>th</sup> Race 1

© Janet Wright



Vernon Williamson Joe Potts Prototype  
DNF race 1

© Simon Wright



First MG Metro race winner Jon Moore leading Les Tyler (DNF) and Ben Williams (3<sup>rd</sup>)

This was followed by the first of two outings for the Hickford Construction MG Metro Cup. Mark Eales put his Metro K Series on pole position by over a second from Dan Willars. From the start Eales held the lead while in close battle with Lee Tyler and Willars, with Willars getting the upperhand to hold on to 2<sup>nd</sup> but slowly falling back from the leader. Then on the seventh lap Eales had a coming together on the exit to the esses and both ended up in the gravel trap. They both got going again in 7<sup>th</sup> and 8<sup>th</sup> position. This gave Tyler the lead and Jon Moore right on his rear bumper. They remained the same until lap thirteen when Moore emerged ahead. Then the following lap Tyler's smoking Metro spun at the esses and was just avoided by Eales. This gave Ben Williams 2<sup>nd</sup> place and he closed right up behind Moore,

who was still leading. Eales had been slowly working his way through the field and by the penultimate lap he was back to 2<sup>nd</sup> and right up behind Moore, but he was not able to pass so Moore won by just 0.35 of a second after twenty one laps of racing. Williams took 3<sup>rd</sup> while Willars had also worked his way back up the field to finish 4<sup>th</sup>. Tony Howe in a Metro Turbo took 5<sup>th</sup> place and Tim Davies rounded out the top six. The second race saw Eales take the lead from the start of the shortened sixteen lap race. He was never headed and won by just over two seconds. The pack chasing was led for the first couple of laps by first race winner Moore before Willars went through in to 2<sup>nd</sup>, which he maintained until the chequered flag. Moore slipped back to finish 5<sup>th</sup>. Howe in the Metro Turbo improved on his first race result by finishing 3<sup>rd</sup>. After setting fastest lap time of the race, Tim Shooter finished 4<sup>th</sup>, while Davies took a second 6<sup>th</sup> place of the day.



© Simon Wright

Although he had this 'off' in the first MG Metro race, Mark Eales still finished 2<sup>nd</sup>. He then won the second race

Phil Goodwin blew the engine on his Metro K Series on lap 12 of the first race



Dave Javes Metro Turbo 8<sup>th</sup> race 1 & 2



Kyla Birdseye Metro Turbo 11<sup>th</sup> race 1 & 2



Ben Williams Metro K Series 3<sup>rd</sup> race 1



Les Tyler Metro K Series spun off race 1



Double race winner Joss Ronchetti Talbot Sunbeam Lotus

After the lunch break, the racing resumed with the first of two CMMCS Super Saloons Series/Amusement Southern Tin Tops Series and WRDA Welsh Sports & Saloon Car Championship races. Joss Ronchetti put his Super Saloon Class C Talbot Sunbeam Lotus on pole position by over a second ahead of Rod Birley in his Super Saloon Class A Ford Escort WRC. The first race was led from start to finish by Ronchetti. He was followed home by the class A winning 2<sup>nd</sup> placed BMW E46 M3 of Andrew MacKenzie, over thirteen seconds back. Paul Watson won class B in



Double class winner Paul Watson BMW E36 M3 3<sup>rd</sup> and 2<sup>nd</sup>

his BMW E38 M3 in 3<sup>rd</sup> place. In 4<sup>th</sup> was the Class D winning Darrian T90 of Deri Davies, followed by another class winner in 5<sup>th</sup>, Gareth John in a Ginetta G40 GT5 who won Class BS. In 6<sup>th</sup> place was class T1 winner Dave Charlton in a SEAT Leon. The next class winner was class



Class winner in both races Andrew MacKenzie BMW E46 M3 2<sup>nd</sup> and 3<sup>rd</sup>



Another double class winner Deri Davies in the Darrian T90 4<sup>th</sup> in first race

Gareth John Ginetta G40 GT5 won his class in both races.



© Simon Wright

T2, 9<sup>th</sup> placed Warren Johnson in a Peugeot 205 GTi, followed home by T3 class winner Steve Everson in a Citroen Saxo VTS in 10<sup>th</sup>. Class BT was won by 11<sup>th</sup> placed Colin Dunn in a Renault Clio 172. The Ford Sport KA of Alan Smith won class AT in 18<sup>th</sup> with 21<sup>st</sup> placed

© Janet Wright



Warren Johnson Peugeot 205 Gti won class T2 in the first race.

Michael Cook winning class CT in his BMW 330 Clubsport. The final class winner was Chris Burley who was 22<sup>nd</sup> in a Ford Fiesta 150ST.

Their second race of the day was race 10 on the program and was shortened to 13 laps. It was another perfect demonstration race for Ronchetti in the Talbot Sunbeam Lotus, leading from start to finish, with a winning margin of over fourteen seconds plus fastest lap in the race. Watson improved on his first race performance in the BMW E36 M3 to finish 2<sup>nd</sup> and take another class win. Mackenzie also took a second class win of the day in 3<sup>rd</sup>. Davies in 5<sup>th</sup>, John in 7<sup>th</sup>, Dunn in 9<sup>th</sup>, Everson in 10<sup>th</sup>, Smith in 18<sup>th</sup>, Burley in 21<sup>st</sup> and Cook in 23<sup>rd</sup> all took second class wins of the day. The other class winners in



© Simon Wright

Dave Charlton SEAT Leon won class T1 in the first race

© Janet Wright



Steve Everson Citroen Saxo VTS took 2 class wins



© Simon Wright

Colin Dunn made it 2 out of 2 for class wins in the Renault Clio 172

this race were 6<sup>th</sup> placed Ken Angell in a BMW E36 328i Coupe, who won class T1 and Vic Hope in a Honda Civic Type R in 11<sup>th</sup> who won class T2.



© Simon Wright

Alan Smith in the Ford Sport KA was another double class winner



32 Double class winner Chris Burley Ford Fiesta 150ST passes Mark Williams Peugeot 205

© Janet Wright



© Simon Wright

The last double class winner was Michael Cook in a BMW 320 Clubsport



© Simon Wright

Winner of class T1 in the second race was Ken Angell in a BMW E36 328i coupe



© Janet Wright

Class T2 winner in the second race was Vic Hope Honda Civic Type R



Angelo Massonetto Citroen Saxo 3<sup>rd</sup> in class race 1



Rod Birley Ford Escort WRC 2<sup>nd</sup> in class in race 2



Mark Cripps BMW E30 2<sup>nd</sup> in class in race 1



Andrew Williams MG ZR 2<sup>nd</sup> in class race 2



Martyn Scott BMW E46 M3 2<sup>nd</sup> in class race 2



Gideon September Honda Civic Type R 3<sup>rd</sup> in class race 2



Nicholas Lunn Honda Integra Type R 2<sup>nd</sup> in class race 2



Christopher Bicknell Citroen Saxo VTR 2<sup>nd</sup> in class in race 1



Jacques Whitehead BMW 330ci DNF race 1



Race one winner David Tetley Norton 500cc leads race two winner Peter Bardell Matchless G50

© Janet Wright



was Tony Perkin on a Norton Manx. The next class winner was 14<sup>th</sup> placed Ben Kingham on a Vincent 998. The final class winner was David Hebb on a Norton Manx



55 Double race class winner Ben Kingham Vincent 998  
17 Stuart Tonge Norton Manx  
15 Patrick Walker Norton 500

© Simon Wright

The Lansdowne Classic Series for motorbikes made a change from four wheel action and had a large entry, with thirty four starters and three reserves. With a three wide grid, David Tetley on a Norton 500 had the slight advantage of starting the first race from pole position for the nine lap race. He dominated the race, pulling out a five second advantage by half distance, with Sam Clews on a Norton leading the initial chase. By lap five Peter Bardell on a Matchless G50 was in to 2<sup>nd</sup> and set after the leader, who he caught by the end of the

6 Peter Bardell Matchless G50 race 2 winner  
68 Michael Russell Norton Manx

© Janet Wright



22 Tony Perkin Norton Manx class winner race 1

in 20<sup>th</sup> position, the last un-lapped runner. The second race was shortened to just seven laps and saw Tetley make the most of his pole position to lead the first three laps. He was initially chased by Michael Russell on a Norton Manx and Matthew Hebb on a Norton Manx, while Bardell had dropped back to 5<sup>th</sup> on the first lap. By lap four Bardell had worked his way through to take the lead of the race. After a wheel to wheel battle with Tetley, it was Bardell who crossed the line first to win the

second race on his Matchless G50 by 1.264 seconds. Tetley was in 2<sup>nd</sup> and Russell took 3<sup>rd</sup>, just ahead of Michael Ruyyer in 4<sup>th</sup> on another Norton Manx. Matthew Hebb took a class win in 6<sup>th</sup>, while Kingham and David Hebb both took their second class wins of the day in 12<sup>th</sup> and 22<sup>nd</sup> respectively.

45 Seb Perez Matchless G50



© Simon Wright

59 Double race class winner David Hebb Norton Manx

105

56 Matthew Hebb Norton Manx class winner race 2

© Simon Wright



7 Duncan Fitchett Norton Manx

race, setting fastest lap of the race on the penultimate lap. But could not pass, so Tetley won by just 0.018 of a second from Bardell. In a distance 3<sup>rd</sup>, over eight seconds behind, was Clews. In 4<sup>th</sup> place, and winning his class,



Tony Hazeldine Norton Domiracer 4<sup>th</sup> in class race 1

Cliff Ransley Norton Manx 2<sup>nd</sup> in class race 1



© Janet Wright

Steven Radakovic BSA Goldstar 5<sup>th</sup> in class and Ian Bain Norton Manx 6<sup>th</sup> in class race 1



© Simon Wright

Sam Clews Norton 3<sup>rd</sup> race 1



© Simon Wright

Fernando Mendes BSA Goldstar DNF race 1



© Simon Wright



© Janet Wright

Robin Stokes Norton Manx 4<sup>th</sup> in class race 1

© Janet Wright



Steve Linsdell Royal Enfield 3<sup>rd</sup> in class race 1

© Simon Wright

© Janet Wright



Andy Hornby Norton Manx 7<sup>th</sup> in class race 1

Mick Baldwin AJS 7R 3<sup>rd</sup> in class race 1





**Malcolm Blackman in his Vauxhall Tigra won both Intermarque Silhouettes races**

The CMMC Intermarque Silhouettes had a varied entry for their two 15 minute races. After qualifying, it was Steve Burrows on pole position in his Vauxhall Tigra by just 0.309 of a second from Malcolm Blackman in another Vauxhall Tigra, with Ian Hales in a third Vauxhall Tigra also within a second of the pole position man. The racing was close but Lewis Smith in a Mercedes SLK had transmission problems and slowed coming out of the hairpin. As cars took avoiding action, Brian Loram in a Vauxhall Tigra was collected on the approach to Devils elbow and went off hard in to the tyre wall. Lewis also ended up in the gravel trap. The race was red flagged, but both drivers were ok, but the Tigra was very badly damaged. It took some time to replace and repair the tyre wall before the race could be re-started as a five lap sprint. Burrows and Blackman were nose to tail for the first four laps in the battle of the Tigra, with Burrows having the advantage each lap as they crossed the line. But on the last lap Blackman pounced

to grab victory by just 0.326 of a second from Burrows. Only another 0.779 of a second further back was 3<sup>rd</sup> placed Ray Harris in a Ginetta G40r. Hales took 4<sup>th</sup> with Daniel Smith in a Mercedes SLK was 5<sup>th</sup>. In 6<sup>th</sup> place and winning the I/S class was Mike Thurley in a Ginetta G40. After the time lost to repair the tyre wall at Devils elbow, all the subsequent races were shortened.

The second Intermarque Silhouettes race was now reduced to eleven minutes and saw Colin Smith in a Vauxhall Tigra start from pole position from Mike Thurley in his Ginetta G40. Colin Smith led the first couple of laps before Harris in the Ginetta took the lead. After another couple of laps, on the penultimate lap, it was Blackman in another Tigra who got in front and stayed there to take victory by just 0.514 of a second from Harris. Colin Smith finished 3<sup>rd</sup>, with first race winner Burrows in 4<sup>th</sup>. Daniel Smith in the Mercedes was 5<sup>th</sup> and Hales 6<sup>th</sup> in another Tigra. Thurley took his second class win of the day in his Ginetta in 8<sup>th</sup>.



**Mike Thurley Ginetta G40 took the class win in both races**

© Simon Wright

Philip Young Mitsubishi Colt 9<sup>th</sup> in class chased by David York Vauxhall Tigra 8<sup>th</sup> in class race 1



© Simon Wright



© Simon Wright

Ray Harris Ginetta G40r 3<sup>rd</sup> race 1



© Janet Wright

Mick Robertson VW Corrado 3<sup>rd</sup> in class race 1



Danny Smith Vauxhall Tigra 10<sup>th</sup> in class race 1

© Janet Wright



© Janet Wright

Simon Hutt BMW Z4 12<sup>th</sup> in class race 1



Brian Loram Vauxhall Tigra had a big off in race 1, which caused a red flag

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John Steward Mercedes SLK 4<sup>th</sup> in class race 1



Dave Cockell Ford Escort Cosworth won both Modified Ford races

The Modified Ford Series had a fantastic entry of various Ford models, including Escort, Fiesta, and Sierra. After qualifying, Jason Davies was on pole position in his Ford Sierra Sapphire Cosworth by just 0.180 of a second from Dave Cockell in a Ford Escort Cosworth. As the race came to the start, Chris Fulford in his Ford Escort Mk1

Malcolm Harding Ford Escort Mk2 won his class in both races.

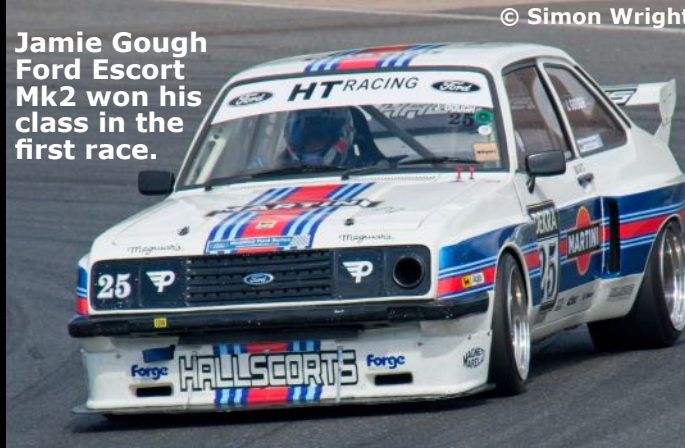


© Janet Wright

was removed from the grid. From the start Davies lead the first lap before retiring from the race. This left Cockell in the Escort Cosworth leading, with Malcolm Harding in a Ford Escort Mk2 and Olly Allen in a Ford Fiesta Mk5 not far behind. Cockell

Followed by Olly Allen Ford Fiesta Mk6

Jamie Gough Ford Escort Mk2 won his class in the first race.



slowly extended his lead, with the order behind remaining fairly static. On lap nine Dave Matthias in a Sierra Sapphire Cosworth and Piers Grange in an Escort Mk2

swopped position, with Grange getting ahead in to 4<sup>th</sup>. At the flag it was an easy victory for Cockell in the Escort Cosworth, winning by nearly five seconds from a class winning Harding, with Allen in 3<sup>rd</sup>, Grange 4<sup>th</sup> and Matthias 5<sup>th</sup>. Paul Nevill rounded out the top six in an Escort Mk2.

Daz Owen Ford Escort Mk2 won his class in the second race



© Simon Wright

Class B winner Jamie Gough in another Escort Mk2 was 7<sup>th</sup> and class C winner was John Edwards-Parton in a Fiesta XR2 in 14<sup>th</sup> position. The order in the second race remained the same as the first with Cockell taking

win number two of the day in the Sierra Sapphire Cosworth. He led the race from start to finish Harding took his second class win of the day in 2<sup>nd</sup>, along with Edwards-Parton in 14<sup>th</sup>. The other class winner was Daz Owen in an Escort Mk2 who finished 8<sup>th</sup> and took class B.

© Simon Wright



Double race class winner John Edwards-Parton Ford Fiesta XR2

Jason Davies Ford Sierra Sapphire  
Cosworth DNF race 1



© Simon Wright

Piers Grange Ford Escort Mk2 4<sup>th</sup> and  
Dave Matthias Ford Sierra Sapphire  
Cosworth 5<sup>th</sup> in both races.



© Simon Wright

Michael Saunders Ford Escort Mexico  
Mk1 N/S



© Janet Wright

© Janet Wright



Olly Allen Ford Fiesta Mk6 2<sup>nd</sup> in class 3<sup>rd</sup>  
overall in both races

© Simon Wright



Neil Jessop Ford Escort Mk2 3<sup>rd</sup> in class in  
second race

© Janet Wright



Dan Cowan Ford Fiesta ST150 7<sup>th</sup> in class  
race 1

Brian Lilley Ford Sierra Cosworth DNF  
race 1



© Simon Wright



Chris Fulford Ford Escort Mk1 N/S race 1

© Janet Wright



© Simon Wright

Jimmy Neophytou Ford Fiesta Mk1  
DNF first race



CMMC Classic Challenge winner Elke Wellhausen Lister Knobbley

The CMMC Classic Challenge was a single race on the programme, with just a twenty minute race in the middle of the afternoon. It looked like Eike Wellhausen would have the race sewn up with his Lister Knobbley, and he did claim pole position in qualifying. But he was only 0.742 of a second ahead of Kelvin Laidlaw in a nice Morgan +8. From the start, Wellhausen led from Laidlaw for the entire



Class winner Martin Whitlock MG B Roadster

race, with Wekkhausen winning by over twenty two seconds at the finish. In 3<sup>rd</sup> place was the class winning Triumph TR6 of Alan Charlton. In 4<sup>th</sup> place, and the last runner to complete full race distance was the Triumph TR4 of John Andon. Class C was won by 5<sup>th</sup> placed Martin Whitlock at the wheel of his MG B Roadster. Class A went to Pete Richards in a Clan Crusader.

PARK



Class winner Alan Charlton Triumph TR6



Class winner Pete Richards Clan Crusader



Charles Colledge Mini Marcos Mk3 3<sup>rd</sup> in class 9<sup>th</sup> overall



Kevin Laidlaw Morgan +8 2<sup>nd</sup> overall.



Edwin Driver MG Ashley Midget 2<sup>nd</sup> in class 8<sup>th</sup> overall

Clive Gimson Triumph GT6 Mk2 DNF



Glenn Brackenridge Sunbeam Harrington 3<sup>rd</sup> in class 10<sup>th</sup> overall



John Andon Triumph TR4 2<sup>nd</sup> in class 4<sup>th</sup>.