



# Classic and Competition Car

Founded 2010

Porsche at Prescott



British GT



Classic Nostalgia  
Shelsley Walsh



Marina 50<sup>th</sup> BMC  
Day BMM Gaydon



Toyo Tires Saloons,  
Silverstone

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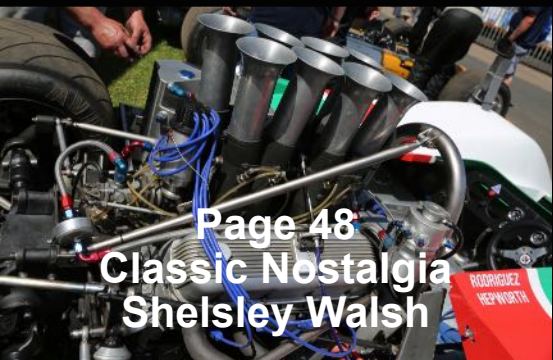


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Toyo Tires, Silverstone - Sam Clarke Jaguar XJS 2<sup>nd</sup> in second race © Janet Wright.

Porsche at Prescott - Andy Fagan Porsche Boxster © Simon Wright

British GT - Bonamy Grimes/Marco Sorensen, Aston Martin Vantage GT3 © Motorsport-Imagery.

Classic Nostalgia - Mick Strafford Chevrolet Firenza © Syd Wall

Marina 50<sup>th</sup> BMC Day, British Motor Museum © Simon Wright.

## Our Team

Simon Wright-Editor.  
Janet Wright-Staff Photographer.

Independent Freelance contributors.  
Pete Austin, Peter McFadyen, Syd Wall, Plus  
David Goose & Stuart Yates of  
Motorsport-Imagery.



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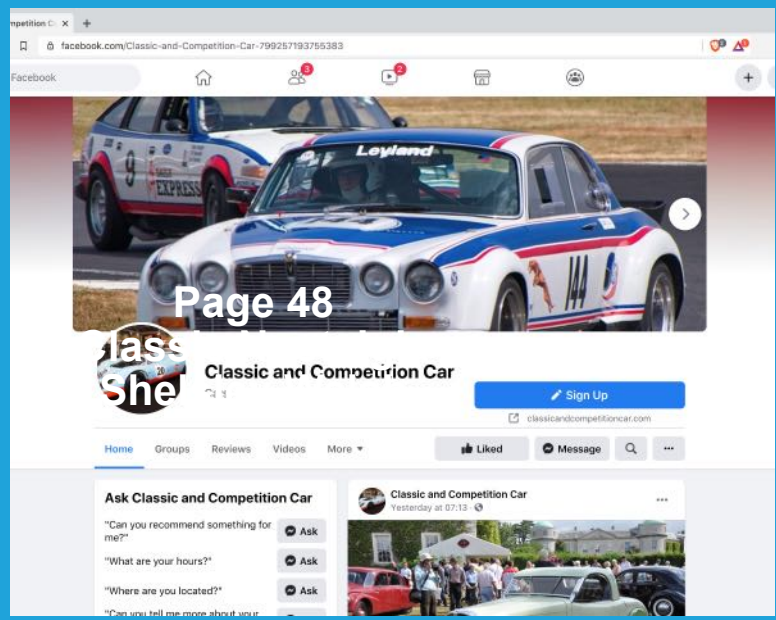


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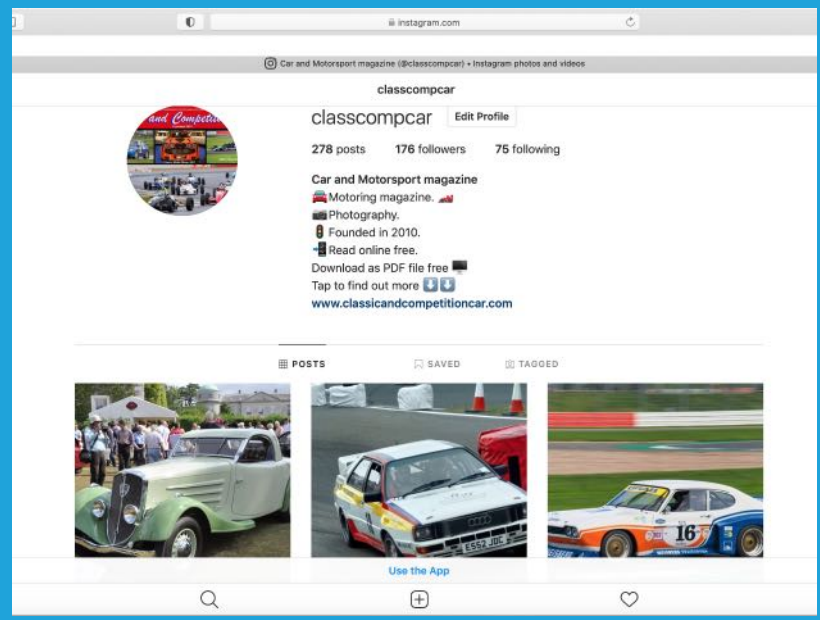
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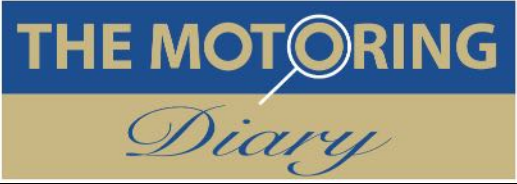
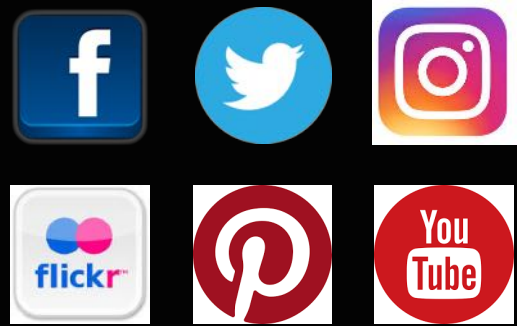
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High View Drive, Kingswinford, West Midlands DY6 8HT

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# Photo of the month

By Peter McFadyen



John Wiseman in the GN Gnat won the class for racing cars up to 1100cc on Vintage Day at Shelsley Walsh. See report on page 84



### Mazda Motorsport repeat historic first win.

On the 30<sup>th</sup> Anniversary of Mazda's historic 24 Hours of Le Mans victory in 1991, the Mazda RT24-P has taken its first victory in 2021 at the Sahlen's Six Hours of the Glen. The RT24-P took its first ever win at the Sahlen's Six Hours of the Glen in 2019.

This year the car had to start from the back of the Dpi pack after an overnight engine change. But slick strategy and outstanding driving performances from Harry Tincknell, Oliver Jarvis and Jonathan Bomarito gave Multimatic Motorsport the win. They crossed the line just under a second ahead of a hard charging Olivier Pia in the MSR Acura car to score their first win of the 2021 season for Mazda Motorsport and the second consecutive victory for Mazda at Watkins Glen.

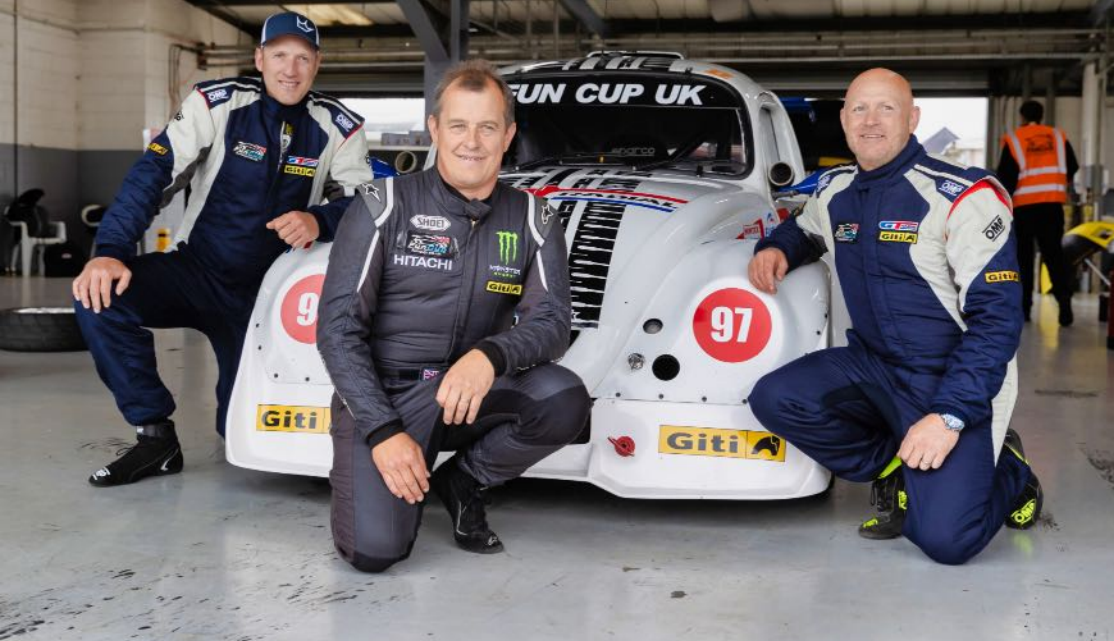


### Correction.

In the first edition of last month's Classic and Competition Car, we incorrectly called the Italian car meeting at Prescott, Auto Italia. The correct name for the event was Prescott Italia. We apologise for any confusion this may have caused.



Team GT Radial with TT Legend  
John McGuinness (centre)



### TT winner McGuinness races Fun Cup.

Motorcycle legend and Isle of Man TT winner John McGuinness MBE made his four wheel racing debut in the Fun Cup at Donington Park in May this year. With twenty three TT victories, starting with the 1999 Lightweight 250 TT and running to the 2019 Classic TT, McGuinness suffered serious injuries during practice for a race in Northern Ireland in May 2017, which put him out of action for the rest of that year. He returned to win the 2018 Classic TT on a 500cc Paton. He raced a Norton without success in 2019. With all international motorcycle road racing suspended due to the Covid Pandemic, McGuinness took his ARDS test at Mallory Park and was introduced to the Fun Cup by a friend. In his first race at Donington Park for GT Radial he finished 12<sup>th</sup> out of 25 which he shared with Steve Peat and Ellis Hadley. At the recent Silverstone round (report on page XX) they were classified 22<sup>nd</sup> out of 25, after problems, 51 laps behind the winners.



### Cheaper alternative to Lamborghini Sian.

If you can't afford a Lamborghini Sian FKP 37, how about a life size LEGO replica built by Automobili Lamborghini in collaboration with the Lego group. It consists of over 400,000 LEGO Technic parts. It uses 154 different types of LEGO elements, including 20 moulded specifically for this project.. The 2,200 kg model embodies the unmistakable design of the Lamborghini Sian right down to the most minute details, mirroring the car's dimensions to the millimetre..

It took a team of 15 people over 8,660 hours of development work and painstaking construction to produce the model. The chassis is identical to the real car at 4,980 mm long by 2,101 mm wide and 1,133 mm high.. The body panels are comprised of an intricate fabric of bespoke interconnecting hexagonal LEGO Technic elements.

This is the first large -scale model from the LEGO Group to have a paintbrush-effect UV colour coating. It is a perfect match to the 1:8 scale Lego Technic model, and was applied by Automobili Lamborghini's paint shop.





### SEAT updates some ranges.

Now available to buy in the UK, the **SEAT Ibiza** has had a face lift. New alloy wheel designs, two 17 inch and one 18 inch, draw attention to the exterior. LED lights are standard along with a two tone chrome SEAT logo with the Ibiza model name in embossed, handwritten lettering and two new body colours, Sapphire Blue and Asphalt Blue. The interior now features SEAT's Beats audio system as an option and a 8.25 inch Touch-screen display on the SE model, while SE Technology level and above get a 9.2 inch navigation screen. In addition the FR Sport and Xcellence Lux trim models have a high resolution digital cockpit. The newly designed air vents are surrounded by LED lighting available in a range of colours based on the trim level selected.

Prices start at £16,945 OTR for the SE 1.0 T5i 95PS going up to £21,725 OTR for the 1.0 TSI DSG-auto 110PS.

The SEAT Arona was the second most sold model in the SEAT range last year. The facelift model features subtle exterior refinements, including three new alloy wheel designs, two 17 inch and one 18 inch. ECO LED exterior lights become standard along with a two tone chrome logo, with the Arona name embossed in handwritten styling. There is also a new grille pattern, a Reflex Silver bumper, foglight design change features and a new spoiler and diffuser. There are also three new body colours available, Sapphire Blue, Asphalt Blue and Dark Camouflage, with three roof colour options, Midnight Black, Magnetic Tech and new Candy White.

The interior options match those on the Ibiza, with the 8.25 inch Touchscreen display on the SE replaced with the 9.2 inch Navigation screen on the SE Technology spec and above.

Prices start at £19,260 OTR for the Arona SE 1.0 Tsi EVO 95PS up to £25,835 for the Arona Xperience LUX 1.0 Tsi DSG-auto 110PS., with 4 or 5 year warranties available.



## Economy performance World record for all-electric Ford Mustang Mach-E.



John O'Groats

Ford's latest all-electric car, the Mustang Mach-E is a GUINNESS WORLD RECORD holder after demonstrating its ultra-efficiency between John O'Groats and Lands End. Awarded for the lowest energy consumption in an electric car, independently verified data showed that the Ford Mustang Mach-E travelled over 6.5 miles per kilowatt hour (kWh) of electrical energy. With 88kWh of available battery capacity, the efficiency achieved reflects over 500 miles of range, adding more than 120 miles to the Mustang Mech-E's official 379 mile range. It also trebled the miles per kWh target set by GUINNESS WORLD RECORDS for this new electric vehicle record. The record breaking performance on Britain's most lengthy journey only required stopping for under 45 minutes for electrical charging. Leaving JohnO'Groats on full charge, the 840 mile trip only required two main stops for charging, at Wigan, in North West England and Cullompton in Devon. Fast charging the rear-wheel drive



Lands End

extended range Mustang Mach-E, which set the record, at 150kW adds around 73 miles of driving range within 10 minutes of charging.



St Just Mayor Sue James welcomes the team to Lands End. Left to right AA's Dave Baker and Vince Crane, Drivers Fergall McGrath, Paul Clifton and Kevin Booker and AA's Simon Blake and Ben Sheridan.





### New Audi RS3.

The third generation Audi RS 3 Sportback and second generation saloon offer 0-62 mph performance in a class leading 3.8 seconds. It also offers a top speed of 180 mph with an optional dynamic pack from the five cylinder engine which develops 400PS and 500Nm of torque. The body shows the sporting image with a widened body, RS sports exhaust and a cockpit display like those found in race cars. There will be four specifications available RS 3, Carbon, Launch Edition and Vorsprung. Prices start at £50,900 with orders taken from August, with first cars due to be delivered at the end of 2021.



### Rodin set up shop at Donington Park.

New Zealand based Rodin Cars demonstrated the Rodin FZED single seat track car at Donington Park with Red Bull junior Formula 2 and DTM driver Liam Lawson. The company has its main manufacturing headquarters in New Zealand, but the company wanted to establish a presence in the UK and Europe. Customers and enthusiasts will be able to view the craftsmanship of the Rodin FZED first hand, with the racer on display at the company's newly established client facility at Donington Park. The track car

is powered by a naturally aspirated 3.8 litre Cosworth GPV8 engine, developing 675 hp. It has a top speed of 186 mph (300 Km/h) and can accelerate from 0-100 mph in just 5 seconds. With a 10,000 rpm limit on the engine, it will only require a tear down inspection every 3,100 miles .



## Factor Us In.

The British Motor Museum at Gaydon have a new exhibition which opened on the 22<sup>nd</sup> of July. It is the culmination of a two year project to uncover the fascinating stories behind the motor industry and the people who worked and lived around it.

Factor Us In puts the spotlight on how the motor industry in the West Midlands affected people, the local landscape and surrounding businesses. The exhibition looks at the social impact of the factories, the highs and lows of their production, as well as everyday life and reflects on the



© British Motor Museum

legacies they left behind.

The exhibition mainly focuses on the recollections from the communities of Canley in Coventry, Longbridge in Birmingham and Lode Lane in Solihull. It explores the response to key events across the industry, including manufacturing booms, strikes and the subsequent loss of the industry and recent redevelopments and changes in job opportunities.

Using a combination of the museum's collection of archive material, artefacts and oral history videos and recordings to illustrate those themes. It celebrates the people that helped make the factory the communities that they were.



© British Motor Museum

**Contributors and museum staff involved in the exhibition: Front left to right Alan Woodier Carolyn McLaughlin, John Batchelor, Tom Caren (contributor and BMM staff member) and Giovanni Esposito. Next table BMM Staff Catherine Griffin - Curator, Mark Bradbury Archive volunteer, David Bellamy - Exhibitions Officer, Jim Ellison & Claire Broader - Costumed explainers alias Ray & Shirley.**

The exhibition will evolve continually through its run as the museum are keen to engage with more people to incorporate their own recollections, unlocking more stories of the motor car community.

The exhibition is included as part of the normal Museum entry. This is £14.50 for adults, £12.50 for concessions, £9 for children aged 5-16 years, with under 5s free. There is also the option to Gift Aid or donate your entry fee and get an Annual Pass in return at no extra cost.

To find out more about the exhibition visit [www.britishmotormuseum.co.uk/factor-us-in](http://www.britishmotormuseum.co.uk/factor-us-in)

If you have a factory community story that you would like to share, or perhaps some artefacts to would like to loan for display please email [museum@britishmotormuseum.co.uk](mailto:museum@britishmotormuseum.co.uk)

# The Marshals Post.

Wet race days usually mean a lot more work for the marshals as more incidents can occur. The recent BARC meeting on the Silverstone Grand Prix circuit gave the marshals plenty of work, especially at club corner. Various cars went off at the entrance to club corner and went in to the gravel trap. Jack Wood got his BMW Z4 stuck in the



© Simon Wright

Toyo Tires race. Despite the best efforts of the marshal team, they needed the snatch truck to drag the car out from its dangerous position.



© Simon Wright

The Caterham series provide close races, which often result in contact. With the Caterhams, they have bicycle wheel arches which can become detached during contact. The Marshal team can often retrieve bits of debris from the track during a race on the long circuit, in safety, to



© Simon Wright

prevent the race having to be stopped. With a big gap in lap times, one of the team can watch for approaching cars, while other members can collect the debris. When a car appears, a whistle would be blown to warn the marshal and the drivers would be warned by a waved yellow flag before reaching the scene.

# Porsche at Prescott

Prescott Hill Climb

19<sup>th</sup> June 2021

By Simon & Janet Wright.



Fastest Porsche up the hill on the day was the Porsche 911 RSR of Paul Howells - 1<sup>st</sup> in the Porsche Invitation Race Class.

Fastest Time of the Day went to Pete Tatham in his OMS 25 with a time of 38.83 seconds.



© Janet Wright

It was a nice sunny day at Prescott for the Porsche at Prescott day. It was the first meeting to allow spectators back in limited numbers, but due to the Covid regulations in at the time, the paddock and spectator areas had to be kept as separate bubbles, meaning no spectators in the paddock. There was a large entry for the event, split across multiple classes. As the title suggested, this was Porsche day and there were three Porsche classes. The main one was the Porsche Club Speed and Hillclimb Championship which had attracted twenty two entries. (Class 7). There was also a Porsche Invitation class (Class 5) with six entries and Class 6 Porsche Invitation Race class which had three entries, including a Lola T492. The first three classes,

Class 1 P3 for saloon cars, Class 2 P4 for sports cars and Class 3 M1 for racing cars, were all run on a handicap basis. A target time is individually set for each competitor. Those who beat the time or are closest to it decide the finishing order.

Class 4 was Classic Marques. This class was decided on fastest time along with the BARC championship (Class 8). The Bugatti Owners Club (BOC) had three classes for

their members, all run on a handicap basis - class 9 BOC Saloon, Class 10 BOC Sports and Class 11 BOC Racing.

The fastest Time of Day (FTD) went to Pete Tatham in an OMS 25 in the BOC Racing class, with a time of 38.83 seconds. The 2<sup>nd</sup> fastest time of the day went to BARC Class 8 winner Steven Potter in his



© Simon Wright

2<sup>nd</sup> Fastest Time of the day went to BARC Class winning OMS 2000M of Steven Potter with 42.21 seconds

OMS 2000M single seater race car, with a time of 42.21 seconds.



© Janet Wright

1<sup>st</sup> on handicap in class 1 was Martin Saunders Ford Escort Mk1

**Class 1** P3 won on handicap by Martin Sanders In a Mk1 Ford Escort with a time of 53.71 seconds on his second run. He beat his handicap by 0.94 of a second. In 2<sup>nd</sup> place on handicap was Andy Clarke in an Austin Mini. His time of 54.53 seconds beat his handicap by 0.09 of a second. The 3<sup>rd</sup> placed man in class also beat his handicap time by 0.03 of a second. Mark Maynard in a Hillman Imp set his best time of 53.22 on his second run for his 3<sup>rd</sup> in class finish. Fastest time in class was Simon Braithwaite in a Ford Escort RS1600 with a first run time of **50.45** seconds

**Class 2** P4 won on handicap by Alistair Clark in a Triumph Stag with a time of 65.51 seconds. He beat his handicap time by 0.99 of a second. The Lotus Elan of Mike Henney was 2<sup>nd</sup> with a time of 51.18 seconds, beating his handicap by 0.84 of a second. Also beating his handicap

1<sup>st</sup> on handicap in class 2 was Alistair Clark in a Triumph Stag



© Simon Wright

time was 3<sup>rd</sup> placed Brian Ashley driving an MGB GT, whose best time of 53.47 seconds was 0.8 of a second faster than his handicap. The fastest time set in the class was by Richard Jones on his first run in his Porsche 911 with a time of **50.15** seconds.

**Class 3** M1 was another handicap class, won by Mike Bainbridge in a Brabham BT35 F2 with a time of 53.33 seconds. He just failed to achieve his handicap time by 0.02 of a second. In 2<sup>nd</sup> place was David Owen in a Merlyn Mk11, with a best time of 50.34 seconds, just 0.87



© Simon Wright

**Graham Loakes Lola T492 in the Porsche Invitation Race class**



© Janet Wright

**Tim Jeffrey Renault Alpine GTA Turbo in BOC Sports class**



© Simon Wright

**Mathew Pearce Porsche 911 3.0 Porsche Speed class**



© Simon Wright

**Christopher Wigdor Jaguar C Type Class 3**



© Simon Wright

**Paul Slade Jaguar E-Type Classic Marques.**



© Simon Wright

**David Fripp Fiat 695SS Abarth Class 1**



© Simon Wright

**Ian Stairburn Reliant Scimitar coupe Class 2**



© Janet Wright

**Nigel Walton Triumph Spitfire Classic Marques**



© Janet Wright

**John Brunner Ginatta G20 Classic Marques**



© Janet Wright

of a second over his handicap. 3<sup>rd</sup> in class went to Peter Thurston in a mallock Mk4 U2 who was just 0.97 of a second over his handicap time with a 45.61 second run. The fastest time in the class was set by Andy Tippett in a Brabham BT30X 1 with a second run time of **46.20** seconds.

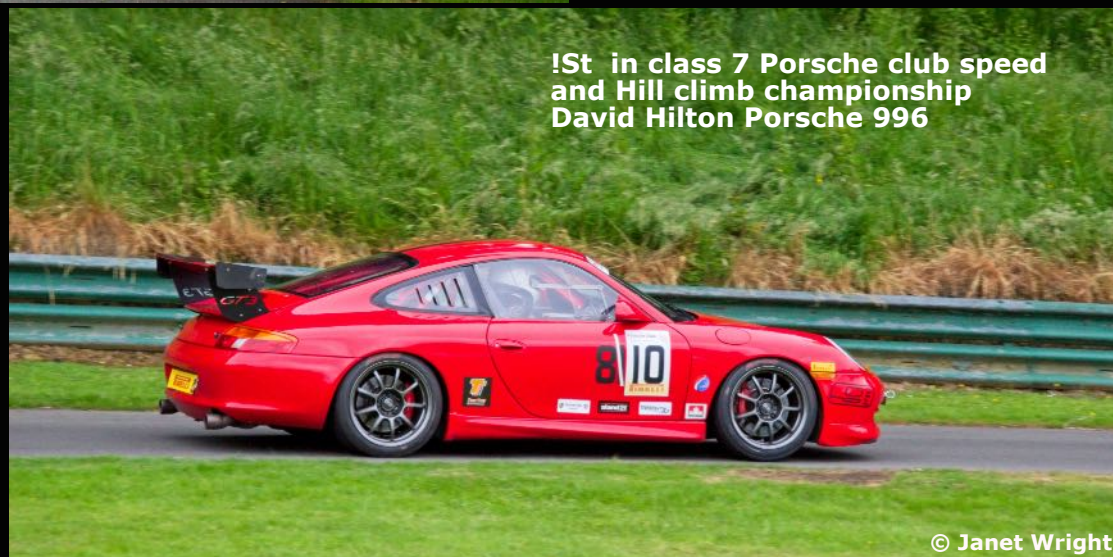
Moving to **Class 4 Classic Marques**, the class winner was Robbie Birrell in a Lotus Exige V6 Cup car who set a



Robbie Birrell in the Lotus Exige V6 Cup was 1<sup>st</sup> in class 4 Classic Marques.

© Simon Wright

second run time of **48.74** seconds. In class 2<sup>nd</sup> place was Rob Pack in a TVR Tuscan, whose best time was 49.97 seconds, while Graham Millar took 3<sup>rd</sup> in class in a Ford Escort Mk2 with a 50.05 second run. **Class 5** was the first of the Porsche classes and provided the fastest Porsche up the hill on the day. The class was won by Simon



1<sup>st</sup> in class 7 Porsche club speed and Hill climb championship David Hilton Porsche 996

© Janet Wright

1<sup>st</sup> in the Porsche Invitation class was Simon Tarling in a Porsche 996 GT3



Tarling in a Porsche 996 GT3. His fastest time came on his second run in **49.41** seconds. With only six cars in the class, there was no award for 2<sup>nd</sup> or 3<sup>rd</sup> places in the class. However the margin for class victory was very small. Only 0.02 of a second behind Tarling was the Porsche 997 GT3 of Robert Lancaster Gaye, with a best time of 49.43 seconds.

**Class 6** the Porsche Invitation Race class was won by Paul Howells in a Porsche 911 RSR. His best time was set on his first timed run, with a time of **45.57** seconds. Again, there were insufficient entries for any other class awards.

**Class 7** was the main Porsche Club Speed and Hillclimb Championship class and was won by David Hilton. On the second run in his Porsche 996 he set a time of **46.84** seconds. In 2<sup>nd</sup> place in class was Tim Barber in a Porsche 996 GT3 who set a best time of 47.02 seconds. 3<sup>rd</sup> place in class went to Justin Methers in a Porsche 924 with a time of 48.85 seconds.



**Philip James Porsche Cayman  
Class 5 Porsche Invitation**



© Janet Wright

© Simon Wright



**Richard Snow Porsche Cayman GT4  
Class 7**

© Simon Wright



**Karl Lupton Porsche  
944 Class 7.**

HENNEY'S CIDER

**Mel Spear Porsche 911 964 Carrera  
2 Cup Class 7**



© Janet Wright

**Graham Rose Porsche 924S Class 7**



© Simon Wright

**Wayne Eason Porsche  
Boxster Class 7**



© Janet Wright

© Janet Wright

© Janet Wright



**Thomas Robinson Porsche 911  
Carrera 3.0 Class 7**



**Howard Cressey Porsche  
Boxster 981 Class 7**



**Stephen Jory Porsche 944  
Class 7**

© Simon Wright

2<sup>nd</sup> in the BARC class was Rob Clarke Empire Evo 00



© Simon Wright

**Class 8** was the BARC championship class and was won by the OMS 2000M of Steven Potter, who was second fastest overall with a time of 42.21 seconds on his second run. Only a fraction slower was 2<sup>nd</sup> in class Rob Clarke in his Empire Evo 00 with a time of 42.87 seconds. Taking a fine 3<sup>rd</sup> in class was Stephen Moore in a Mitsubishi Evo 6 with a time of 45.93 seconds.

The final three classes were all Bugatti Owners Club (BOC) handicap classes.

**Class 9** BOC Saloons was won on handicap by Jamie Yapp in a Renault Clio 172 Cup car. His best time was 52.03 seconds, beating his handicap time by a massive 1.7 seconds. Richard Yapp took 2<sup>nd</sup> in class in the same shared Renault Clio 172

Jamie Yapp Renault Clio 172 Cup was 1<sup>st</sup> on handicap BOC Saloon class



© Simon Wright

Cup car, with a best time of 55.24 seconds, beating his handicap time by 0.8 of a second. The Ford Fiesta ST Line of Andrew Till was 3<sup>rd</sup> with a time of 55.08 seconds, beating his handicap by 0.42 of a second. The fastest time set in the class was by Martin Ellis in a Ford Escort Mk2. His best time came on his second run with a time of **51.22** seconds.

1<sup>st</sup> on handicap BOC Sports class was Claire Tooth in a Lotus Elise



© Janet Wright

**Class 10** was BOC Sports and was won on handicap by Claire Tooth in a Lotus Elise. Her best time was 52.87 seconds on her second run, beating her handicap by a massive 1.63 seconds. The Honda S2000 of Michael Thomson was 2<sup>nd</sup> in class with a time of 48.87 seconds, also well below his handicap by 1.51 seconds.

Rob Pack TVR Tuscan 2<sup>nd</sup> in Classic Marques



© Janet Wright

There was no 3<sup>rd</sup> place award due to entry size. The fastest timed run in the class was by Michael Thomson in a Honda S2000. On his second run he set a time of **48.87** seconds. There was no class winner awarded to Class 11 as there were only two competitors in the BOC Racing class. However, Pete Tatham in his OMS 25 set the overall Fastest Time of Day (FTD) with a time of 38.83 seconds.

Howard Barnard Mazda MX5 4<sup>th</sup> Classic marques.



© Simon Wright



Justin Methers Porsche 924 3<sup>rd</sup> Porsche Speed class

© Simon Wright



© Simon Wright

Tail out Hillman imp of Mark Maynard 3<sup>rd</sup> Class 1



© Janet Wright

Andy Clarke Austin Mini 2<sup>nd</sup> Class 1



Michael Thomson Honda S2000 2<sup>nd</sup> BOC Sport class

© Janet Wright



© Simon Wright

Mark henney Lotus Elan 2<sup>nd</sup> Class 2 August 2021

David Owen took 2<sup>nd</sup> in class 3 on handicap in a Merlyn Mk11



© Janet Wright



Geraint Evans Porsche 911 Carrera 3.0 had a spin in to the bank, but did continue his run

© Simon Wright

Andrew Till Ford Fiesta ST Line 3<sup>rd</sup> in BOC Saloon class



Graham Millar Ford Escort Mk2 3<sup>rd</sup> in classic Marques



© Janet Wright

Stephen Moore Mitsubishi Evo 6 2<sup>nd</sup> BARC Class



© Simon Wright

Brian Ashley MGB GT 3<sup>rd</sup> Class 2



© Janet Wright

© Simon Wright

Tim Barber Porsche 996 GT3 2<sup>nd</sup> Class 7 Porsche Speed and Hillclimb championship



# Aston Martin Valhalla

Photos © Aston Martin





Aston Martin Valhalla, the sensational Hybrid supercar. The Valhalla concept has now evolved into the most significant product of the brand's Project Horizon strategy, as the company brings the Valhalla to production as a truly driver-focused mid-engined hybrid supercar. This car will broaden the model portfolio to reflect Aston Martin's Formula 1 presence. It sets best-in-class standards for performance, dynamics and driving pleasure and is the next step on the path from internal combustion, through hybrid, to fully electric powertrains. Built with chassis, aerodynamic and electronics expertise obtained in Formula 1 and with cutting edge hybrid powertrain technology, the Valhalla is a formidable technological showcase for

the company. It is powered by a mid-mounted PHEV 937 bhp (950PS) hybrid system, which matches a 740 bhp (750PS) twin turbo 4 litre V8 internal combustion engine with twin E-motors. The bespoke V8 engine is the most advanced, responsive and highest performing V8 engine ever fitted to an Aston Martin. It features a flat-plane crankshaft for increased responsiveness, revving to 7200 rpm and developing 750PS. The petrol engine sends drive exclusively to the rear wheels. The transmission system is an all-new 8-Speed Dual Clutch transmission, equipped with e-reverse and e-diff. This new paddle-shift gearbox has been developed specifically for the hybrid era and is exclusively





designed and built for Aston Martin. The e-reverse utilises the PHEV's electric motors and therefore saves weight by removing the need for a conventional reverse gear. The E-Diff is an Electronic Limited-Slip Differential on the rear axle for maximum traction and handling agility. The exhaust is a lightweight system with active flaps for an adjustable and authentic Aston Martin sound character.

It also features top-exit tailpipes to maximise visual and aural drama.

The V8 is supplemented by a 150kW/400V battery hybrid system utilising a pair of electric motors, one mounted on the front axle and the other on the rear axle. This electric system adds a further 204PS to give a combined power output of 950PS and maximum torque of 1,000 Nm. If driven in just EV mode, battery power is directed exclusively to the front axle. In normal driving the electrical power is split between front and rear axles, with the percentage sent to each axle constantly varied according



to driving demands. In certain situations, 100% battery power can be sent to the rear axle to supplement the petrol engine power, for maximum performance. Running in EV-only mode the Valhalla can reach a top speed of 80 mph and has a range of just 9 miles (15kms). Using the full 950PS, the Valhalla has a top speed of 217 mph and will accelerate from 0-62 mph in just 2.5 seconds. It has a target time of below 6 minutes and 30 seconds for the Nurburgring.

The structure of the car is made from a carbon fibre tub for maximum stiffness and minimum weight. It has Formula



One style push rod front suspension complete with inboard mounted springs and dampers to reduce unsprung mass. Together with the rear-end's multilink design, using Multimatic Variable spring rate and Adaptive Spool Valve (ASV) damper units, providing adjustable ride frequency for exceptional performance on both road and track. Track mode has stiffer suspension and ride height is dramatically reduced in order to maximise downforce. At slower speeds, a front axle lift system can raise the nose for improved approach angle on awkward inclines. High performance Carbon Ceramic Matrix brakes complete with brake-by-wire technology provide fantastic stopping power and bespoke Michelin tyres (20in front and 21in rear) developed specially for the Valhalla provide the contact between the driver and the road. It features active aerodynamics shaped by the pioneering philosophy first seen in the Aston Martin Valkyrie. The vehicle produces 600kg of downforce at 150 mph thanks



to active front surfaces and rear wing, plus underbody airflow through sculpted Venturi tunnels. The interior is accessed through forward hinged dihedral doors with cut-outs in the roof to help ingress to the cockpit. This is larger than on the Aston Martin Valkyrie, though many Formula One® inspired designs remain, such as the pared back cockpit design which has simple ergonomics designed around the driver. An innovative new Aston Martin HMI system features a central touchscreen display which incorporates both Apple CarPlay and Android Auto. The seat base is fixed to the chassis, but both the steering column and foot pedals can be adjusted to fit the driver. The footwells are also raised for a low hip-to-heel seating position similar to a Formula One® car. Full LED Matrix headlights with adaptive functionality and high-beam assist give excellent forward vision in the dark. The car also has Dual







enjoyment and driver engagement to the top of the supercar sector. With pinpoint handling, huge downforce and a mixture of instant battery-electric torque and the power of a V8 engine, Valhalla reflects a new era.

Aston Martin's Executive Chairman, Lawrence Stroll said "Aston Martin's first series production mid-engined supercar, Valhalla is a truly transformational moment for this ultra-luxury brand. The launch of the Valhalla

Zone air conditioning to provide high levels of occupant comfort. It also features the latest safety technology with Advanced Driver Assistance Systems, including Auto Emergency braking, Forward collision warning, Active cruise control, Bling spot monitoring and rear view parking camera. Yet all this technology is not designed to replace the driver, but instead to immerse the driver in a new kind of supercar driving experience, offering unprecedented excitement,



demonstrates Aston Martin's commitment to building a range of exceptional mid-engined driver focused cars, a crucial next stage in the expansion of the product line-up. It also seemed fitting to unveil this stunning track based supercar at the home of motorsport and the home of the Aston Martin Cognizant Formula One team and Marks Aston Martin's return to the British Grand Prix for the first time in over 60 years, a true milestone."

**BMC & Leyland Show,  
British Motor Museum, Gaydon.  
Sunday 11<sup>th</sup> July 2021.  
By Simon & Janet Wright.**



Part of the Morris Marina line-up A 1971 Morris Marina 1.8 saloon in red and a 1980 Morris Marina 1.7

Celebrating  
**50 Years**  
of the Morris Marina

1971  
**50**  
Morris  
2021

MORRIS MARINA  
OWNERS CLUB  
AND  
MORRIS  
ITAL  
REGISTER

[www.morrismarina.org.uk](http://www.morrismarina.org.uk)



© Simon Wright

TR Drivers club display overlooking the museum,

Celebrating the best of the British motor industry, the BMC & Leyland show drew a massive display of vehicles representing the various marques that were part of the history of the British Motor Corporation, British Leyland and the Rover Group.

With the Longbridge site in Birmingham being the largest site in the group, it is fair to say that BMC really started with the Austin Motor Company, founded in 1905 by Herbert Austin. It merged with its biggest rival, the Morris Motor Company in 1952 to form the British Motor Corporation (BMC), with both marques still retaining their



© Janet Wright

Probably their most iconic car, the Mini



© Janet Wright

1959 Morris Minor 918cc (red) and 1955 Morris Minor 804cc

separate identities. At this point Morris already owned MG, Riley and Wolseley and Austin had Austin Healey. At this point in time it was the largest British car company with



The classic British sports car, the MG B

© Simon Wright

39% of British output (in 1952). As well as the other



Badge engineering at its best, the Vanden Plas Princess 1300 based on the Austin 1300

brands, they also produced models under the Princess and Vanden Plas brands. In September 1966 BMC merged with Jaguar Cars (who already owned Daimler) and changed name to British Motor Holdings Limited



Jaguar Daimler had a nice display outside the Collection Centre

© Simon Wright



© Simon Wright

The Standard Car Club had a nice display of 8, 10 and Vanguard models

(BMH) three months later. In May 1968 BMH merged with Leyland Motor Corporation Limited which made trucks and buses and owned Standard Triumph International Limited



Nice lineup of Triumph sports cars

© Janet Wright



1932 Riley 9 Gamecock

© Janet Wright



1951 Riley RMF

© Simon Wright



© Janet Wright

1931 Riley 9



Wolseley 16/60  
and MG Magnette  
III

© Janet Wright



1969 Riley Kestrel 1300 and 1966 Riley  
Kestrel 1100

© Janet Wright



1966 Riley Elf 1300

© Simon Wright



Wolseley Hornet

© Simon Wright



1958 Wolseley 1500

© Janet Wright



1964 Wolseley 6/110 Mk2

© Simon Wright



Rover P5B 3.5 litre and Rover P5 Coupe 3.5 litre

© Janet Wright

and Rover. The new group became British Leyland Motor Corporation. The marques were grouped into two main divisions with the mass market BMC marques grouped under the Austin-Morris division while Rover and Triumph became part of the Specialist division which also included Jaguar. When the company was Nationalised it became British Leyland Limited. In the early 1980's it became the Austin Rover Group as by this time Jaguar and Land Rover had become their own independent subsidiaries which were separate from the old BMC divisions. From this potted history, you can see that a large number of marques and owner clubs were going to be represented at Gaydon. The vehicle display was huge, and the British Motor Museum is well suited for hosting events like this. They have a large hard standing car park in front of the museum, and have recently build additional hard standing car parks a little further up the slope at the front of the museum, which were filled with display cars.



© Simon Wright

This year the show was celebrating the 50<sup>th</sup> anniversary of the Morris Marina and owners of Marina and its successor the Ital were offered free admission. They had the prime display area outside the main entrance to the museum. The Marina was a conventional front engine, rear wheel driver model available with either the 1.3 litre A series engine or the 1.8 litre B Series engine. It was available as either a 4 door saloon or 2 door coupe and an estate version was introduced with a 1.8



© Simon Wright



© Janet Wright

litre engine. It was originally a replacement for the Morris Minor and was assembled at Cowley between 1971 and 1980. Its main rival was the Ford Escort and Hillman Avenger and actually beat the Escort for sales in 1973,

taking second place behind the Ford Cortina. In subsequent years it would finish in third or fourth place in the sales table, behind the Escort. It was exported to various markets around the World, including America as the Austin Marina and was also assembled in Australia, New Zealand, South Africa and Malaysia.

In 1978 the O Series 1.7 overhead cam engine was used instead of the old 1.8 B Series engine.



An interesting car was a Mumford Marina Convertible. Leyland distributor Mumford of Plymouth got convertible experts Crayford to develop a Marina convertible in 1973. Mumford paid for development for manufacturing and sole marketing rights to the car. Crayford found the original Marina Coupe was not ideal for a convertible conversion. Unlike most 3 door cars that have wider front doors, the Marina Coupe used the same smaller doors from the Marina four door saloon. Removing the roof made the car structurally weak. Crayford got round the problem by adding a double rollover bar with a glass inlay between the two bars. It was shown at the London Motor Show in October 1973. It was available as a 1.3 or 1.8 version, with the 1.8 TC. The conversion cost £550 making the convertible cost from £1,822, with the 1.8 TC costing £2,156 in 1975. Mumford eventually went in to receivership. It is thought that around 17 cars still exist.



In 1980, the Marina was replaced with the updated Ital, basically a face-lifted Marina. This was replaced in 1983 by the Austin Maestro. The combined Marina/Ital production was over 1.2 million, but in 2019 it was thought that only 374 were still on the road.



© Simon Wright

The TR Drivers Club had held their National Rally the day before and stayed over to form a large part of the BMC day. They had a large display area to the right of the museum with a stunning display of Triumph TR sports cars ranging from the TR2 through to the TR7/8. The



© Simon Wright

convertible owners making the most of the lovely weather and had the hoods down, showing the benefits of convertible sports car driving.



© Janet Wright

In front of them was a nice lineup of the Rover 200 BRM hatchbacks all identical in their British Racing green bodywork, with orange styling round the front grille. During the BMW ownership of Rover period, heritage was considered an important asset of the Rover brand. The Rover 200 series was launched in late 1995, and Rover thought a link up with British Racing Motors (BRM), could be beneficial. Rover had worked with BRM in building the gas turbine Rover BRM which competed in the Le Mans 24 Hours race in 1963 and 1965. The cars were all painted a dark shade of British Racing Green, to be called Brooklands Green, with orange detailing. The interior also followed the BRM Grand Prix (GP) cars of the 1960s with red seats, a two tone black and red leather trimmed steering wheel rim and aluminium interior components. The Rover 200 BRM made its debut at the 1997 Frankfurt Motor show. The Rover 200 BRM LE used the standard 1.8 litre K-Series VVC engine producing 143 bhp. Only 1109 were built, with most staying in the UK, with the rest going to Belgium (5), The Netherlands (77), Portugal (30), Spain (125) and Switzerland (30).



© Janet Wright





© Simon Wright

The real rare star of the show was a **1962 Innocenti 950 Spider**. This was basically a re-bodied Austin Healey Sprite to be sold in Italy. It was never marketed in the UK. The Innocenti Spider 950 had Italian flair with English



© Simon Wright

practicality. As well as a completely restyled body, the Italian cars used Marelli electrical components instead of Lucas, and the convertible hood was a more secure



© Simon Wright

and protective design than the original Austin Healey model.. In total 4,790 Spiders were built up to February 1963, when an improved S version was introduced. This had an 1100cc engine, disc brakes and revised suspension.. Just over 2,000 of the Innocenti S Spiders were built between 1963 and 1965. It was not a great success, due to the cost of the final vehicle and the reduced performance due to the increased weight compared to the original Austin Healey Sprite.



© Simon Wright



1953 Austin Hereford convertible © Simon Wright



Austin Cooper & Austin Mini © Janet Wright



1971 Austin 3 Litre © Simon Wright



© Janet Wright  
1957 Austin A35



Austin Maxi line-up © Simon Wright



© Janet Wright  
1980 Austin Maxi 1750 HLS



© Simon Wright  
1959 Austin Healey



Austin Metro © Janet Wright



© Simon Wright  
Austin Allegro Estate



1979 Innocenti Mini 120

© Janet Wright

Individual owners displaying their vehicles, included a few rare and usual vehicles. These included an Innocenti Mini from Italy and an Austin Apache from South Africa.



Austin Apache

© Janet Wright



© Simon Wright

Not as rare, but still unusual to see on the roads today was the Triumph Acclaim, replacement for the Triumph Dolomite. A four door saloon built under license from Honda. Based on the Honda Ballade, which was never sold in Europe, it used a Honda designed 1335cc straight 4 engine driving the front wheels. It was the first Japanese car manufactured within the European Economic Community (EEC), to bypass the 11% voluntary market share limit on the total of European sales. It was produced between 1981 and 1984 at the Pressed Steel Fisher plant in Cowley. It came with a 5-speed manual gearbox or 3-speed Trio-matic (which was a manually selectable automatic) gearbox, the same as the Hondamatic transmission. The Acclaim offered a more luxurious interior trim compared to the Honda version. The model was offered in four specifications, L, HL, HLS and top of the range CD. The CD version included front and rear



© Simon Wright



**Morris Oxford**

© Janet Wright



**Morris 1/2 ton Suntor Campervan**

© Janet Wright



**1967 Morris 1100 Estate**

© Simon Wright



**Morris Minor 1000 Traveller**

© Janet Wright



**Morris 1800 and Morris 2200**

© Simon Wright



**1957 Morris Minor 1000**

© Simon Wright



**MG 1300**

© Simon Wright



**MG Maestro**

© Janet Wright



**MG Montego**

© Simon Wright

electric windows, chrome bumpers, headlamp washers, 165/70 tyres, velour upholstery and seat pockets on the back of the front seats, front seat head restraints and optional air conditioning. A Mark 2 version was launched in 1983, which included new door handles, an electronic digital clock, restyled steering wheel and gear knob and the heater recirculation control was moved. In Mk1 and Mk2 a total of over 133,500 were built and it was the final model of the Triumph marque.



© Simon Wright

Although Jaguar was a major part of British Leyland, there were only a few Jaguar cars on display. The Collections Centre at the British Motor Museum is the home of the Jaguar Daimler Heritage Trust's collection of historic cars. Outside the Collection Centre was a superb display of Daimler vehicles. These included the dynamic Daimler Dart SP250, the last car launched by Daimler before BSA sold the company to Jaguar. This was a V8 sports car built

between 1959 and 1964 with a distinctive style. The 2.5 litre V8 engine produced 140 hp and gave a top speed of 123 mph and a 0-60 mph time of 8.9 seconds when tested by The Motor magazine in 1960.



© Simon Wright

The other interesting Daimler on show was a 1955 Daimler Conquest Century Drophead coupe, 4 seater. The Daimler Conquest was produced between 1953 and 1958 and was based on the Lanchester Fourteen. This 1955 model had a straight six engine with twin SU carburetors, producing 100 bhp. This gave a top speed of 87 mph and could do 0-60 mph in 16.3 seconds. The hood was power assisted.



© Simon Wright



© Janet Wright **Triumph TR7 convertible**



**Triumph Stag**

© Janet Wright



**1981 Grinnall TR8**

© Simon Wright



**1961 Standard Vanguard Six and a 1954 Standard 10**



**1985 Rover 213**

© Janet Wright



**Rover P6 Group 2 saloon (Homage)**

© Simon Wright



**Full Rover P6 line up 2200, 3.5 V8 and 2000**

© Simon Wright



**1985 Rover SD1**

© Janet Wright



Ford Capri

© Janet Wright



Ford Escort Mk2

© Simon Wright

Another group getting a prime spot at the front of the museum was the Historic Rally Display, organised by the Historic Marathon Rally Group and the Mini Cooper Register who teamed up to create an interesting display of vehicles, which did include a few non-BMC models, including Ford, Hillman, Audi and Volkswagen. The Rally cars were all models that had taken part in some of the great marathon rallies of the past, like the World Cup Rallies to Mexico and

Australia. The Marathon rally cars tended to be a little different from the forrest stage rally cars from the same

period. In the forrest stages it was the Ford Escort, Triumph TR7 and Leyland Mini which were the popular cars, while on the marathon events you had cars like the Austin 1800 (Land-crab), Austin Maxi and Triumph 2.5 Pi from the Leyland empire plus the Ford Capri. Hillman Hunter , Porsche 911 and Citroen DS. The Ford Escort also provided its worth by winning the



© Simon Wright

Triumph 2.5 Pi

London to Mexico Rally in 1970, which resulted in the creation of the Ford Escort Mexico model.



Brian Culcheth  
Triumph Vitesse

© Simon Wright



Austin 1800

© Janet Wright

Also making an appearance at the show was former Triumph works rally driver Brian Culcheth, who drove the Triumph 2500 saloon on various Marathon rallies as well as driving the Dolomite Sprint and TR7 in other events. He won the 1975 Hackle Rally with Syer Johnstone in a Triumph Dolomite Sprint and the 1970 Scottish Rally in a Triumph 2.5 Pi. With



MG B

© Simon Wright

Syer Johnstone they took 2<sup>nd</sup> place in the Triumph 2.5Pi on the 1970 London to Mexico World Cup Rally. Another famous car from the 1960 London to Sydney rally was the MG B of Jean Denton and Tom Boyce. It was the only sports car that completed the gruelling 10,000 mile event and finished in 42<sup>nd</sup> position. The car has recently been full restored.



# Fun Cup Endurance Championship

Silverstone

19th June 2021.

By Stuart Yates of Motorsport Imagery.



First lap for John McGuinness



Dry but overcast skies during qualifying.

© Motorsport-Imagery



Full use of the kerbs for winners UVio / Hofmann's Lotus

© Motorsport-Imagery

## Fun Cup Endurance Championship – Silverstone.

It was fingers crossed that the forecast heavy rain would stay away on race day for Round 2 of the Fun Cup Endurance Championship at Silverstone. Qualifying time arrived under overcast skies but it would remain dry for the 45 minute session.

At the conclusion of qualifying it was Enduro's Morgan Tillbrook with Marcus Clutton on pole ahead of CCS Media with Bob Tomlinson and Alan Honarmand., Third on the grid were Team Olympian driven by Kristian Rose, Riley Phillips and Chris Dovell alongside Team Greenheath driven by Simon Smith and Garry Bate, giving us the first two rows of the grid.

During the first few laps the top two would exchange



Agua Caliente tight to the pit wall

© Motorsport-Imagery

places several times whilst Gerry Bate of Greenheath sat in third place. PLR's Neil Plimmer and DespatchBay Express's Andy Bicknell duelling for fourth. By lap three Greensall had edged ahead of Bate who was in second.

Team Greensall's Sam Smeeth had an impressive start, storming through from the penultimate place on the grid. Smeeth soon reeled in the cars ahead and



Aqua Caliente 2 up the inside of Greeheath

was second into Brooklands on lap eight, and poised to challenge Greensall's lead as they rounded Woodcote.

Bad luck on the day for Team Olympian



© Motorsport-Imagery



© Motorsport-Imagery

Back in the garage for PLR Racing with a wrecked clutch



Trying his luck on four wheels instead of two was Isle of Man TT Legend John McGuinness who was first on track in the GT Radial car. Unfortunately, before the conclusion of the opening lap, gremlins had struck resulting in a lengthy time in the garage before returning to the race.

On lap 35 the first of the scheduled pitstops would commence. Chris Dovell was first in handing over the Olympian car to



CGI just missing a podium in fourth place

Tomlinson, before Smeeth handed to father Simon and Randaccio to Deott in the UVio/Hofman's car.

As the first hour passed, only three cars were on the

lead lap, with Farquini leading for UVio/Hofman's, from Olympian's Rose and Viking's Mark Holme.

Kristian Rose. Greensall was the first of the lead trio to pit, handing the CCS car to Bob



© Motorsport-Imagery

Nice close battles



Despatch Bay and CCS Media

© Motorsport-Imagery

DespatchBay, Viking and Agua Caliente 2. Yet more drama was to follow, UVio/Hofmann's took a 15 second victory, "My last stint was sweet, just brilliant," said Farquini. But for PLR it went horribly wrong, Plimmer headed into the pits for the last changeover to Pitch, who jumped into the car, pulled away and the clutch exploded. A very dejected Plimmer said "There aren't any words to describe that, until then the car had been mega,"

That left Harry Mailer to claim second place for Despatch Bay, with Viking taking the final podium position. CGI claimed fourth place blaming the lack of a higher finish on too higher tyre pressures at the start of the race. Agua Caliente 2 were fifth, MakeHappen sixth and in seventh were CCS's Greensall/Tomlinson/ Alan Honarmand won the Masters class.

Commencing the second round of stops, it was again Olympian who pitted first with Riley Phillips taking over from Rose, who commented "I spent the whole session trying to chase UVio".

Two hours and mid race point, the still three cars of Olympian, UVio/Hofman's Lotus and PLR Racing/ Pental were the only ones on the lead lap. Randaccio was forced to make an unscheduled stop for UVio having made contact with a back marker as he and Riley (Olympian) passed resulting in a rear puncture.

True to form with the Fun Cup there is always drama, and it came to Team Olympian. 9 minutes into the third hour, Riley Phillips had the number 1 car leading by a 35 second margin, when suddenly he crawled down the pit-lane with a blown engine.

Into the final hour, UVio were a full lap ahead of PLR,



© Motorsport-Imagery



Fifth place for Agua Caliente 2



Race start

© Motorsport-Imagery



© Motorsport-Imagery

MakeHappen Racing under the threatening skies



Viking Self Storage / Safe Box - third place finish

© Motorsport-Imagery



Second place for Despatch Bay Express

© Motorsport-Imagery



© Motorsport-Imagery

Team JPR entering the final hour of racing August 2021



© Motorsport-Imagery

Victors Farquini Deott & Fabio Randaccio - UVio / Hofmann's Lotus

# Archive Photo of the Month

By Pete Austin

On the 7th July we received the sad news that Argentinian Grand Prix driver Carlos Reutemann had died at the age of 79. Between 1972 and 1982 he drove for Brabham, Ferrari, Lotus and Williams. His best World Championship year was in 1981 when, driving for Williams, he finished second to Nelson Piquet (Brabham) by just one point. He subsequently pursued a political career in Argentina. He is shown here driving for Ferrari at the 1977 British Grand Prix at Silverstone.



# Classic Nostalgia 10<sup>th</sup> Anniversary

Shelsley Walsh

By Syd Wall

17<sup>th</sup>-18<sup>th</sup> July 2021.



The awesome BRM P154 CanAM car



Tracey Cameron's Morgan - easy to burn rubber with only one wheel .



© Syd Wall

The timely relaxation of Covid rules and a heatwave combined to encourage a fabulous turnout of cars, competitors and spectators at the 10th anniversary of the Shelsley Walsh Classic Nostalgia meeting. Unfortunately, Covid still maintained an annoying hold

over events with a number of the drivers unable to appear due to illness and 'pings' and mechanical incidents at the previous weekend's Goodwood Festival of Speed accounting for some rally cars. But there was still a superb gathering to drool over.

The ever popular Ralli22 group appeared with a large selection of Group B, Group A and WRC cars. Niall Moroney's Subaru Impreza WRC set the fastest rally car time of the weekend at 31.89s but I would guess the memory most spectators left with was the tyre-burning, ever sideways style of Mick Strafford's Chevrolet Firenza Can-Am, a replica of the cars developed in South Africa in the 70s. For this weekend, the usual 465hp engine just wasn't enough power so Mick treated us to his demo engine, pushing out over 500hp. Aided by a side exhaust, the car roared and bellowed its way up the hill creating a never to be forgotten spectacle.

British Hillclimb Championship driver Graham Wynn is no stranger to Shelsley Walsh, used to powering his Gould single seater up the hill in around 23 seconds. His Gould should have a sticker on the back saying "My other car's a Ford Escort", but it's no ordinary Escort. It's VHK 74S, the



© Syd Wall



4 spinning wheels means 4WD - the Hepworth-Traco FF hillclimb car

© Syd Wall

1977 works car driven by Bjorn Waldegard, Russell Brookes and Ari Vatanen. An engine problem during Sunday's 3rd run ended his weekend - we hope it won't prevent us seeing the car out again this season. Two of the star cars were also from the rally world. We had S14SRT, the 1999 Subaru Impreza S5 of Richard



© Syd Wall

From the sublime to the even more sublime - 1904 Oldsmobile and 1986 MG Metro 6R4

Burns, running in the high ground clearance Safari Rally specification. The other car was D165 WVX which many rally fans will recognise as being attached to the MG Metro 6R4 driven by Colin McRae and Nicky Grist on the Donegal Rally. This was it's first appearance after a



David to Mick Strafford's Goliath - it's Ian Medcalf's Fiat 500

© Syd Wall



Mick Strafford shreds some more rubber

© Syd Wall



Dave Smith's full house Mini Marcos

restoration project. Its parking spot nextdoor to the 1904 Oldsmobile driven coast to coast across the USA by the late Joy Rainey in 2004 - two cars at opposite ends of the motoring spectrum!

Joy was also a talented hillclimber and set the Shelsley Ladies' Record at 28.32s which stood for 16 years. In total, she held the Ladies Record for 22 years. Acknowledged with a 'Fastest Lady' trophy, her estate has gifted the trophy to Shelsley Walsh. The trophy was awarded to Sarah Thorne, who recorded a best time of 32.95 in her 1961 Lotus 20/22

Also honoured was the late, great Murray Walker. His

Neil Cotty's ex works Fiat 131 Abarth



incredible career of almost 60 years began at Shelsley in 1948 when he was called on to cover for an absent

commentator. A blue plaque was uncovered by Simon Taylor after an emotional speech recalling memories of his great friend.

Two lucky raffle winners were driven up the hill in the most valuable car on show, a gorgeous short wheelbase Ferrari 250GT in the livery of the Rob Walker racing team, driven to victory in the 1961 Silverstone TT by Stirling Moss.

Exhaust notes to rival the Firenza CanAm came from three more star cars and all



David Hampton's rare FAtlantic spec Lotus 69

classic Gold Leaf Team Lotus colours on Clive Buffey's Lotus 61



Keith Wilford's lovely Lotus 23b



were blessed to be running without silencers. The Hepworth brothers brought their father's restored Hepworth 4WD hillclimb car, the first car to break the 30s barrier at Shelsley in 1971. David Hepworth built the car himself, modifying a contemporary Brabham BT19 F1 car with power coming from a Traco V8 rather than the usual

Repcos and won the title that year. Next was the F5000 McLaren Chevrolet M10B in the white and green of Sidney Taylor, raced by Peter Gethin and taken to the F5000 championship in 1970. Last but not least, in terms of size,

Not a rally car but Garry Morgan's 2.6 Chevette HSR is in Ger Buckley's colours





The essence of Group B a Peugeot 205 T16 Evo driven by Dave Kedward

© Syd Wall

noise and engine capacity was the monstrous BRM P154 CanAm car. This was raced by Pedro Rodriguez in three rounds of the 1970 CanAm series and was sold to David Hepworth who raced them (he already had one P154!) in



Did Kendrick Lewis's Lotus 51 ever run in JPS livery? Looks great though

© Syd Wall



Stirling Moss drove this SWB Ferrari 250 to TT victory in 1961

© Syd Wall

the European Interserie races. Again, thanks to his two sons, we were able to experience the sight and sound of this fantastic machine after a 6 year restoration. The CanAm series was famously unlimited and spawned an incredible variety of designs. With no limit on engine sizes, the standard 5 litre Chevrolet was ignored with this BRM sporting 8.1 litres. Perhaps Mick Strafford should take the hint and upgrade his Firenze a similar capacity!

Aside from the competition cars, the car park was full of car clubs and cars entered in the concours competition, won by a 1959 Mini originally owned by John Bolster. We were also treated to a flypast by the Battle of Britain Memorial aircraft, a Hurricane on Saturday and a Dakota on Sunday. A weekend truly full of nostalgia and thankfully spectators.

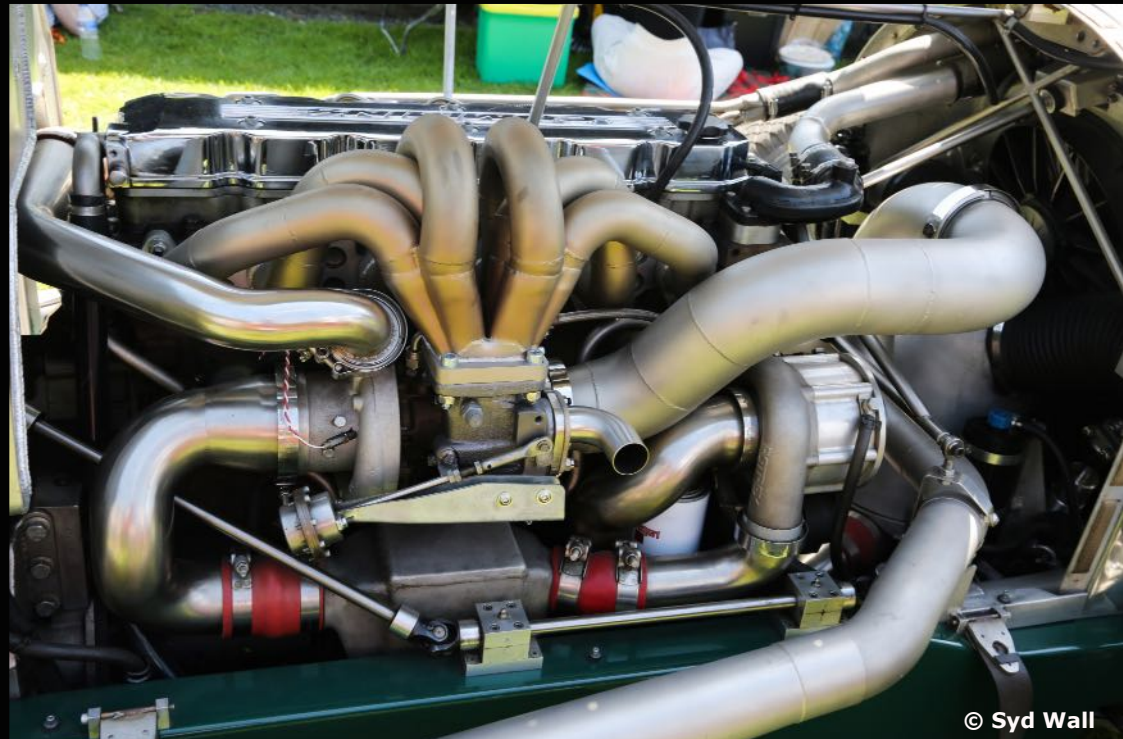
Ewan Cameron's modified Cooper Mk XI



John Fordy's Porsche 911 RSR looked stunning



The car parks were classic too



The Napier-Railton's turbocharged Cummins diesel engine is a thing of beauty.

# All new Vauxhall Astra





### All new Vauxhall Astra

Vauxhall have revealed the all-new eighth generation Vauxhall Astra. Vauxhall's best selling model began over forty years ago. With the all-new Astra, Vauxhall is now starting the next chapter as the compact model is now available with electric drive. Vauxhall will offer the new

Astra in two performance levels as a plug-in hybrid. In addition there are versions with highly efficient petrol and diesel engines in combination with friction optimised six-speed manual and eight-speed automatic transmissions.

The new Astra is also a design statement for the brand, dynamic and with a new 'face', the Vauxhall Vizor. The Vizor was first

seen on the Mokka and is the central exterior design element. It follows the Vauxhall Compass where the vertical and horizontal axes - the sharp creases in the bonnet and the wing shaped graphic of the daylight running lamps - intersect with the Vauxhall Griffin emblem in the middle. Stretching across the front, making the new

Astra look even wider, the Vizor also seamlessly integrates technologies such as the ultra-slim Intelli-Lux LED® headlamps and the front camera of the Intelli-Vision system.

The new Astra will launch this year as a sporty five door with a low-slung look and with more space than its predecessor. With a length of 4.374 metres and a width of 1.86 metres it hits







the sweet-spot of the compact sector. Thanks to an especially short front overhang, the new Astra is only 4mm longer than the previous model, despite the considerably increased wheelbase of 2.675 metres (13mm longer). It also offers a practice boot with adjustable floor, taking four passengers and 422 litres of luggage volume.

It features new innovations such as the latest evolution of the adaptive Intelli-Lux LED® Pixel light which comes straight from Vauxhall's flagship Insignia, and with 168



LED elements, leads the way in the compact and mid-size market sector. At the rear it has energy saving LED tail lamps, including the high-mounted brake lamp. The Griffin emblem at the rear also

doubles as the tailgate latch, and is made of state-of-the-

art composite material. The Astra will also be available with two-tone paintwork.



The interior has a fully digital Pure Panel HMI (Human-Machine Interface) with fresh, modern graphics giving customers a more intuitive experience. It features two 10-inch displays (optionally fully glazed) which are seamlessly integrated together with the driver's side air vent, in a horizontal format. It has a shutter-like layer that prevents upward reflections, dispensing with the need for





a hood over the display, which further enhances the high-tech functionality. Passengers can operate the extra wide touchscreens, just like a smartphone. Key settings such as climate control can still be operated via physical switches and buttons. There is no need for cables either, as the infotainment system is voice operated, as well as touch control, can be connected wirelessly to Apple CarPlay and Android Auto via compatible smartphones. The driver is supported by state of the art assistance systems ranging from the Intelli-HuD Head-up display to the semi-automated Intelli-Drive assistance system and the Intelli-Vision 360-degree camera. Adaptive Cruise control and Stop & Go on automatic transmission systems also provide additional driver support. The front seats have been developed in-house to be exceedingly comfortable,



, especially on long journeys. It is mounted 12mm lower than in the previous model, adding to the sporty drive feeling. The AGR front

seats are the best the compact market has to offer and feature a wide range of optional adjustments, from electric tilt to electro-pneumatic lumbar support. In Nappa leather-trim, they even offer ventilation, massage for the driver and heating at the rear as well as the front. Seats trimmed in Alcantara are also available.

It has McPherson strut front suspension and torsion bar at the rear. The torsional rigidity of the new Astra is 14% higher than its predecessor. From the start, the new Astra will be available with a powerful plug-in hybrid electric drive as well as highly efficient petrol and diesel engines. Power ranges from 81kW (110PS) to 96kW (130PS) with the petrol and diesel variants and up to 165kW (225PS) system output with the plug-in hybrid variants. A 6-speed gearbox is standard on the petrol and diesel power units with an 8-speed automatic transmission (electrified on the plug-in hybrids) optional on the more powerful engines. Orders for the new model will be taken in the Autumn, with first deliveries early next year. Pricing to be announced at the on sale date.



# Nottingham Sports Car Club Speed Championship Andy Offer Memorial Trophy.

Curborough.

27<sup>th</sup> June 2021

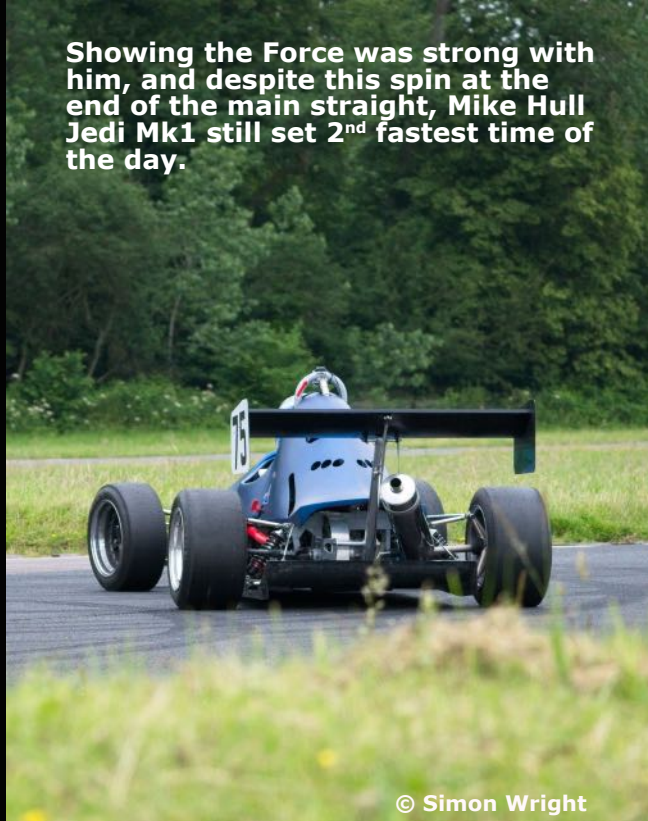
By Simon & Janet Wright.



Fastest Time of Day went to Stuart Bickley in his Jedi Mk4

The ninth round of the Nottingham Sports Car Club (NSCC) Triple M/ Pirelli Speed Championship took place round the long course Curborough track layout, doing 2 laps around the circuit. Due to Covid restrictions in force at the time of the event, it had to be run behind closed doors without spectators. The club use a unique point scoring system which is based on national record times at each venue for each

Showing the Force was strong with him, and despite this spin at the end of the main straight, Mike Hull Jedi Mk1 still set 2<sup>nd</sup> fastest time of the day.



© Simon Wright

The event was also open to other clubs and was a round of the TVR Car Club Speed Championship and the Classic Marques Sports Car Club. After two practice runs in the morning, the event timed runs began after lunch. There was a full entry through multiple classes, catering for everything from road-going saloon through to single seater racing cars. Unsurprisingly the fastest four were all of Class 5A Racing cars up to 1100cc. The Fastest Time of Day (FTD) went to Stuart Bickley in a Jedi Mk4, who did a fastest time of 52.09 seconds on his single timed run. Next up was Mike Hull in a Jedi Mk1 who managed a 55.87 second run. In 3<sup>rd</sup> overall was Will Shuttleworth in a T89R1 Single seater who did a 57.56 second time on his first run. The only other car in the class was Paul Webb in an OMS PR who set the 4<sup>th</sup> fastest time overall with a 57.96 second run Winner of class 4A - Sports Libre Cars up to and including 1700cc and hillclimb Supersports Cars was David Bickley driving a Radical SR1 to a best time of 59.26 seconds, 5<sup>th</sup> fastest overall.

Setting 3<sup>rd</sup> fastest time was Will Shuttleworth in the T89R1 single seater.



© Janet Wright

class. This target time system gives both the novice and the expert the opportunity to score points and the score does not depend on how many competitors are in the class.

Class winner David Bickley in the Radical SR1 was 5<sup>th</sup> fastest overall.



© Janet Wright

**Jon Ison won his class in the Westfield Megabusa and 6<sup>th</sup> fastest overall.**



© Simon Wright

In 6<sup>th</sup> overall was Class 2B - Road cars Kit, Rep, S/frame and NF chassis cars with a single engine over 1700cc winner Jon Ison in a Westfield Megabusa with a best time of 60.88 seconds.

Class 3B - Cars excluding Kit, Rep and S/Frame cars over 1400cc and up to and including 2000cc was won by Adrian Crawley in a Peugeot 205 with a best time of 61.70 seconds., Who was 7<sup>th</sup> fastest overall.

**Adrian Crawley was 7<sup>th</sup> fastest overall in his Peugeot 205, winning his class n the way.**



© Janet Wright

**The road modified class was won by Peter Taylor in a Porsche 718S, going 8<sup>th</sup> fastest overall.**



© Simon Wright

In 8<sup>th</sup> overall was the winner of class 1C - Road modified saloon and sports cars over 2000cc, Peter Taylor driving a Porsche 718S with a best time of 62.68 seconds. The next class winner was Jonathan Gething in a Caterham Academy with a time of 64.04 seconds. He won class 2A - Road Cars Kit, Rep, S/Frame and NF Chassis cars, single engine up to and including 1700cc. He was also classified 13<sup>th</sup> overall.

**Jonathan Gething Caterham Academy won his class in 13<sup>th</sup> position.**



© Simon Wright

**21<sup>st</sup> Graham Frankland  
Westfield SE won his class.**



© Janet Wright

Graham Frankland in a Westfield SE who won class 3F for Production Kit, Replica and space-framed cars up to and including 1600cc. His time was 65.94 seconds, good enough for 21<sup>st</sup> overall.

Moving to the next class winner, Andrew Nicoll won class 2E for Road-going Lotus Elise and Elise derived cars in his Lotus Elise S1 with a time of 66.95 seconds. This placed him 25<sup>th</sup> overall.

**Andrew Nicoll Lotus Elise S1 Class winner.**



© Janet Wright



**Geoff Hedges Renault Clio 197 Cup won his class**

Next we have Geoff Hedges in a Renault Clio 197 Cup car. He won class 1B for Road Modified Saloon and Sports Cars over 1400cc up to and including 2000cc with a time of 68.09 seconds (28<sup>th</sup> overall).

© Simon Wright



**Andrew Rollason Ford Ka won his class** © Simon Wright

Moving onwards, the winner of class 1A - Road Modified Saloon and Sports Cars up to and including 1400cc was Andrew Rollason in a Ford KA. His best time of 71.40 seconds was good enough for 43<sup>rd</sup> overall.



Class winner Zoe Shearman Toyota MR2

The final class winner was Zoe Shearman in a Toyota MR2 with a time of 74.29 seconds. This was 50<sup>th</sup> overall and 1<sup>st</sup> in Class SB - Standard Saloon Cars over 1400cc up to and including 2000cc. There were some other interesting cars taking part in the sprint. The unusual Bond Equipe convertible of Paul Cammerer finished 9<sup>th</sup> in class.



Paul Cammerer Bond Equipe convertible 9<sup>th</sup> in class.



John Brunner brought the open top Ginetta G20 home 4<sup>th</sup> in class and 44<sup>th</sup> overall. Possibly the most unusual car taking part was the Subaru Impreza WRX Estate, which was enthusiastically driven by Alan Taylor to the point of almost lifting a rear wheel round the hairpin. 6<sup>th</sup> in class and 46<sup>th</sup> overall.



Alan Taylor Subaru Impreza WRX Estate 6<sup>th</sup> in class.

**Matthew Eady Ginetta G4 1<sup>st</sup> Classic Marques Speed Challenge**



© Simon Wright

The Classic Marques Speed Challenge was one of the invited series also taking place within the NSCC event. Winner of the Classic Marques Speed Challenge class was Matthew Eady in a Ginetta G4. His time of 63.46 seconds made him 10<sup>th</sup> fastest overall. In 2<sup>nd</sup> place in the class was Clive Glass in his Morgan Plus 8 with a time of

**Clive Glass Morgan Plus 8 2<sup>nd</sup> in Classic Marques Speed Challenge**



© Simon Wright

© Janet Wright



**Howard Barnard Mazda MX5 3<sup>rd</sup> in Classic Marques Speed Challenge**

64.33 seconds (15<sup>th</sup> overall). Howard Barnard in a Mazda MX5 was 3<sup>rd</sup> in class with a time of 64.41 seconds (16<sup>th</sup> fastest overall).

Showing its rally pedigree, the fabulous Fiat X1/9 of Jonathan Plowe finished 11<sup>th</sup> in class and 41<sup>st</sup> overall, with a best time of 71.39 seconds.

© Janet Wright



**Jonathan Plowe Fiat X1/9 11<sup>th</sup> Classic Marques Speed Challenge**





**Rob Pack TVR Tuscan 1st TVR Speed Championship**

© Simon Wright

The other invited championship taking part in the event was the TVR Sports Car Club Speed Championship. The winner was Rob Pack in a TVR Tuscan. His best time of 65.96 seconds, which placed him 23<sup>rd</sup> overall. 2<sup>nd</sup> in class went to John Carter in a TVR V8s who set an identical best time of 66.85 seconds on both timed runs (24<sup>th</sup>



**Peter Ash TVR Griffith 3<sup>rd</sup> in TVR Speed Championship**

© Janet Wright

overall). Peter Ash took 3<sup>rd</sup> in the class driving a TVR Griffith, with a best time of 69.39 seconds (32<sup>nd</sup> overall). The moststriking looking TVR was the Tasmin of Karol and Michael Bailey. This was Karol who was 7<sup>th</sup> in class, while Michael was 5<sup>th</sup>.



**John Carter TVR V8s 2<sup>nd</sup> in TVR Speed Championship**

© Janet Wright



**Karol Bailey TVR Tasman 7<sup>th</sup> in TVR Speed Championship**

© Simon Wright

**Nigel Walton Triumph Spitfire 15<sup>th</sup> in classic Marques Speed Challenge**



© Simon Wright

**Ben Curry Reliant Scimitar SS1 5<sup>th</sup> in Classic Marques Speed Challenge**



© Simon Wright

**Steve Thomas TVR Vixen 4<sup>th</sup> in TVR Speed Championship**



© Janet Wright

**Paul Webb OMS PR 4<sup>th</sup> overall**



© Janet Wright

**Robert Needham Ford Escort Mk1 3<sup>rd</sup> in class**



© Simon Wright

**Don Bissell MG C Roadster 18<sup>th</sup> in classic Marques Speed Challenge.**



© Janet Wright

**Gordon Peters Fiat 500 Sport 2<sup>nd</sup> in class.**



© Simon Wright

**Ian Butcher Porsche Cayman S 3<sup>rd</sup> in class**



© Simon Wright

**Rodney Ellis Lotus Elan 5<sup>th</sup> in class.**



© Simon Wright

# British GT's 2021 - Part One.

By David Goose & Stuart Yates of  
Motorsport Imagery.





Michael Igoe and Phil Keen,  
Lamborghini Huracan Evo

© Motorsport-Imagery



Richard and Sam Neary, Maiden victors for drivers and team in the British GT at the third round at Donington in their Abba Racing Mercedes AMG GT3

© Motorsport-Imagery

After a delayed start to the season for obvious reasons, the 2021 intelligent Money British GT Championship got underway at Brands Hatch at the end of May. By July, the first three UK rounds had been completed with the usual Easter season opener at Oulton Park delayed due to Covid restrictions until later in the season. Rounds at Brands Hatch, Silverstone and Donington Park saw three different race winners with victories for McLaren and Mercedes.

First round was at Kent's Brands Hatch circuit in May, Phil Keen started the season with a victory in his WPI Lamborghini Huracan

EVO which he shared with Michael Igoe, new team for Keen but the same

regular end result. The pair secured a dominant victory in the opening two hour race, taking the lead early in the race ( lap 6) from pole sitters Andrew Howard and Jonny Adam in the Beechdean Aston Martin Vantage. The Aston Martin duo were pushed hard by the Barwell Motorsport Lamborghini driven by Dennis Lind and Leo Machitski, eventually taking second place by just over three tenths of



© Motorsport-Imagery

Strong contenders so far, Ian Loggie and Yelmer Buurman in the RAM Racing Mercedes AMG GT3

a second from the Huracan pairing. Fourth and Fifth places went to the two Mercedes of Ian Loggie and Yelmur Buurman in the RAM Racing run car in fourth, with the Abba Racing Mercedes of Richard and Sam Neary in fifth place taking the Silver- Am honours. After taking the lead on lap 6, the winners lead throughout the rest of the race

In the first stint before the first pit stop, attempts by Igoe to open a significant lead over the Aston Martin were hampered by two safety Cars, both involving racing incidents further down the field. The first involved the Toyota Racing Gazoo Supra GT4 of John Ferguson who

**John Ferguson and Scott McKenna, Toyota Racing UK Gazoo Supra, strong contenders in the GT4 class**



© Motorsport-Imagery

ended up stuck in the Hawthorns gravel trap. The second saw Adam Balon's Barwell GT3 Lamborghini and James Cottingham's GT3 Mercedes clash at Paddock Hill, both cars become beached in the gravel. The Lamborghini did manage to continue and finished 12th, last of the GT3 finishers, and 4 laps behind the winners. Sunoco Fastest lap of the race award went to Dennis Lind.

**Adam Balon and Sandy Mitchell in the Huracan EVO, not to be ruled out for victory before the end of the season**



© Motorsport-Imagery

GT4 honours on the day went to Gus Burton and Will Burns in the Century Motorsport BMW, however the victory was far from theirs until the last few minutes of the race. Despite being the quickest car in the GT4 field by some distance, the first stint was hampered by the two safety car sessions resulting in Burns handing the car over

© Motorsport-Imagery



**Will Burns and Gus Burton lead the GT4 table after winning two out of the first three rounds**

to team-mate Gus Burton leading by only a handful of seconds. The BMW pairing running in the Silver cup category, would have a 26 seconds time penalty for the class, this meant they came out after the pit stop behind

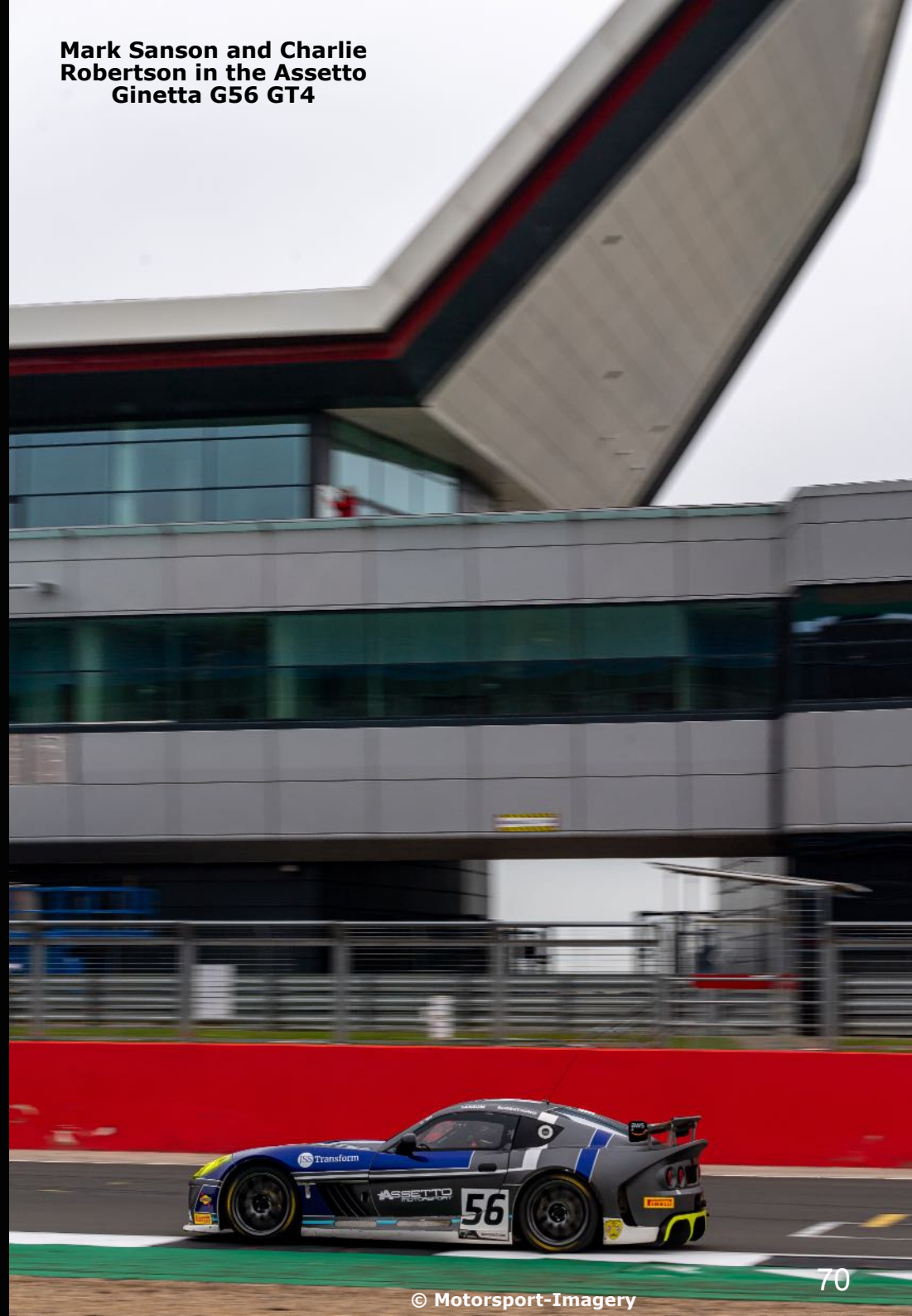


Chris Salkeld and Andrew Gordon-Colebrooke, steady results in the first three rounds in the Century Motorsport BMW GT4

both the second Century Motorsport BMW of Andrew Gordon-Colebrooke and the Ginetta of Charlie Robertson. The Ginetta took over the lead and looked certain to take victory when a rear puncture with just five minutes to go forced a pitstop, dropping them to fourth in the GT4's.

The second round saw the annual visit to Northamptonshire for the 10th Anniversary three hour Silverstone 500 race. Hunter Abbott and Martin Kodric

Mark Sanson and Charlie Robertson in the Assetto Ginetta G56 GT4



Start of the Silverstone 500



Hunter Abbott and Martin Kodric in the Mercedes AMG GT3 won the 10th Anniversary Silverstone 500 race © Motorsport-Imagery

perfectly executed a steady race to win the GT3 class in their Mercedes AMG ahead of Adam Balon and Sandy Mitchell, and Dennis Lind and Leo Machtski, in both of the Barwell Lamborghini Huracan EVO's. Lind and Machtski proving consistent in taking third place in both of the two opening GT3 races. The leaders after three hours were just 7 seconds clear of second place Sandy Mitchell, who only took second place from Barwell team-mate Dennis Lind at Stowe corner on the final lap.

The race itself was remarkable for several reasons, the weather was dry therefore the race was relatively quick, in the 10 year history of the event, 86 laps was the most covered but this was also helped by

the good behaviour of all drivers involved and not a single safety car deployment at all during the three hour race. The race differed to the normal two hour format, three mandatory pitstops but with no pit windows, with drivers having a maximum of 100 minutes between driver change,

this allowed the teams plenty of scope for race strategy and often the race outcome as a result does not become clear until the end of the final round of pitstops.

Unlike Donington, the absence of any safety cars allowed Hunter Abbott to build a commanding lead and at the first pit stop held a 30 second lead. Ten lead changes through the GT3 race, importantly, the winners although leading for



© Motorsport-Imagery



**Bonamy Grimes and Marco Sorensen's TF Sport, Aston Martin Vantage GT3**

46 of the 86 laps, did regain the lead from the TF Sport Aston Martin of Bonamy Grimes with ten laps to go. Grimes eventually finished in seventh place to give TF sport two of the top seven places with their Aston Martin Vantages. Despite a high speed spin on the first lap, Leo Machitski fought back hard and with team mate Dennis Lind only eighteen seconds behind the sister Barwell Lamborghini with less than an hour to go, hopes were high for a second place if not victory. But the sister Barwell machine driven by Sandy Mitchell was being driven very hard and caught and passed them to take the second place on the podium.

Race victors from round one, Michael Igoe and Phil Keen were off the pace all weekend, suffering a mechanical



© Motorsport-Imagery

problem during qualifying and finishing only 16th on the grid, resulting in an eleventh place finish in the race

GT4 honours went to Matt Topham and Darren Turner in the Newbridge Motorsport Aston Martin Vantage, qualifying fourth in the their first race together. The Steller Motorsports Audi led from the start but made an early strategic pitstop. Will Burns and Gus Burton took over the lead but were hampered by both their success penalty and Silver Cup penalty. Mid way through the race, Darren

**Dave Whimore and Jake Giddings in the Car Gods with Ciceley Motorsport Mercedes AMG GT4**



© Motorsport-Imagery

Turner caught and passed the Century BMW to take over the lead. As the pit stops stops were all completed the BMW emerged from the pits behind the Newbridge Aston Martin and in the final laps was unable to make up any ground, eventually finishing in fourth GT4 place. Second place went to the Steller Motorsport Audi R8 of Richard Williams and Sennan Fielding, with the Toyota Gazoo



Jack Brown and Ashley Marshall, Balfe Motorsport McLaren 570S GT4



© Motorsport-Imagery

Supra of John Ferguson and Scott McKenna.

Dennis Lind scooped up the Sunoco fastest lap award for the second round in a row.

To complete the first half of the seasons UK based rounds the series visited the Donington Park circuit. Gus Burton and Will Burns had an excellent meeting taking their second race victory in the GT4's of the season, whilst Richard and Sam Neary took theirs and Abba Racings maiden GT3 victory in the GT3 class in the Mercedes AMG.

The father and son team had struggled and did not take part in qualifying in their Mercedes, a brake disc failure in free practice sidelining their efforts. During the failure, the brake disc destroyed the front right suspension on the Mercedes during the last of the practice sessions on the Saturday, the team needed more time than was available

before qualifying to repair and prepare the car for the race.

Lap one of the race saw Leo Machitiski and Michael Igoe make contact with Nick Jones's Porsche at the first corner, Redgate. During the following scattering of the cars to avoid the incident, Richard Neary picked his way through the damage to climb to second place behind Ian Loggie's RAM Racing Mercedes by the time they went down the Craner Curves. Both Machitiski's and Igoe's Huracan's were retired on lap 1, removing two of the top three in the championship almost before the race had started.

A second safety car session was called on lap 4 when several GT4 cars were involved in an incident, resulting in the Newbridge Motorsport Aston Martin, Assetto Ginetta and Team Rocket RJN McLaren all being retired. As the cars restarted after the second safety car, Richard Neary made a good start and passed on the inside of Ian Loggie

© Motorsport-Imagery



Shamus Jennings and Greg Caton, G-Cat Racing Porsche 911 GT3

Kelvin Fletcher and Martin Plowman's Bentley Continental GT GT3, has so far failed to achieve the success of previous seasons but still looks and sounds impressive



© Motorsport-Imagery



Nick Jones and Scott Malvern, Team Parker Racing Porsche 911 GT3

going into Redgate corner to take the lead. At the first round of pitstops, Richard Neary held a lead of just under two seconds from Ian Loggie, but his son, Sam emerged with an almost 12 second lead partly as a result of the RAM Racing teams success penalty from the last round. In the second stint after the pit stops, the lead extended to almost 16 seconds from the vastly more experienced Yelmer Buurman in the RAM Racing Mercedes who at the end took second place on the podium.

Fastest lap in the race went to Sandy Mitchell in the Barwell Lamborghini

© Motorsport-Imagery



Morgan Tillbrook and Marcus Clutton, Enduro Motorsport McLaren 720S GT3, 10th in the championship after three rounds

Huracan, earning fifth place in the process, with Morgan Tillbrook and Marcus Clutton in the Enduro Motorsport McLaren coming home in fourth place. Final place on the podium went to Andrew Howard and Jonny Adam in the Beechdean Aston Martin, third to fifth place being covered by seven tenths of a second after two hours racing and 189 miles.

The GT4 race was won by Will Burns and Gus Burton in the Century Motorsport BMW who won by having a steady and consistent race, avoiding all of the trouble that was happening around them. Chris Salkeld and Andrew Gordon-Colebrooke

Matt Cowley and Will Moore,  
Academy Motorsport Ford  
Mustang GT4



© Motorsport-Imagery

brought the second Century BMW home in second place. Chris Salkeld had been given a ten second penalty for causing the 4th lap GT4 incident, but the pairing fought hard and managed to overcome the penalty and although a lap behind their team mates they came home second. Third place went to Jamie Stanley and Nick Halstead in the Fox Motorsport McLaren.

After the UK half way point in the season, joint leaders in the GT3's are Jonny Adam and Andrew Howard in the Beechdean Aston Martin, and Yelmer Buurman and Ian Loggie in the RAM Racing Mercedes. GT4 leaders after Donington are Will Burns and Gus Burton in the Century Motorsport BMW.

The series moves to Spa in Belgium for the fourth round of the series at the end of July before moving back to the UK when the champions will be crowned at Donington in October

© Motorsport-Imagery



Stewart and Lewis Proctor in the McLaren being chased by James Cottingham and Sam de Haan's Mercedes

# Wheels on Wednesday

Spetchley Park Gardens.

16<sup>th</sup> June 2021.

By Simon and Janet Wright.



The ultimate pair of the popular modern affordable sports car. The Mazda MX5 from the first generation model from 1989 to the fourth generation model from 2018.



© Janet Wright

After holding their first meeting of the year at Sixways stadium due to previous wet weather, Wheels on Wednesday returned to its normal home at Spetchley Park Gardens for its second Wednesday meeting of 2021. A sunny evening attracted a large gathering of enthusiasts with an interesting selection of vehicles. The sunny weather also got a lot of the cars to go top-less. It was interesting to compare old and new, with a 1999 BMW Z3 two seater sports car parked next to a 1954 Austin Healey 100. The Z3 was produced between 1995 and 2002. Powered by a four cylinder 2 litre engine which produced 138 hp and 133 lb/ft of torque. It had a claimed top speed of 127 mph and could accelerate from 0-60 mph in 9 seconds. The Austin Healey 100 was had a 2.6 litre four cylinder engine which produced 90 bhp. It had a top speed of 106 mph and could accelerate from 0-60 mph in 11.2 seconds. The nice weather also encouraged some vintage car owners to bring out their convertibles, including a nice 1936 Singer Nine Sports. A four seater tourer, built from October 1932 until 1937 when it was replaced by the Bantam Nine. A Nine Sports finished 13<sup>th</sup> at the 1933 24 hours of Le Mans. The Nine Sports was powered by a



© Janet Wright

1098cc engine with twin vertical Solex 30IF carburettors. This produced 34 hp and had a top speed of 66 mph with the windscreen down.



© Simon Wright

Even the Chevrolet Corvette had its Targa Top off



CAS AUTOS Midlana with 3 litre Alfa Romeo 166 V6 engine

© Simon Wright



1989 Porsche Carrera

© Simon Wright



1998 Marcos Mantis

© Janet Wright



2002 TVR Tuscan

© Simon Wright



2016 Lamborghini LP 750 - 4 SV

© Janet Wright



Volkswagen

© Janet Wright



2018 Porsche Carrera GTS

© Simon Wright



Kit car based on Triumph running gear

© Simon Wright



2010 Mercedes Benz SLK and 2017 Mercedes convertible

© Simon Wright



© Simon Wright

For many years the classic British open top sports car was the MG, with the Midget and MG B proving very popular in the 1960s and 70s. A couple of the later models maintained the tradition of the open top sports car with a 2009 MG TF and a 1999 MG F. The MG F had the 1.8 litre K-Series four cylinder, sixteen valve engine. It produced 120 bhp. This gave it a top speed of 120 mph and it could accelerate from 0-60 mph in 8.5 seconds. It also used the companies Hydragas suspension. The MG TF followed after the MG F. It used the same 1.8 litre K Series engine, but replaced the Hydragas suspension with more

conventional coil springs. The 1.8 litre engine had been improved and now developed 134 hp and 122 lb/ft torque. This improved the top speed to 127 mph and decreased the 0-60 mph acceleration time to 8.2 seconds.

Keeping with the topless theme, it wasn't just sports cars with the top down. There was a very nice 1987 Volkswagen Golf Convertible on display.



© Simon Wright

Originally launched in 1980, it used the same 1781cc engine as the original Golf GTi which produced 110 bhp, giving the Cabriolet a top speed of 111 mph and a 0-62 mph time of 10.5 seconds, which is why the original Gti was one of the hot hatchbacks of its period. Although the

Golf Mk2 was available from 1985, the Mk1 Cabriolet continued to be sold until 1994. They were all built at the Karmann factory.



© Simon Wright



© Simon Wright

An unusual convertible was the 2004 Chevrolet SSR - Super Sports Roadster. It was built at General Motor's Lansing Craft Centre in Michigan, USA. It used the GM vehicle platform used by several other GM vehicles at the time. The body was a retro design by Karmann and was built by American Speciality Cars and was based on a concept car shown at the 2000 Detroit Motor Show. It was produced between 2003 and 2006, with a total of 24,180 cars rolling off the assembly line. When it was launched in 2003, the base vehicle cost \$42,000. It is powered by a 5.3 litre V8 Vortec LM4 engine which produces around 300 bhp, matched to a four speed auto gearbox. It has standard 19 inch front wheels and 20 inch rear wheels. Later cars built after 2005 used the LS2 6 litre engine as used in the C6 Corvette. This particular car was imported from America in 2005 and is thought to be one of only ten in the UK.



© Simon Wright

It is always nice to see a local built car at a show and the 1964 Jensen C-V8 was built at West Bromwich, around 40 miles from the meeting. The Jensen C-V8 was built by Jensen Motors between 1962 and 1966 as a four seater GT car. It has fibreglass bodywork with aluminium door skins. The 6.3 litre V8 engine came from Chrysler and produced 330 bhp, connected to a Chrysler 3-speed Torqueflite automatic transmission. The engine is mounted at the front, but behind the front axle line to help handling. It was one of the fastest four seaters of its era, having a

top speed of 136 mph and could accelerate from 0-60 mph in 6.7 seconds, beating the Lamborghini Miura, Aston Martin DB5 and the Jaguar E-Type.



© Simon Wright





PopBangColour mobile studio

© Janet Wright



2004 Noble M12 GTO 3R

© Janet Wright



© Simon Wright

1972 Alfa Romeo Giulia Sprint GTA



Audi Quattro rally car

© Simon Wright



1987 Lotus turbo Esprit HC

© Simon Wright



2009 Morgan AeroMax

© Simon Wright



© Simon Wright

Coming right back up-to-date was a bright yellow 2021 Alpine A110 sports car. A coupe rather than a roadster, the new model is powered by a 1.8 litre turbocharged four cylinder engine which produces 292 hp and 320NM of torque. This offers a top speed of 155 mph and can accelerate from 0-62 mph in just 4.4 seconds. Prices start at £47,545



© Simon Wright



© Simon Wright

### 1934 Riley Gamecock 14/6 Special replica.

After the victory for the Nine HP Gamecock in the 1932 Alpine Trial, Riley decided to enter a team of 6 cylinder cars the following year. They catalogued the car to homologate it, but it does not appear they ever sold any to customers. Four cars were prepared for the 1933 International Alpine Trial. The 3 works cars were driven by Cecil Riley, Jack Ridley and TC Griffiths. They won the Coupe des Alpes in Group 4 for a penalty free run. A fourth car entered for Riley distributor Jack Hobbs, won an individual Coup des Glaciers. They decided to try for a hat-trick of wins in 1934, but one car suffered a head gasket failure. Although they managed to fix it, the team could only manage a 2nd class award, the Glasier Cup. The original was built on a short wheel base (9ft 2in) Six cylinder chassis that was over-slung over the front and rear axles and used thinner gauge steel. It also features a magnesium alloy nosepiece and cover for the rear axle.. It also had cycle type front wings rather than the swept wings of the Nine. It used a 1458cc 12/16 engine.



1966 Buick Skylark

© Simon Wright



1961 Cadillac Coupe DeVille

© Simon Wright



1956 Chevrolet Bel Air

© Janet Wright



© Simon Wright



1967 Pontiac Catalina

© Simon Wright



1962 Ford Thunderbird

© Janet Wright



1946 Ford Sedan

© Simon Wright



1956 Chevrolet Bel Air

© Janet Wright



1948 Chevrolet Fleetline

© Janet Wright

# Vintage Day Shelsley Walsh Hill Climb, Sunday 4<sup>th</sup> July 2021 By Peter McFadyen

The actual pair of MG Montlhery Midgets which were driven up Shelsley Walsh almost exactly ninety years earlier on 11<sup>th</sup> July 1931 by two famous racing drivers of the day Capt. George Eyston (the blue car with 'E' on the front) and Eddie Hall to publicise the model's recent racing successes



Fastest time of the day was put up by Patrick Blakeney-Edwards (Frazer Nash Super Sports)

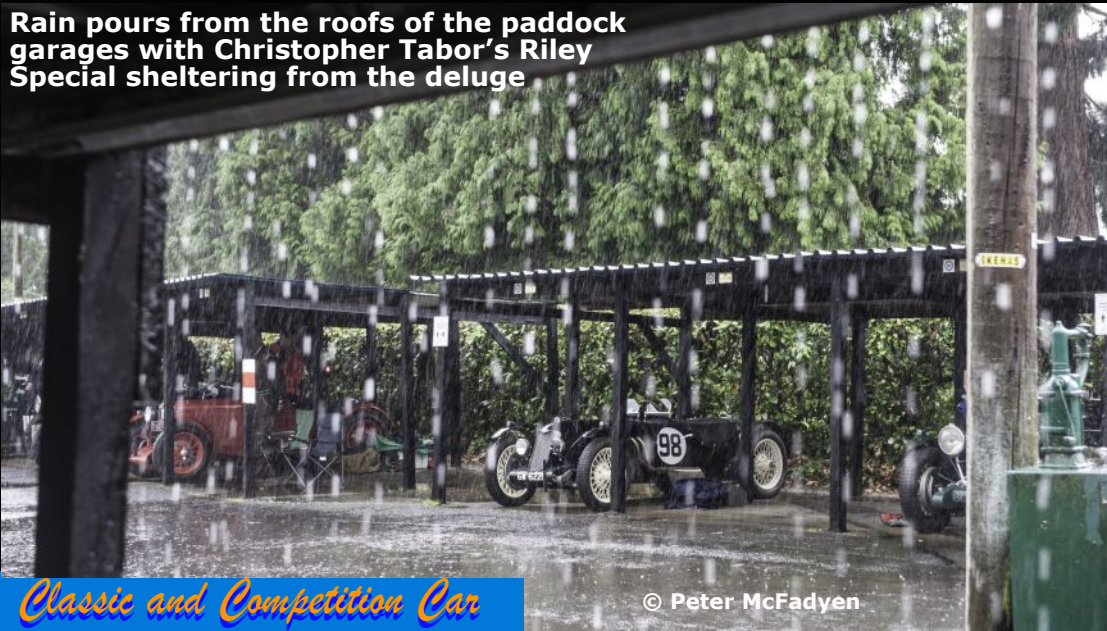


© Peter McFadyen

### Vintage Shelsley Walsh Hill Climb

The Vintage Sports Car Club returned to Shelsley Walsh in Worcestershire for their annual hill climb meeting having missed out in 2020 and, despite a day of very mixed weather which varied from rain to sunshine to torrential

Rain pours from the roofs of the paddock garages with Christopher Tabor's Riley Special sheltering from the deluge



© Peter McFadyen

Winston Teague in the famous 1935 Frazer Nash Fane Single Seater



© Peter McFadyen



**Barbara Lerigo in the Riley 12/4 Special shelters under her umbrella while Anthony Norton keeps dry thanks to the hood on his Alvis 12/50 TJ during an afternoon downpour.**

rain, had a very successful and enjoyable day on the hill. Spectators were allowed in but only in limited numbers and, unfortunately, without access to the paddock.

The fastest time of the day was recorded by Patrick Blakeney-Edwards in his very rapid Frazer Nash Super Sports with a climb in 38.98 seconds and



**Jan Nycz brings his 500cc F3 Staride MK3 to the line**



**Geoff Smith's Piccard Pictet Special is powered by a nine litre Sturtevant Aero engine**

**Michael Milligan's Connaught A7, winner of the post-war racing cars class**



© Peter McFadyen



**A limited number of spectators were on hand to see Alistair Littlewood (Bentley 3 Litre Speed Model) make his first run of the afternoon.**

second fastest, in 39.08 seconds, was Edmund Burgess in his 1932 Bugatti Type 51. Both were competing in the racing car classes.

Results were decided on handicap and, perhaps not surprisingly in view of the weather for most of the day, only

one driver managed to beat his handicap target, Ron Birkett (1917 Dodge Hornsted) in the class for Edwardian cars. The 500 Owners Association held a round of their own championship for 500cc Formula 3 cars of the type popularly raced in the 1940s and 1950s having also held a

**Tom Richardson's GN Gypsy Special spins its wheels as it gets away at the start.**



© Peter McFadyen



© Peter McFadyen

**Another Edwardian – Hicky Hickling's 1904 10-litre Pope Toledo Special**



Edmund Burgess (Bugatti Type 51) set second fastest time of the day as well as winning his class

© Peter McFadyen



Fastest of the Edwardian cars was Jeremy Flann's 1914/18 8.2 litre Curtiss Le Zebre Special about to leave the start line

© Peter McFadyen

round as part of the previous day's Reg Phillips Trophy meeting organised by the Midland Automobile Club; theirs was the only class to compete on actual times. Also competing at the vintage meeting were a small number of

post-war racing cars including Simon Taylor in the Stovebolt Special HWM sports car who raced both days and Michael 'Spike' Milligan who won the class on Sunday in his 1953 Connaught A7 single seater..



John Wiseman was a class winner in his Shelsley Special, the 1919/25 GN Gnat

© Peter McFadyen



Paul Weston's 1933 Frazer Nash TT Replica

© Peter McFadyen





Michael New (Riley Special) and Richard Gatley (Frazer Nash BMW Saloon) wait in the rain for competition to be resumed



© Peter McFadyen

Simon Taylor (HWM Stovebolt Special)



© Peter McFadyen

Clive Press in the 1913 Sunbeam 25/30



© Peter McFadyen

Paul Weston's 1933 Frazer Nash TT Replica



Andrew Hall put up the fastest time in the up to 1100cc racing cars class in the colourful GN Wasp



The Shelsley Special GN Spider of Jim Edwards

© Peter McFadyen



Luke Roberts in the 1920 GN BHD



© Peter McFadyen

Greg Lerigo's Riley 12/4 Special makes a smoky ascent to win the class for sports cars 1101-1500cc

# BARC Race Meeting.

Silverstone GP circuit.  
Sunday 4<sup>th</sup> July 2021  
By Simon & Janet Wright



Britcar Endurance Championship - Trophy Category double race winners Axel van Nederveen and Adriano Medeiros in the Ginetta G55A

Heavy rain in the morning during the Caterham Seven UK Championship second race on Sunday



© Simon Wright

The second day of a two day BARC meeting dawned wet and windy. The main races of the weekend were two Britcar Endurance Championship races. Saturday saw the Britcar Endurance Championship Endurance & Praga Categories race won by the Praga R1 of CW Performance, driven by Christopher Wesemae and Richard Morris. The Britcar Endurance category was won

by the McLaren GT3 of Motus One with Moorgate, driven by Dave Scaramanga and Will Powell, which finished 5<sup>th</sup> overall, two laps behind the race winner. Sunday saw the Britcar Endurance Championship Trophy Category race take place round the full Grand Prix circuit. There was a good entry of thirty nine cars taking place in qualifying. Pole position for the first fifty minute race went



© Janet Wright



SVG Ginetta G56A of Mark Lee finished 3<sup>rd</sup> in the first race.

to the Datum Motorsport Ginetta G55A of Axel van Nederveen and Adriano Medeiros. The Ginetta made the best of the start and was just ahead at the end of the first lap from the SVG Ginetta G56A and the Woodrow Motorsport BMW 1Series, who swapped places next time round. The Ginetta slowly began to pull away in the lead from the Woodrow Motorsport BMW 1Series, while the SVG Ginetta G56A maintained its position a short way behind in 3<sup>rd</sup>. By the time of the leaders pitstop on lap

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Woodrow Motorsport BMW 1Series of Simon Baker/Ollie Reuben finished 2<sup>nd</sup> in the first race.

twelve, it had a six second lead. The SVG Ginetta G56A had pitted a lap earlier, while the 2<sup>nd</sup> placed Woodrow



Class winner Steve Rothery Peugeot 308 5<sup>th</sup> overall in first race.

Motorsport BMW 1Series followed the leader in for their pitstop. This briefly gave the County Classics Porsche 996 the lead for one lap as it dived in for its pitstop. By lap fourteen, the Datum Motorsport Ginetta G55A was back in a commanding lead from the Woodrow Motorsport BMW 1Series with a gap of over twenty three seconds. By this point they were well in the thick of lapping traffic. They remained in that order until the chequered flag on lap twenty one. So Race ten on the programme was won by Axel Van Nederven and Adriano Medeiros in the Datum Motorsport by over thirty five seconds. In 2<sup>nd</sup> place was the Woodrow Motorsport BMW 1Series of Simon Baker and Ollie Reubam, while 3<sup>rd</sup> place went to the SVG Gimetta

© Simon Wright



Invitation Class1 winner William Ly ch Toad Motorsport BMW M3 E47



Class winner Arthur McMahon Honda Civic in the first race.

G56A of Mark Lee. Class 2 was won by 5<sup>th</sup> placed Steve Rothery in a Peugeot 308. The 1 Invertation class was won by the Toad Motorsport BMW M3 of William Lynch in 11<sup>th</sup> overall. Class 3 went to the Derek McMahon Racing Honda Civic driven by Arthur McMahon in 13<sup>th</sup> position. The Clio class was won by the 15<sup>th</sup> placed Westbourne Motors Renault Clio of Steve Thompson and Aaron Thompson. The final class winner was the Whitebridge



© Simon Wright

3<sup>rd</sup> overall and class winner in the second race, the County Classics Porsche 996 of Richard Higgins ahead of race 1 class winner Westbourne Motors Renault Clio Gen 4 of Aaron & Steve Thompson



Invitation Class 2 winner in the first race was the Whitebridge Motorsport BMW Z3 of Callum Bates

Motorsport BMW Z3 of Callum Bates in 26<sup>th</sup> overall. The grid for the second race was decided by the cars second fastest qualifying time. This gave pole position to the Kan-Tan Racing BMW M249i of Andie Stokoe and David McDonald. However, it was the SVG Ginetta of Lee that shot off in to the lead from the front row of the grid. He held on to the lead for the first six laps, with the Datum Motorsport Ginetta G55A less than a second behind. They both pitted together on lap seven, leaving theCampbell/ Smith Peugeot RCZ in the lead till he pitted the next lap. Now the Reflex Ginetta G20 had his moment of glory in the lead for a lap until he too pitted. This left the Team ip/ Antac Porsche Boxster 996 of Anthony Hutchins at the



© Janet Wright

Class winning TSR VW Golf Mk5 of Mark Jones & Robert Taylor in the second race.



The class winning Renault Clio Gen 4 of Westbourne Motors Anton Spiers/Darren Geeraerts in the second race

front for a couple of laps before they took their pit stop. As the SVG Ginetta G56A pitted they were shown as the leader for a lap as well. By lap twelve the Datum Motorsport Ginetta G55A was now in the lead for the first time in this race, with the County Classics Porsche 996 in 2<sup>nd</sup> place, over twenty four seconds behind. The next lap and the SVG Ginetta G56A had moved back in to 2<sup>nd</sup> place, but over thirty four seconds back on the leader. The race finished after fourteen laps with the Datum Motorsport Ginetta G55A of Axel Van Nederveen and Adriano Medeiros winning by just over thirty seven seconds. The SVG Ginetta of Mark Lee was classified 2<sup>nd</sup>, In the closest finish of the race, the class 2 winning County Classics Porsche 996 of Richard Higgins was 3<sup>rd</sup>,



Kan-Yan Racing BMW M249i of Andy Stokes/David McDonald was 4<sup>th</sup> in the first race.



Rob Smith/Charlie Campbell finished 4<sup>th</sup> in class in Race 2 driving a Peugeot RCZ, 19<sup>th</sup> overall.

just under eight seconds further back, and only 0.226 of a second ahead of the Quattro Motorsport BMW M249i of Richard Evans and Shane Stoney, who took 2<sup>nd</sup> in class 2 and 4<sup>th</sup> overall.

The Woodrow Motorsport BMW 1Series had finished 3<sup>rd</sup> on the road driven by Simon Baker and Ollie Reuben, but they received a Stop/Go penalty, which was converted to a thirty second penalty and dropped them down to 6<sup>th</sup> and 3<sup>rd</sup> in class.

Class 3 was won by the TSR VW Golf Mk5 of Mark Jones and Robert Taylor, who finished in 16<sup>th</sup> place overall. Right behind them was the Class 2 INV winner, the Whitebridge



The Saxon Mspt SEAT Leon of Alistair Lindsay was 9<sup>th</sup> in class and 12<sup>th</sup> overall in race two.



Team Brit finished 5<sup>th</sup> in class in race two with Christiern Dart and Luke Pound driving the BMW 116

Motorsport BMW Z3 of Callum Bates. Not far behind in 18<sup>th</sup> was the Class 1INV winner, the Toad Motorsport BMW M3 E47 driven by William Lynch. The final class winner was the Westbourne Motors Renault Clio Gen 4 of Anton Spires and Darren Geeraerts, who finished 22<sup>nd</sup>.



Derek McMahon racing Honda Civic Type R Eps 3 of Edward and Steve Cook finished 6<sup>th</sup> in class and 27<sup>th</sup> overall in the first race.



Quattro Motorsport BMW M249i of Richard Evans and Shane Stoney were 2<sup>nd</sup> in class and 6<sup>th</sup> overall in first race.



Showing signs of a side impact in the first race the TSR VW Golf Mk5 of Fynn Jones & Tony Rogers was 3<sup>rd</sup> in class and 19<sup>th</sup> overall.



The Team ip/Antac Porsche Boxster of Anthony Hutchins finished 11<sup>th</sup> in class and 14<sup>th</sup> overall in the second race.





Winner of both Toyo Tires races was Nigel Innes BMW E36 M3

Supporting the Britcar Endurance Championship Trophy races on Sunday were a pair of Toyo Tires Racing Saloons races. This pair of races featured combined grids with Z Cars, TTRS, Production GTi and Production Golf & BMW series all in the same race, on track at the same time. The Toyo Tires Z Cars and New Generation Production BMW Championship includes the BMW Z4

Invitation class winner in both races was Luke Schlewitz VW Golf Gti Mk7, 3<sup>rd</sup> in both races.



© Simon Wright

Peter Kaylor SEAT Supercopa Mk1 won his class in both races



© Simon Wright

which dominates the grid and the new for 2021 BMW E90 325i saloon.

The Toyo Tires Racing Saloons & Production Golf & BMW championship allows a wide range of two wheel drive saloons, Coupe's and hatchbacks in a multi-class structure. These include BMW E36 M3's, Ford Sierra Cosworths, Jaguar XJS and Ford Fiesta ST180's.. For this meeting, they were joined by production BMW E30 320 and Volkswagen Golf GTi Mk2s. The TeeKay Couplings Production GTi Championship was the final category in the race and featured the VW Golf GTi.

Fastest qualifying time for the first race went to Luke



© Janet Wright

Edd Giddings BMW Z4 won the Z Cars class in both races.



Class winner Cavan Grainger BMW E46 in both races.

© Janet Wright

Schlewitz, an Invitation driver in a VW Golf GTi Mk7 in the Production GTi class. The grid was split in two, with the Toyo Tires Racing Saloons (TTRS) having a separate grid at the front for their fifteen car entry, with a 20 second delay for the rest of the field. Nigel Innes had pole position in his BMW E36 M3, while the rest of the grid was headed up by Schlewitz. The six lap race was led from start to finish by Innes with Marcos Burnett in another BMW M3 E36 following all the race in 2<sup>nd</sup>, finishing just over eight

seconds behind. Schlewitz made fantastic progress through the TTRS field, overcoming the 20 second delayed start and was up to 7<sup>th</sup> by the second lap and finished 3<sup>rd</sup> overall by the finish, only 18.37 seconds behind the winner. He also took the Invitation class win in the Production GTi class. TTRS class B was won by 6<sup>th</sup> placed Cavan Grainger in a BMW E46. Only three seconds behind was Martyn Walsh in a VW Golf GTi Mk5 who took the Production GTi class win. Returning to the TTRS, class C was won by 9<sup>th</sup> placed Peter Kaylor in a SEAT Supercopa Mk1. The Z Cars class was taken by Edd Giddings in a BMW Z4 in 14<sup>th</sup> position. The faster

Second race  
Class winner  
Jason Dzenis  
Renault Clio



© Simon Wright



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Martyn Walsh was another class winner in his VW Golf Gti Mk5 in the first race



Jack Watts BMW E30 was Production BMW Red class winner in the first race.

cars had easily made up for the twenty second delayed start and were well mixed with the TTRS cars. Class D of the TTRS went to Jason Dzenis in a Renault Clio who finished 21<sup>st</sup>. The Production BMW & MK2 Golf Championship was split in to two sub classes Red and Green. The Red class winner was Jack Watts in a BMW E30 in 33<sup>rd</sup>, while Green went to Justin Turner in a BMW E30 320 in 35<sup>th</sup> overall. The final class winner was TTRS class E winner Mark Lane driving a Honda Civic. The second race was number 13 on the programme and



Justin Turner BMW E30 320 won the Production BMW Green class in both races.



Simon Hill VW Golf GTi Mk5 was 5<sup>th</sup> in the second race and won his class.

saw Innes take another flag to flag victory. This time he beat Sam Clarke in a Jaguar XJS by over forty seconds. Schlewitz again made up the twenty second delayed start handicap to finish 3<sup>rd</sup> overall and take another Invitation class win in 3<sup>rd</sup>. In this race the Production GTi class was won by Simon Hill who finished 5<sup>th</sup> overall in his VW Golf GTi Mk5. Kaylor (7<sup>th</sup>) and Giddings (8<sup>th</sup>) both took second class wins. TTRS class D was won by Jason Lewis who finished 23<sup>rd</sup> in a Honda Civic. Right behind him was TTRS class E winner Stuart Waite in a Ford Fiesta who was 24<sup>th</sup>. The Red class winner in the Production BMW class was



Mark Lane Honda Civic was a double race class winner

Heading straight for a class win in the second race, Jason Lewis in the Honda Civic



© Simon Wright

won by Rob Sadler in a VW Golf GTi, in 32<sup>nd</sup> place. Turner took a second Green victory in 34<sup>th</sup> overall.

© Simon Wright



Stuart Waite Ford Fiesta was a class winner in the second race.

Rod Sadler VW Golf Gti won the Green class in the Production BMW and Golf class in the second race.



Terenzio Di Francesco went off at club in his BMW E30 320i



© Simon Wright

© Simon Wright



Jack Wood got his BMW Z4 stuck in the gravel trap at club corner.



First lap of the Caterham Seven 270R race on Sunday with winner Tom Wyllys already in the lead, with Stuart Bell (72) 5<sup>th</sup> and Chris Efremidis (27) 13<sup>th</sup> giving chase

The rest of the meeting was a Caterham Fest with races for the Caterham Seven 310R, Caterham Seven UK Championship, Caterham Roadsport, Caterham 270R and Caterham Academy.

The Caterham Seven UK Championship opened the meeting on Saturday and the first race was won by William Smith in a Caterham 420R by just 0.021 of a second from Henry Heaton, Gordon Sawyer and Stephen Nuttall, who all crossed the line within 0.354 of a second. The second race on

Sunday saw Sawyer win by over three seconds from Smith, who had Nuttall right on his tail for 3<sup>rd</sup>. The Caterham 310R were next out of circuit on Saturday and saw Lewis Thompson win in his 310R by 0.995 of a second from Pete Walters, with David Yates in 3<sup>rd</sup>.

Sunday saw a repeat performance from the top two, by this time Thompson only won by 0.072 of a second from Walters, while Henry Cook took 3<sup>rd</sup> only 0.759 of a second further back.

They were followed by the Caterham Roadsport which

Harry Eyre was 2<sup>nd</sup> in the 270R second race



© Janet Wright



Chris Efremidis had a spin in the second 270R race

saw another very close race. Hugo Bush won in his Caterham Roadsport by just 0.928 of a second from Taylor O'Flanagan with Domenique Mannsperger in 3<sup>rd</sup>. The second race on Sunday was a much closer event. This time the top five all crossed the line within a second of the winner, which was Mannsperger. O'Flanagan took another 2<sup>nd</sup> just 0.562 of a second behind. First race winner Bush was 3<sup>rd</sup>, a further 0.055 of a second behind, with Tom Cockerill in 4<sup>th</sup> and Gwyn Jones in 5<sup>th</sup>, just 0.767 of a second behind the winner.

**It was very wet for the second Caterham Seven UK race. Winner Gordon Sawyers was already leading from William Smith who finished 2nd race**



© Simon Wright



Stephen Nuttall took 3<sup>rd</sup> in the second Seven UK race

© Janet Wright

The final Caterham race on Saturday was the Caterham 270R, which was just as close as the previous Caterham races. Tom Wyllys won in his Caterham 270R by just 0.327 of a second from Blair McConachie, with 3<sup>rd</sup> placed Henry Eyre only 0.080 of a second further behind. The second race on Sunday saw Wyllys take his second victory of the weekend. This time he had a huge gap of 1.241 seconds over 2<sup>nd</sup> placed Eyre, with McConachie 3<sup>rd</sup> this time.

Sunday saw the Caterham Academy join the fun for a single race in the afternoon. This did not see such a close finish for the victory, with Geoff Newman winning by over five seconds in his Caterham Academy. The battle for 2<sup>nd</sup> was much closer with Freddie Chiddicks getting the place by just 0.556 of a second from Marc Jones in 3<sup>rd</sup>.



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