



The 21st Century magazine about cars and motorsport of the past and present

Classic and Competition Car

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Issue 132 September 2021

**Bentley Drivers Club
Race meeting,
Silverstone**



**British Hill Climb
Championship**



Prescott

British GT Snetterton



**Wheels on the
weekend**



Classic at Silverstone



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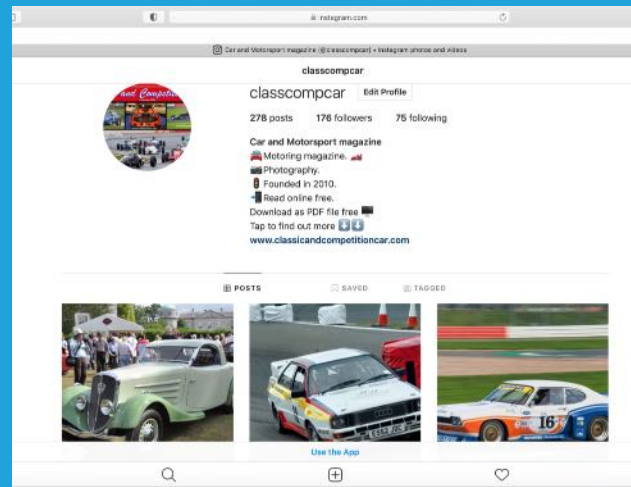
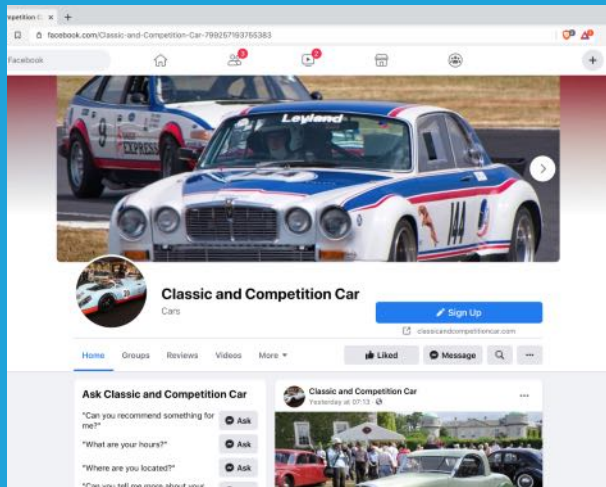
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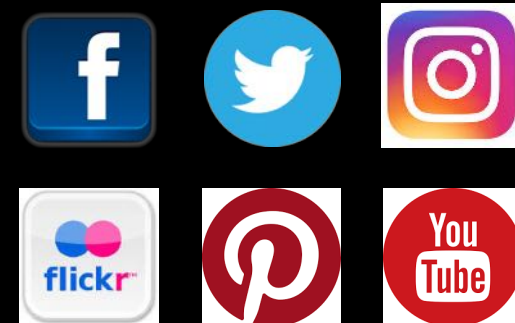


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Front Cover

Classic at Silverstone - Oliver Tancognew Saleen S7R Masters Endurance Legends © Janet Wright

BDC, Silverstone Ben Eastick's 6.2 litre T-Type Bentley Special won the day's main race, the Bentley Times Challenge Trophy race© Peter McFadyen.

British Hill Climb Championship, Prescott © Simon Wright

Kevin Fletcher takes to the grass in the Bentley during the second British GT Championship race at Snetterton © Motorsport Imagery.

Wheels on the Weekend Fords come in many shapes & sizes © Simon Wright

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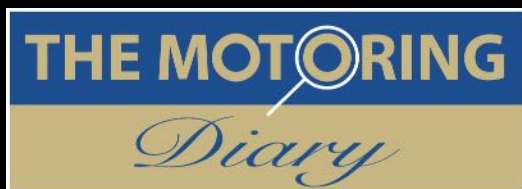
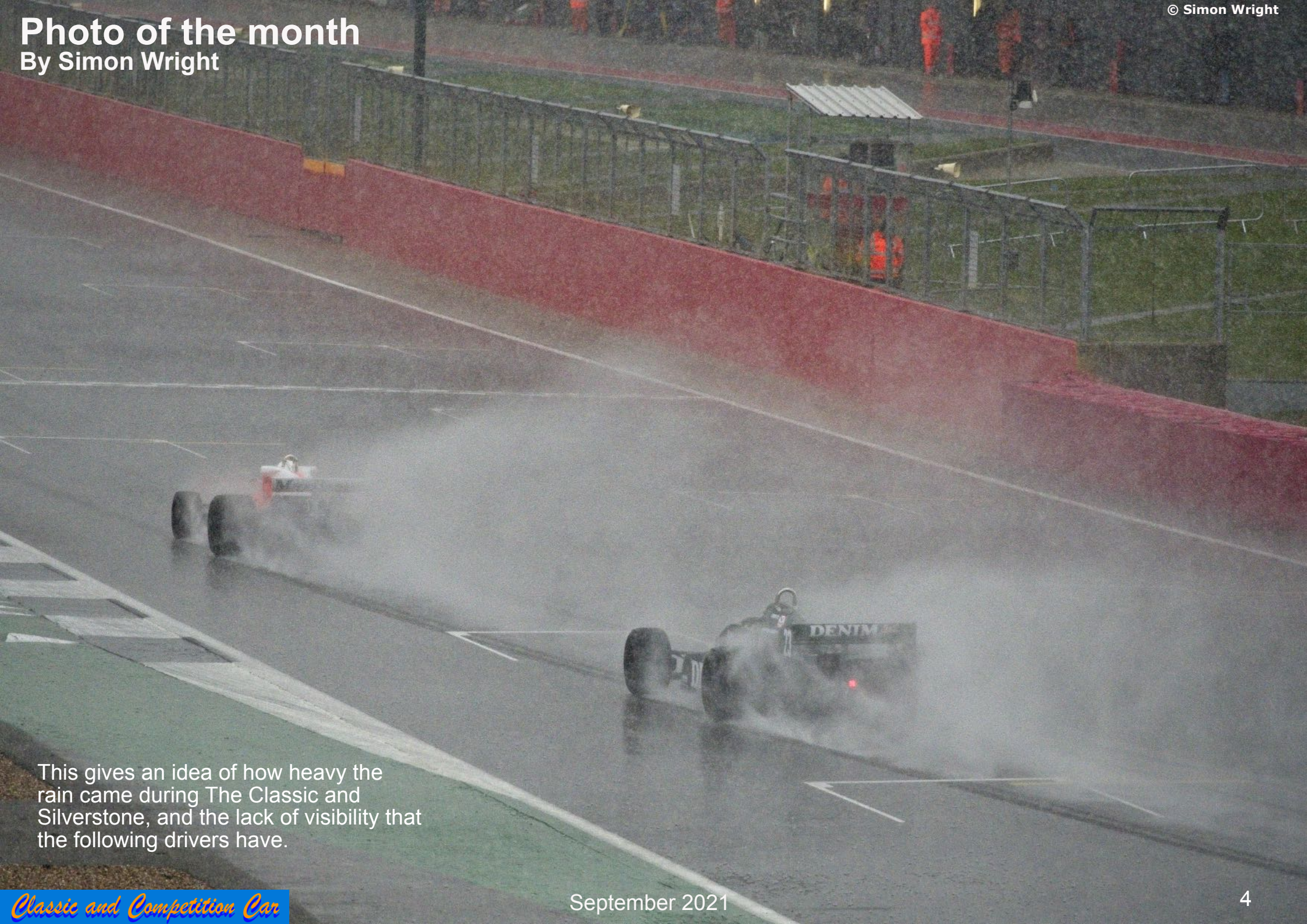


Photo of the month

By Simon Wright



This gives an idea of how heavy the rain came during The Classic and Silverstone, and the lack of visibility that the following drivers have.



McKee Mahrya Chevrolet.

An interesting car taking part in the HSCC Thundersports race at the Classic at Silverstone was the McKee Mahrya, driven by Greg Thornton. He finished 2nd in the Invitation class and 28th overall.

The car is a unique one-off, which was abandoned by its original backer. The group building the car decided to finish the project in 1960. The bodywork is made of aluminium, with only the windscreen and rear spoiler made of plastic. It is powered by a Chevrolet V8 engine. The car has a distinctive look thanks to the wide grille housing the headlights and prominent wheel-arches.

It was raced in period by David 'Salt' Walther and then in the 1980s it was adapted for road use. Now it has been restored for racing.

© Simon Wright



© Simon Wright



SUNDAY 03 OCT 2021

Rallye Prescott.

A new event for 2021 and the last event on the hill this year, Rallye Prescott will take place on Sunday 3rd October 2021. It will feature rally cars from the early 1950's right up to modern day machinery. Prescott has a place in Rallying history, having hosted stages for the RAC Rally several times throughout the 1950s.

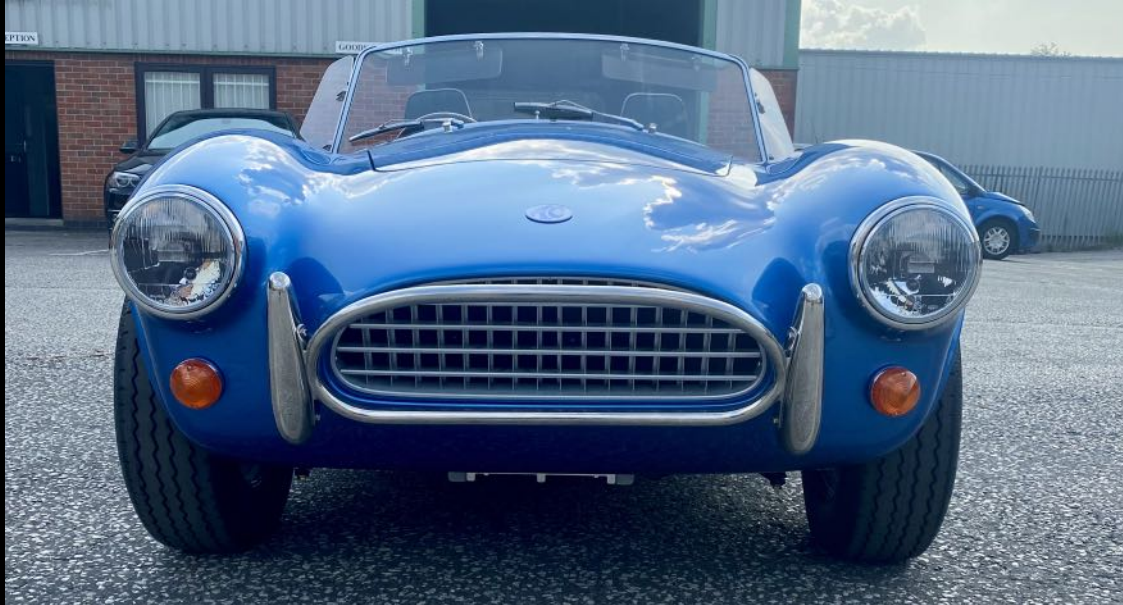
The Rally cars will take to the hill in a fully timed, competitive event. However, as the event is running under a hill climb permit, co-drivers will NOT be able to take part in the hill climb runs.

The classes and paddock will be divided in to decades, allowing visitors to walk through the history of rallying.

Spectator tickets can be purchased online for £15 per person in advance at the Prescott Speed Hill Climb Web site.



© Simon Wright



First AC Cobra electric.

The AC Cobra is a legend for performance, when the Ford Small Block V8 engine was originally put in to the two seater Cobra body. Now the new generation of the iconic sports car is undergoing final development. The faithful recreation of the AC Cobra uses a modern emissions-free electric powertrain. The Series 1 electric is the start of the next chapter for the famous British marque. Working with Derby based technical partner Falcon Electric, the Norfolk based company is upholding the AC Car's approach to producing only the finest hand-built sports cars.

The shift from petrol to electric after almost 60 years is allowing them to sell a highly desirable high-performance sports car fit for the future. With a 0-60 mph time of around 4 seconds, the Series 1 electric certainly packs a punch, like the early cars, with near instant torque of 500 Nm Peak and 250 Nm continuous. It has a range of around 150 miles between charges of its 55 kWh battery.

Only 58 examples of the AC Cobra Series 1 electric cars will be made, celebrating the anniversary of the production of the first AC Cobra. It will be available with a suggested price of £138,000 plus on the road charges.

Zenvo TSR-5



© Simon Wright

Zenvo TS1

Danish hypercar manufacturer Zenvo Automotive made an appearance at the Classic at Silverstone with both their TSR-S and TS1 GT cars. Both cars featured on the Yokohama Supercar Legends display at the Classic and took part in the Supercar Legends display parade round the circuit. The TS1-GT is a Grand Tourer while the TSR is a track model. The TSR-S utilises a lightweight carbon body and uses a twin supercharged flat plane V8 engine which produces 1177 bhp. It also features the Zenvo patented Centripetal rear wing which reacts to steering inputs to create high levels of downforce while cornering. Production is limited to just 5 cars a year, made in Denmark.



© Simon Wright

Zenvo TS1 GT



Donington Historic Festival 2022.

The Donington Historic Festival (DHF) is bringing its inimitable blend of world-class historic

motor racing to Donington Park on the weekend of 30th April to 1st May 2022.

Correction.

There was an error in last month's issue regarding the Classic Marques Speed Challenge, which was part of the Nottingham Sports Car Club Speed Championship Andy Offer Memorial Trophy report. On Page 64 we gave the winner of the class as Matthew Eady in a Ginetta G4 and gave several other class positions. These were based on the overall lap times listed in the results online, from Nottingham Sports Car Club. The results showed position in class, based on lap time. These class positions were incorrect. What we didn't realise was that this Classic Marques Speed Championship is run on a handicap system. This is to ensure that all sports cars can compete on an equal footing. The system is based on a power to weight formula which gives the competitor a fixed percentage factor. You then multiply the the time set by the percentage and that gives the handicap time.

We are sorry for any confusion this may have caused, as we were working from the official results from the event. We have been unable to find any results on the Classic Marques web site and therefore cannot list the correct class positions.

Huber Era unveiled.



Huber, the coach builder, earlier this year announced an Aventador facelift and have delivered their first vehicle to a United Kingdom based customer. The launch took place at Rowneybury House in Hertfordshire, the former home of Victoria and David Beckham. The car had been purchased by Ciro Ciampi, the membership Secretary of the Lamborghini Club UK and founder of the car community Petrolheadonism. The car was unveiled by Italian Supercar Patron Fabio Lamborghini, who was impressed with the Era and happy to give it his seal of approval by revealing it to the World. The car is named Era to mark ten years of the Aventador and pay homage to its end of production. The Era is a new take on an existing icon. New panels created respect the familiar design along with front and rear bumpers made of carbon fibre. The Era starts at 30,000 Euros and only 21 will be built in this edition.



© Simon Wright



© Janet Wright

1958 Goggomobil Coupé.

Spotted at The Classic at Silverstone, tucked away on the edge of the retail area, on the Historic & Classic Vehicle Alliance display (HCVA) was this unusual Goggomobil Coupé from 1958.

Goggomobil was the small car division of Hans Glas, a large German manufacturer of farm machinery. After the second World War the company branched out in to build scooters, economy cars and eventually an entire model range of higher quality vehicles, some

of which would now be recognised as BMW models. In fact the BMW factory in Dingolfing is the Hans

Glass plant.

The high end models were never sold in the UK as there was too much competition from Triumph and Rover, but the goggo range fitted in to the higher end of the micro-car market. It was available in right hand drive through motorcycle dealers.

This Coupé was the Tigra of its day, with reclining bucket seats, cloth upholstery and an optional radio. It also had lots of sound insulation and an option of the worlds smallest electronic pre-selector gearbox. The gearshift is mounted on the dashboard.

It is powered by a rear mounted 300cc twin-cylinder engine which gave it a top speed of 62 mph. It also had a fuel consumption of 60 mpg. It also had independent suspension all round.



© Simon Wright



© Simon Wright

The Marshals Post.

Marshals Post Chapel corner Silverstone, 14/8/2021



© Janet Wright

Come rain or shine, they are always there at the side of the track. Most Marshals have no shelter at the side of the track, but they endure the heaviest of rain showers to allow racing to continue.

One thing Marshals have to do is clean up after racing drivers. They become experts with the broom as much as drivers are not expert at staying on the black stuff! Drivers are always trying to find the fastest line round a motorsport circuit, either circuit, hill climb, or sprint track. Their enthusiasm can

sometimes exceed their skill and they cut the corner, or run wide on the exit of the corner. On Some racing circuits this is not a problem as they have concrete kerbs on the inside and tarmac run-off areas on the outside, but some

© Simon Wright



Exit of Club Corner, Classic at Silverstone 2021



Sweeping the track, exit of Vale, Silverstone 14/8/2021

circuits and hill climb courses may have either gravel or grass instead. This is then cut up by the car and thrown across the circuit. This could cause problems for following drivers, either making the circuit slippy or more dangerously, stones could be flicked up by hot tyres and thrown back at following drivers. This is where the marshal rushes in to save the day. Between races they will sweep up and collect any debris on the track. At sprint course they may also need to re-insert marker posts which get flicked out.

Without Marshals there can be no motorsport.



© Simon Wright

Double waved yellow flags warning drivers that marshals are recovering a car

Wheels on the Weekend.

Spetchley Park Gardens.
18th July 2021.
By Simon & Janet Wright.



Wheels on the Weekend had a lovely sunny Sunday morning for their breakfast meeting in July at Spetchley Park Gardens. There was another great turnout of enthusiasts, all eager to be out and about again after so many months of lock-down.

American cars are always popular and there were several interesting models on display. Modern supercars also draw plenty of attention and always attract a crowd. At the other extreme, vintage cars also got admiring glances from passers-by, while classic cars from the 1960s and 70s often remind people of cars their parents owned. Modern car clubs also use these meetings to arrive together and display their cars as a group. There were quite a few Fiat owners all parked together at this meeting.



1969 Chevrolet Camaro

© Simon Wright



2012 Chevrolet Camaro

© Janet Wright



© Simon Wright

1969 American Ford LTD



1937 Willys Hot Rod

© Simon Wright



1930 Ford Hot Rod

© Janet Wright



2019 Tornado Sports Car - Ford GT40 replica

© Simon Wright



1966 Buick Skylark

© Janet Wright



1969 Ford LTD

© Simon Wright



1963 Ford Fairlane 500

© Janet Wright



© Janet Wright

2016 Abarth 595



© Simon Wright

2018 Abarth 124 Spider



© Simon Wright



1975 KPE10 Datsun Cherry X-1R Replica.

The most unusual car, and unique car at the meeting was the 1975 Datsun Cherry X-1R Coupe Replica. The X-1 was originally a domestic (Japan) model which featured a twin carburettor A12T engine, using dual-side-draft Hitachi carburettors. This replica was built from a Datsun 120A several years ago. Less than 2,500 of the 120A were imported in to the UK between 1973 and 1975 due to it being around the same price as the more popular Datsun Sunny 120Y Coupe.

The Cherry was fitted with the 1.2 litre A Series engine from the Sunny but mounted transversely with a special gearbox for Front Wheel Drive (FWD). There are significant differences between the 120A export model and the higher performance X-1R, with one of the most noticeable being the front indicator lights. In Europe the car had large circular indicators mounted on the front grill. On the interior there is a large wooden Nissan Sports Wheel, which was offered as an option for the model. For the period, the cars were well equipped, with radio, rev-counter, heated rear window and reversing lights all as standard.



© Simon Wright



© Simon Wright



© Simon Wright



© Janet Wright

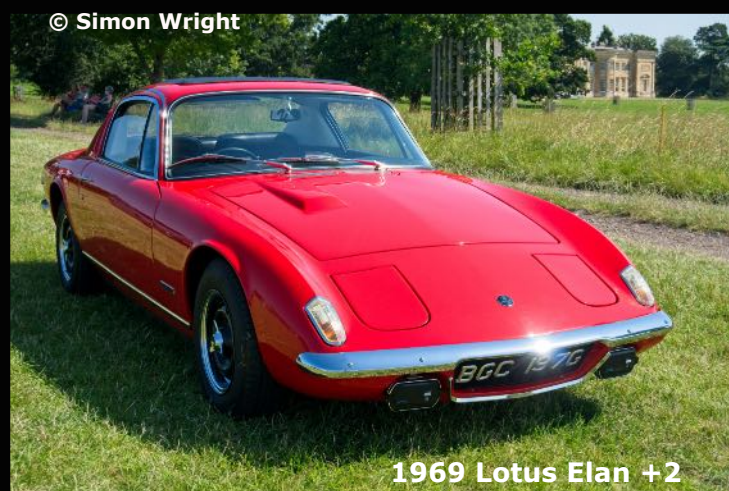


© Simon Wright
1973 Hawk 289



© Simon Wright

1948 Morris 8 Series E



© Simon Wright

1969 Lotus Elan +2



© Janet Wright

1991 Nissan Figaro



© Simon Wright

1998 Kannon 5 litre motorcycle.



© Janet Wright

McLaren LT



© Simon Wright



© Simon Wright



© Simon Wright

Left - Left Lower - 1924 Rolls Royce 40/50 HP Silver Ghost



© Janet Wright



© Janet Wright

2017 Rolls Royce Dawn Drop head coupe



2009 Nissan 370Z

© Janet Wright



2015 McLaren

© Simon Wright



Marcos

© Simon Wright



1978 Silurian Tourer

© Simon Wright



1957 Rover P4 105S sports car

© Simon Wright

The Classic, Silverstone.

30th July - 1st August 2021

Silverstone Grand Prix Circuit.

By Simon & Janet Wright, with additional photos by Peter McFadyen plus Stuart Yates & David Goose of Motorsport Imagery.





Masters Endurance Legends - Paul Cope Reynard-Protan RS06 chased by the Porsche 997 Grand Am RSR of Jackson & Cockerton with the Pescarolo LMP1 of Jamie Constable on the outside

With last year's event cancelled due to the pandemic, 2021 was the 30th anniversary celebration which had to be postponed from last year. The weather was very wet on occasions over the weekend, with a few sunny spells in between, but it didn't dampen the enthusiasm of the people attending. Silverstone had also opened up most of

the grandstands, so a lot of spectators could still enjoy the track action without getting soaked. And there was plenty of action with a total of 21 races over the weekend, with qualifying taking place on a very wet Friday.



© Simon Wright





First race and double class winner Richard Bradley Brabham BT2

Getting everything off to an early start both days were the two races for the **Historic Formula Junior** single seaters. In wet qualifying, the Brabham BT2 of Cameron Jackson claimed pole position by over two seconds from Pierre Livingston in a Lotus 22. Coming out on a damp track, it was Jackson who took advantage of his front row start, with Richard Bradley in another Brabham BT2 attached to the back of the leader, the two running together for the first half of the race. By lap six, Bradley got in front and managed to open up a slight lead to win by just 1,789 from Jackson. They both won their respective classes. Alex Ames in another Brabham, a BT6, took 3rd. The next class winner was Christopher Drake driving a Terrier T4 Series

1, in 15th, followed by Nic Carlton-Smith in the Kieft FJ in 22nd and 27th placed James Hicks in a Caravelle Mk3. The final two class winners were Richard Ferris in a Donford FJ, 43rd, and Andrew Thorpe in a Lotus 31 in 46th. Another early start on Sunday still saw drizzle and a damp track greet the Formula Junior pilots for their second race. Jackson started from pole position again for the twenty minute race. This time he made the most of the clear view



Double class winner and 21st in race two was Nic Carlton-Smith in a Kieft FJ

and led from start to finish, chased all the way by first race winner Bradley. Jackson won by two and a half seconds from Bradley, with both winning their respective classes. Livingstone took a distant 3rd place in his Lotus 22. The next class winner was 8th placed Timothy de Silva in a Lola Mk2. Carlton-Smith (21st), Hicks (23rd), Ferris (37th) and Thorpe (44th) all repeated their class wins of the day before.



Second race and double class winner Cameron Jackson Brabham BT2



© Peter McFadyen

Pierre Livingstone Lotus 22 2nd in class, 3rd overall in the second race.

Historic Formula Junior



Andrew Hibberd Lotus 22 3rd in class, 5th overall in second race.



Will Mitcham U2 Mk2 2nd in class, 23rd overall in first race

© Peter McFadyen



© Peter McFadyen

Mark Haynes Nota J was 7th in class, 38th overall in second race.



© Peter McFadyen

Peter Anstiss Lotus 20/22 16^h in class, 27^h overall in the first race.



© Peter McFadyen

Keith Pickering Britannia FJ 3rd in class, 29th overall in second race

© Peter McFadyen



© Peter McFadyen

Nicholas Fennell Lotus 27 8th in class 13th overall in first race



Timothy De Silva Lola Mk2 class winner, 8th overall in second race.



Pre-War BRDC 500 winners Wakeman/Blakeney-Edwards
Frazer Nash TT Replica

Race two on Saturday was the forty minute **Motor Racing Legends (MRL) Pre-War BRDC 500**. With thirty five cars taking to the wet track during qualifying for the forty minute race, it was the Frazer Nash TT Replica of Frederic Wakeman & Patrick Blakeney-Edwards that took pole position by over nine seconds from Clive Morley in a Bentley 3/4 1/2. The race took place on a dry track under a cloudy sky and the Frazer Nash TT Replica dominated the



© Peter McFadyen

2nd overall and class winner Michael Birch Talbot AV105 Brooklands

race, leading from start to finish, with Wakeman & Blakeney-Edwards winning by over thirty three seconds. Their initial challenger was by the Alta Sports of Burnett & Richard Bradley, but that unfortunately only lasted two laps before retiring from the race. Clive Morley in a Bentley 3/4 1/2 was now leading the chase, but the Frazer Nash was pulling away at a great rate of knots. By half distance the lead was almost thirty seconds and Michael Birch moved in to 2nd place in a Talbot AV105 Brooklands, with Morley now a further ten seconds back in 3rd. They remained in that order to the end of the race, with all three winning their respective classes. Another Bentley 3/4 1/2 of Ewen Getley & Robin Tuluie was 4th followed by the class winning Aston Martin Monoposto Speed Model of Steve

© Peter McFadyen



Class winning Aston Martin Monoposto Speed Model of
Skipworth/Dean was 5th overall

Skipworth & James Dean. Taking 6th place was the Talbot T26 SS of Richard & Tania Pilkington. The next class winner was Alexander Hewitson, 10th, in a Riley 12/4 TT Sprite Rep. Class PW2 was won by 14th placed Martin Halusa in a Bugatti 35B, while the final class winner was Chris Lunn in a Talbot 105 Sports Team Car in 23rd overall.

Lea Francis Hyper of Blakeney-Edwards/
Grant Peterkin 2nd in class, 18th overall.



Triumph 8C Dolomite Turner/Cussons 5th
in class, 21st overall.



Aston Martin 2 litre of Arscott/Dodridge 6th in class 28th overall



T & R Pilkington Talbot T26 SS
2nd in class, 6th overall



Sue Darbyshire Morgan Super Aero
2nd in class 11th overall.



Race winner Matthew Wrigley March 782 dives inside the Tecno F2 of Julian Stokes (27th) with Miles Griffiths Ralt RT1 3rd following him through the traffic.

Race 3 was the first of two **HSCC Historic Formula 2** races over the weekend, with the second on Sunday morning (Race 15). There was a fantastic forty three car entry for the Classic, and Matthew Wrigley claimed pole position in his March 782 on a wet and rain swept circuit. He beat Miles Griffiths in a Ralt RT1 by just 0.099 of a second. On the grid for the twenty minute race the rain had stopped and the circuit was dry. Wrigley led away close attention from Andrew Smith in a March 742, who had followed him through from the second row of the grid, Wrigley managed to stay in front until the red flag bought the race to an early finish, after just six laps. Wrigley won by 0.469 of a second from Smith, with Griffiths 3rd in the

Double Class winner Calum Grant March 79B was 6th in race 2



Historic F2 second race winner Andrew Smith March 742

Ralt. Matthew Watts finished 4th in a March 782 with Martin Stretton 5th in a March 712 and Timothy de Silva 6th in a Chevron B35. Class C was won by Callum Grant in a March 79B. Marc Mercer in a March 73B was 16th and won Class B. Class A was won by Christopher Lilingstone-Price in a lovely Tecno T70.

The second race on Sunday started in the rain, with the grid in first race finishing order. Wrigley made the most of the start but had Smith chasing for the first four laps before Smith took the lead. Wrigley dropped back and finished 2nd to Smith, nearly six seconds behind at the flag. He had Griffiths on his tail for 3rd, only 0.447 of a second off at the finish. De Silva took 4th, Stretton 5th and Class C winner Callum Grant was 6th. Mercer took a second class B win in 11th. The final class winner in this race was Nick Pancisi, 19th in a March 712, winning class A.

Double class winner Marc Mercer March 73B



HSCC Historic Formula 2



Class winner in first race -
Christopher Lillingston-Price Tecno T70



Second race class winner
Nick Pancisi March 712



Rob Wheldon March 762 finished 7th in
first race

© Janet Wright



Mark Charteris March 742 10th in first race

© Simon Wright



David Tomlin Motul Rondel M1 18th in class
first race.

© Simon Wright



Kore Berg March 722 DNF first race

© Simon Wright



Andrew Willis March 732 11th in class
in second race.

© Simon Wright



© Motorsport-Imagery

Peter Williams Ralt RT1 10th in class
second race.



David Mercer March 78B 2nd in class,
first race,

© Simon Wright



Race 4 was the **RAC Tourist Trophy for Historic Cars (MRL Pre '63 GT)**. In wet qualifying, the Jaguar E-Type was the car of choice, with Niall McFadden & Sam Hancock claiming pole position by just 0.283 of a second from Jack & Jon Minshaw and third on the grid went to another E-Type driven by James Cottingham & Harvey Stanley. The thirty eight car grid lined up on a dry track for the race and the Jaguar E-Type of David Gooding & Nigel Greensall that led the first lap before being passed by the E-Type of Cottingham & Stanley, who was then caught by Lukas Halusa in the fabulous Ferrari 250 GT Breadvan who had got in to 2nd on the fourth lap. The pair battled for

the lead until the pit stops when the E-Type of Andrew Hayden & Andrew Hibberd took over the lead of the race for a single lap until they pitted and were replaced by the Gary Pearson & Martin Brundle E-Type in the lead for a couple of laps until they went out of the race on lap twelve. After the pit stops Paul Pochciol & Hanson were back in the lead. They were over fifteen seconds ahead of Gooding & Greensall, who closed the gap rapidly over the next couple of laps until the pair were battling for the lead of the race. Then on the last lap Halusa in the Ferrari, who had been just behind the leading pair in 3rd, made his move. At the flag it was

Halusa in the Ferrari 250 GT Breadvan who took the win by just 0.965 of a second from Cottingham & Stanley in the Jaguar E-Type, with both cars winning their respective classes. Gregor Fiskin & Chris Ward too 3rd in their E-Type. Pochciol & Hanson finished 4th on the road but then got a thirty second penalty for taking a pit stop before the pit window opens. This dropped them down to 18th overall and 10th in class. In 13th place, John Davison driving a Lotus Elite took victory in class A, while Kevin Kivlochan won class B in a Morgan Plus 4 Supersports Choc Ice in 16th. The final class winner was Ken Prichard Jones in a Turner Mk3, who finished 26th.

Double race winner Michael Lyons dominated the Masters Historic Formula One in the Ensign N180B



Race 5, after the lunch break, was the first of two **Murray Walker Memorial Trophy** races for Masters Historic Formula One. The second was race 17 on Sunday afternoon. With restrictions on most foreign travel, the entry list was only seventeen cars for the Masters Historic Formula One race, with just sixteen cars making it out on a very wet track for qualifying. Michael Lyons showed his racing pedigree in the Ensign N180B, which was not very successful in period, by claiming pole position for the first race by over four seconds. Mike Cantillon took the other front row spot in a Williams FW07C. Although she didn't set a time in qualifying Judy Lyons was allowed to start from the back of the grid in her Surtees TS9. The race was held in the dry and Michael Lyons just shot away to

© Simon Wright



lead from start to finish. The order behind him remained static as well with Cantillon taking 2nd place, 7.890 seconds behind, with Jamie Constable in a Tyrrell 011 holding 3rd place through the entire race, a further thirteen seconds behind. Steve Hartley was a distant 4th in a McLaren MP4/1. In 5th, and winning the Fittipaldi class was Lukas Halusa in a McLaren M23. Completing the top six was Warren Briggs in a McLaren M29. There were no other class winners in this race as they all were not classified.

The second race saw the top five from the first race reverse ordered on the grid, so Halusa started from pole position, with Hartley next to him. Judy Lyons was



© Simon Wright

withdrawn from this race. The track was drying as the race started, and although he started from the third row, by the end of the first lap it was Michael Lyons leading in the Ensign and Hartley chasing in the McLaren. Michael pulled away to win by over fourteen seconds. On the penultimate lap Cantillon went passed Hartley to take 2nd in the Williams by just over a second while Hartley took 3rd in the McLaren. Constable in the Tyrrell was 4th, followed home by Steve Brooks in a Lotus 91 took 5th. Rounding out the top six in this race was Ken Tyrrell in a Tyrrell 011. Halusa took a second Fittipaldi class win in his McLaren in 8th, while the Lauda class was won by 9th placed Mark Hazell in a Williams FW08C.

In wet qualifying Steve Brooks Lotus 91, 13th race one, leading Steve Hartley McLaren MP4/1 4th in first race.



© Simon Wright

Masters Historic Formula One

© Simon Wright



Ian Simmonds Tyrrell 012 DNF race one

© Motorsport-Imagery



Chris Perkins Surtees TS16 DNF race one.



Michel Baudoin Hesketh 308E 3rd in class race one.

© Janet Wright



Warren Briggs McLaren M29 6th in first race

© Janet Wright



Sliding wide at Club in qualifying, Mike Cantillon was 2nd in the first race in a Williams FW07C

© Simon Wright

© Motorsport-Imagery



Jonathan Holtzman, Tyrrell P-34 2nd in class, race one



Neil Glover Arrows A5 was 8th in the first race.

© Janet Wright



Mark Harrison Shadow DN9 and Jonathan Holtzman Tyrrell P-34 side by side in wet qualifying

© Simon Wright



Thundersports race winner Tony Sinclair Lola T292

Race 6 saw the **HSCC Thundersports** contenders out for their only race of the weekend. Again, there was a very good grid of thirty seven cars, with the might March 717 of Callum Lockie starting from pole position for the forty minute race. With the Can Am McLaren M8F of Dean Forward also on the front row thanks to a drying track in qualifying, the race started in far from ideal conditions for these powerful sports cars, with rain falling. Lockie in the March made the best of the conditions to lead from the start, but the conditions were good for the smaller, more nimble cars. Initially it was the Chevron B19 of Edward Thurston & Chris Porritt that split the Can Am monsters, but Forward used the power to get back in to 2nd, He managed to get in front on lap seven before disappearing from the race. On the ninth lap Lockie and the next three cars, John Sheldon in the Chevron B16, the Tiga of H & Crispian Besley and Mike Fry in a Lola T86/90, all headed for their pit stops. This gave the Royale RP6/17 of Rob Wainwright & Gwyn Pollard the lead for

© Simon Wright



Class winner Callum Lockie March 717 finished 2nd
September 2021



Class winner Greg Caton
Lotus Esprit was 5th

© Simon Wright

a lap from the Chevron B19 of Thurston & Porritt, with Lockie back out in 7th. After the pitstops the Lola T292 of Tony Sinclair was leading by a couple of seconds from Kevin Cooke in a March 75S and they were lapping traffic. Lockie continued to attack and work his way passed cars but just failed to get the victory in the wet conditions. Sinclair was the winner in the Lola T292 by just 0.367 of a second from the class winning Lockie, with Cooke taking 3rd. Taking a class win in 4th were Thurston & Porritt in their Chevron B19 ahead of 5th placed Greg Caton in the Lotus Esprit, winning its class. The Pontiac TransAm of Michael Lyons Fazekas won their class in 14th position, just ahead of the final class winner, Ross Hyett in a Lola T88/90 in 15th.

HSCC Thundersports

© Simon Wright



Chevron B19 of Thurston/Porritt won their class and finished 4th.

© Janet Wright



24th John Sheldon Chevrolet B16, 7th in class.

John Cockerton Porsche 934 retired on lap 2



© Simon Wright



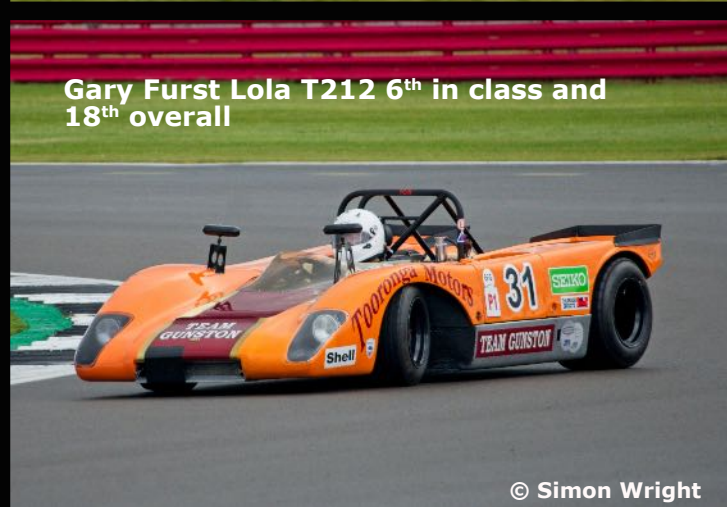
Class winning Pontiac Trans Am of Michael Lyons and Fazekas finished 14th

© Motorsport-Imagery



Neil Merry Chevrolet Corvette 2nd in class, 25th

© Simon Wright



Gary Furst Lola T212 6th in class and 18th overall



Final class winner was Ross Hyett, 15th in Lola T88/90

© Janet Wright



5th in class Robert Parker Osella PA5 was 11th overall

© Simon Wright



David Alborough Osella PA2 was 8th in class, 21st.

© Motorsport-Imagery



Bill Sollis won the first Mini race, here ahead of Mark Burnett Austin Mini Countryman

Race 7 was the first of two **Classic Mini challenge** races, the second race on Sunday bringing the meeting to a close (Race 21). The Minis qualified in the wet, with Bill

Sollis fastest in his Morris Mini Cooper S (80), ready for the first twenty minute race. The first race on Saturday was wet, and Sollis made the best of his clear view front row start to lead the race from start to finish. However, that makes the race sound boring but it was very close at the front with Chris Middlehurst and Nathan Heathcote swapping places behind and all three were all within one second of each other. At the flag it was Sollis winning by 0.792 of a second from Heathcote and Middlehurst just another 0.281 of a second further back. The final car in the leading bunch was Endaf Owens who took 4th, only 1.57 seconds behind the winner. The one car that stood out in the race was the unusual Austin Mini Countryman estate car that finished 17th driven by Mark Burnett. The second race on Sunday closed the meeting. Race one winner Burnett started from pole position on the now dry circuit. Heathcote made the most of his front row start to grab the lead and stay their until the end of the race. For the first couple of laps he was chased by Sollis before Owens took 2nd and Sollis took 3rd. The winning margin was just 0.7451 of a second over Owens. Sollis took 3rd, while rounding out the top six were Jeff Smith 4th, Aaron Smith 5th and in 6th was Chris Middlehurst.

The second race was won by Nathan Heathcote.



Niall McFadden was 18th in the first race.



© Simon Wright



Carl Nairn was 22nd in the first race.

© Simon Wright

Jonathan Page, 11th in race one, leads a group in to Club

© Simon Wright



Ollie Streek (9th) leads Endaf Owens (4th) and Ian Curley (DNF) through club corner

© Motorsport-Imagery



© Simon Wright



77 Mark Burnett, Austin Mini Countryman, was 17th in the first race.



Race 1 winner Sam Wilson Lotus 18.

The first of two **HGPCA Pre '66 Grand Prix** races was next, with another race on Sunday afternoon. Sam Wilson in a Lotus 18 took pole position in wet qualifying by over a second and a half from Will Nuthall in a Cooper T53. Saturdays twenty minute race was held on a wet track with drizzle. Wilson made the most of the clear track in front of him and led from start to finish. Rudiger Friedrichs in a Cooper T53 got the jump on Nuthall for the first couple of laps before Nuthall got through and closed down the gap of Wilson but at the finish was 0.296 of a second behind. In 3rd place was Friedrichs, over thirty two seconds behind. Andrew Haddon in the Scarab Offenhauser took a class win in 4th, followed by Justin Maer in another Cooper T53, also winning his class. The next class winner was John Spiers in 7th, driving a Maserati 250F. There were plenty more class winners in the forty car field, including 10th Rod Jolley in a Cooper T43/51, 11th Richard Wilson



John Spiers was a double race class winner in the Maserati 250F



Andrew Haddon Scarab Offenhauser won the second race.

in a Cooper T60 and 13th Alex Morton in a Lotus 21. He was followed home by Chris Drake in a Cooper T71/73, with 18th placed Ian Nuthall in a Cooper Bristol Mk2, 25th Malcolm Cook in a Connaught C Type, 29th Chris Phillips in a Cooper Bristol Sports and finally 30th Cliff Gray in a Cooper T43 completing all the class winners in the race. The second race on Sunday was held in sunny conditions on a drying track. Before the race started, yesterdays winner Sam Wilson in the Lotus 18, Andrew Beaumont in a Lotus 18 and Geraint Owen in a Kurtis 500C were all withdrawn. This promoted Nuthall to pole position with Friedrichs also moved to the front row. Friedrichs led the first lap before Haddon took the lead in the front engined Scarab on lap two and stayed there until the end. He won

by 7.902 seconds from a class winning Friedrichs in 2nd place. Maeers was 3rd, taking his second class win of the weekend. Spiers (4th), Drake (6th), Morton (9th), Wilson (11th), Nuthall (15th), Gray (23rd) and Phillips (28th) all took second class wins. The other class winner in this race was James Willis in a Cooper T45, who finished 12th overall.



Richard Wilson Cooper T60 won his class.



24 Lee Mowle, Lotus 18



35 Julian Ellison, Assegai was 4th in class in race 1



Elliot Hann Maserati 250F was 3rd in class.



50 Philipp Buhofer, BRM P261

Harvey Sykes Cooper T45 was 4th in class.



Paul Waine Cooper T53 6th in class,



42 James Willis, Cooper T45 2nd in class.



128 Geoff Underwood, Cooper-Alfa T56-59



Race 9 was the **Transatlantic Trophy for Pre '66 Touring Cars**, with another fifty car entry. Damp qualifying saw David Coyne in a Ford Mustang gain pole position for the race. By just 0.460 of a second he beat Craig Davies, driving another Ford Mustang, in to 2nd fastest in qualifying, with Ford Mustangs filling the top three spots on the grid. Coyne led at the start of the forty five minute race, first from Davies and then from Thomas & Lockie in a Ford Falcon. By lap six, Sam Tordoff in another Ford Falcon Sprint, who started thirteenth on the grid, had worked his way through the field to take the lead by 0.779 of a second. He held the lead until he pitted on lap eight, when the Studebaker Lark Daytona of Adrian Willmott & Mark Farmer took over at the front. By lap eleven, Davies

Class winning Ford Lotus Cortina of Jewell / Ckucas was 2nd overall



© Motorsport-Imagery

was leading again and holding a slight gap over Coyne. By lap fourteen, Richard Dutton had moved in to 2nd place in his Ford



Class winning Studebaker Lark Daytona of Willmott / Farmer

© Motorsport-Imagery

Lotus Cortina only to be replaced by another Ford Lotus Cortina of Jewell & Clucas. At the finish it was Davies in the Mustang who won by 0.436 of a second ahead of Jewell & Clucas in the Ford Lotus Cortina, which also won its class. In 3rd place was the Henry Mann & Steve Soper Ford Mustang, with Dutton 4th in his Ford Lotus Cortina. 5th went to another Mustang of Andy Priaulx & Alex Taylor. In 6th place, and winning his class, was the Austin Mini Cooper S of Aaron Smith. The next class winner was Tom Sharp who finished 17th in his BMW 1800 Tisa. The final class winner in the race was the Studebaker Lark Daytona of Willmott & Farmer that finished 32nd overall.



© Motorsport-Imagery



72 Roy Alderslade battles with the similar No 68 Ford Lotus Cortina at the complex



Ford Mustang of Culver/Sowter 10th in class.

© Motorsport-Imagery



Victor Israelsson Ford Mustang 6th in class.

© Motorsport-Imagery



© Motorsport-Imagery

Harry Mailer BMW 1800Ti 2nd in class.



Ian Curley Austin Mini Cooper S was 3rd in class.

© Motorsport-Imagery



The Ford Mustang of M & L Davenport was 8th in class.

© Motorsport-Imagery



The Mann/Soper Ford Mustang finished 3rd overall and 2nd in class.

© Motorsport-Imagery



4th in class, Roy Alderslade Ford Lotus Cortina.

© Motorsport-Imagery



Masters Endurance Legends winner was Rob Wheldon in a Lola B12/60

After the Marshals evening tea break, the evening races began with Race 10 for the **Masters Endurance legends**. These were probably the most modern cars competing at the Classic and had attracted a thirty car grid. Pole position in wet qualifying for the forty minute race went to Emmanuel Collard in the Porsche RS Spyder by just 0.267 of a second from the Lola B12/60 of Rob Wheldon.

Starting just after 6pm on Saturday, the race went in to the dusk under a cloudy sky and drying track. Collard managed to lead the first couple of laps in the Porsche

© Motorsport-Imagery

Emmanuel Collard Porsche RS Spyder was 5th and won his class

2nd placed Francois Perrodo in the class winning Peugeot 908



© Motorsport-Imagery



before being passed by Wheldon, who then slowly pulled away until his pit stop on the ninth lap. Francois Perrodo in

Class winner Maxwell Lynn in a BR 01 was 8th overall.



© Motorsport-Imagery

a Peugeot 908 had just passed Collard for 2nd, which then became 1st for a couple of laps before he made his pit stop. Shaun Lynn in another Peugeot 908 led for a single lap before his pit stop. After the pit stops it was Perrodo in the lead by over fifteen seconds from Jamie Constable in a Pescarolo LMP1, who was then promptly passed by Wheldon who on the next lap was just over ten seconds behind the leader. Even as they lapped slower traffic, Wheldon continued to gnaw away at the leader and by lap nineteen he was passed Perrodo and in to the lead again.

Lukas Halusa Porsche 962 won his class in 8th place.



© Simon Wright

Class winner Chris Atkinson 13th in the Oreca FLM09



© Simon Wright

By the chequered flag, Wheldon had managed to open up a gap of nearly five seconds over 2nd placed Perrodo in the Peugeot who won class G1/P1. Constable took an arresting 3rd place in the Pescarolo, with Lynn in another Peugeot 4th and Collard 5th and winning his class in the Porsche RS Spyder. The top six was completed by Kriton Lendoudis in a Peugeot 90X. In class G2/P2 it was Maxwell Lynn who won driving a BR 01 in to 8th place overall. The Invitation class was won by Lukas Halusa in a Porsche 962 in 10th. The next class winner was Chris Atkinson driving an Oreca FLM09 who won class G2/P3. Moving in to the GT classes, G1/GT2 was won by the Porsche 996 RSR of Marcus Jewell & Ben Clucas and G1/GT1 was won by Oliver Bryant driving a Ford Mustang GT-S1. The final two class winners were Xavier Tancogne in 18th driving a Ferrari 458 GTE and 20th placed Colin Sowter in a Ferrari 458 GT3.

© Janet Wright

The class winning Porsche 996 RSR of Jewell/Clucas was 15th.





Oliver Bryant was another class winner in the Ford Mustang GT-S1 in 17th position.

© Simon Wright



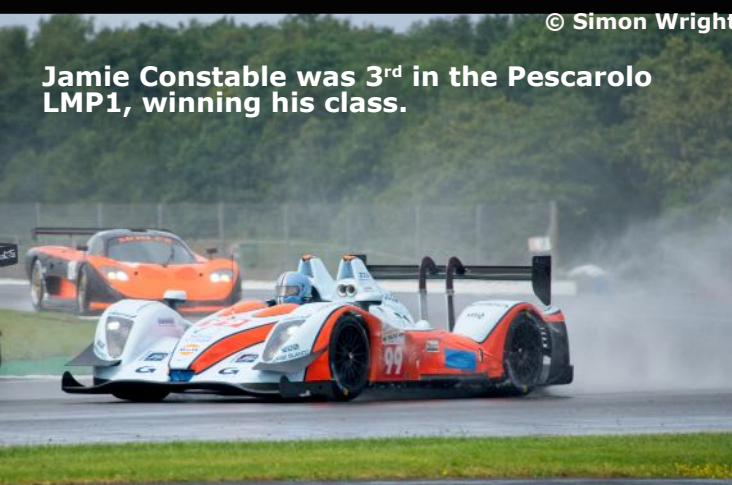
Xavier Tancogne Ferrari 458 GTE won his class in 18th.

© Janet Wright



Colin Sowter Ferrari 458 GT3 won his class in 20th

© Janet Wright



Jamie Constable was 3rd in the Pescarolo LMP1, winning his class.

© Simon Wright



Mark Higson in the Oreca 03 LMP2 was a class winner in the second race in 11th.



Oliver Tancogne in the Saleen S7R was 16th and a class winner in the second race.

© Simon Wright



The Mosler MT900R of McInerney/Scott were 2nd in class in both races.

© Motorsport-Imagery



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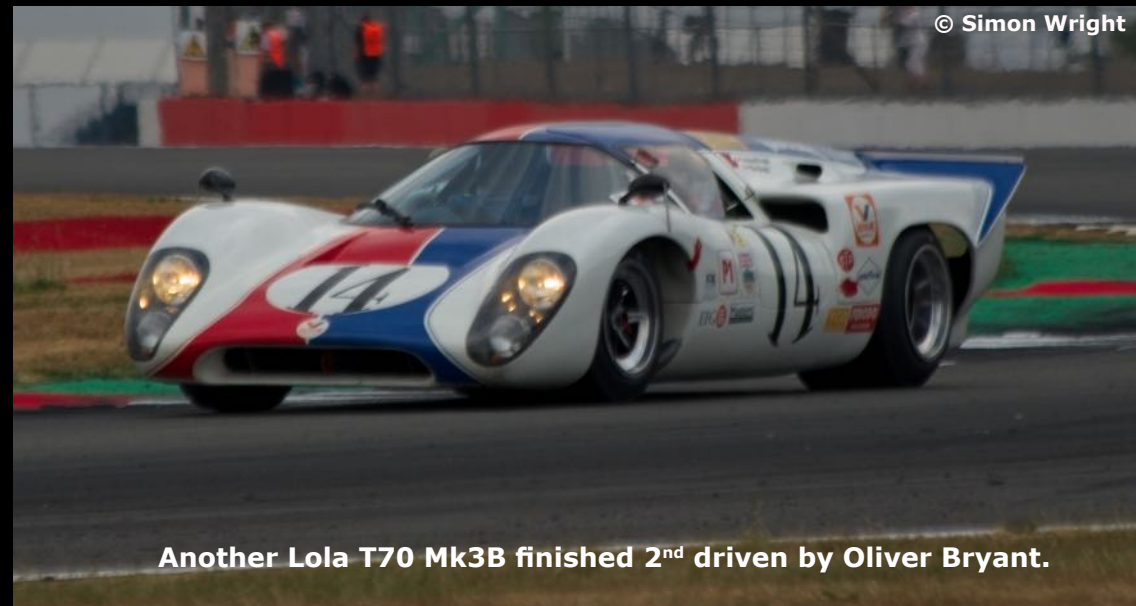
2nd Perrodo, 1st Wheldon, 3rd Constable



The winning Lola T70 Mk3b was driven by Gary Pearson and Alex Brundle.

Race 11 was the fifty minute **Yokohama Trophy for Masters Historic Sports Cars** cars. Which had attracted a thirty eight car entry. Due to be run at dusk in to the dark, qualifying was late on Friday, on a wet circuit. Thirty six cars set a time, with the Lola T70 Mk3B of Gary Pearson & Alex Brundle fastest, by under a second from Oliver Bryant driving solo in another T70 Mk3B. The race started at 7pm on Saturday in heavy rain and was red flagged after just four laps, with Brundle & Pearson over twenty one seconds ahead of Bryant and every other car classified as one lap down. When the race was restarted over half an hour later, at 4.47 pm, it was behind the safety car and five cars did not take the restart including 59, 79, 95, 99 & 130. The new race went for eight laps, finishing just after 8pm. After a couple of laps behind the

safety car, the race then recommenced and saw Brundle & Pearson lead all the way to the chequered flag, winning by over two seconds from Bryant. Making it a Lola T70 Mk3B lockout on the podium, 3rd place went to the Chris Beighton & Simon Hadfield Lola T70 Mk3B. The Marko class was won by 4th placed Tom Bradshaw in a Chevron B19, ahead of Timothy de Silva who was 5th overall and 2nd in class. In 6th place was the Stommelen class winning Chevron B23 of James Claridge & Goncalo Gomes. The Invitation class was won by the Lola T280 of Chris Fox & Nick Pink. The other class winners were 9th placed Christian Pittard & Darren Burke in a Chevron B8 who took the Bonnier class, 18th placed John Spiers & Tiff Needell who took the Hulme class in a McLaren M1B and 25th placed Steve Hodges in a Chevron B16 who won the Siffert class. The final class winner in the race was the Porsche 911 RSR of James & Mark Bates that took the Pescarolo class in 28th position.



© Simon Wright

Another Lola T70 Mk3B finished 2nd driven by Oliver Bryant.



Martin O'Connell Lotus 11 winner of the Stirling Moss Trophy

Rounding off the day and racing in the dark was Race 12 for the **MRL RAC Woodcote & Stirling Moss Trophy race**. This was probably the largest entry with fifty eight cars entered and fifty six taking to a wet track for qualifying. Sam Hancock took a very tight pole position in the Lister Knobbly by just 0.284 of a second from Roger Wills in a Lotus 15. The Lotus 11 of Andrew McAlpine & Sebastian Perez plus the Austin Healey 100/4 of Paul & Jonathan Mortimer were allowed to start from the back of the grid, giving the full fifty eight car grid. The race started on a damp track under a cloudy sky and Wills made the most of his front row start to take the initial lead for a couple of laps before the Lister Knobbly of Chris Ward &



© Simon Wright

2nd Roger Wills Lotus 15, Class winner.

Rob Smith went through in to the lead. This also only lasted a couple of laps before the Richard Bradley & Michael Birch Lotus 15 leapfrogged from 3rd to 1st. This only lasted three laps before we had our next leader, Marin O'Connell in a Lotus 11, who managed to pull away at the front to take victory by over seven seconds from Wills in the Lotus 15. Both cars won their respective classes. Ward & Smith took 3rd, also winning their class, just ahead of Alex Brundle & Gary Pearson in a Lister Jaguar Costin in 4th. Following on in 5th place was the Tojeiro Ecosse Jaguar of James Cottingham & Harvey

© Janet Wright



3rd Placed Lister Knobbly of class winners Chris Ward/ Rob Smith

Stanley. Finishing off the top six was the Lister Jaguar Knobbly of John Spiers & Tiff Needell. The Martin Stretton & Gregor Fiskin Jaguar HWM took a class win in 8th, while Frederic Wakeman & Patrick Blakeney-Edwards took a class win in their Frazer Nash TT Replica in 10th. With such a large field there were plenty of different class winners, with Richard Wilson & Martin Stretton taking WT3 in 13th place driving a Maserati 250S. Next it was the Lola Mk1 of Billy Bellinger & Keith Ahlers who took class SMT1 in 18th, followed home by 19th Nicholas Harris in an Austin Healey 100/4 who won class WT3A. Class WT2 was won by 27th placed Stephen Bond in a Lister Bristol Flat-Iron. The final class winner was the Cooper T39 Bobtail of John Clark & Barry Cannell who finished 33rd to take class WT1.

The class winning Jaguar HWM (545) of Stretton/Fiskin (8th) chasing 3rd in class Tojeiro Ecosse Jaguar of Cottingham/Stanley (5th).



© Janet Wright

Class winning Maserati 250S of Wilson/Stretton 13th.



© Simon Wright

© Simon Wright



Class winning Lola Mk1 of Bellinger/Ahlers 18th.

© Simon Wright



Class winner Nicholas Harris Austin Healey 100/4 19th.

© Janet Wright



Class winning Cooper T39 Bobtail of Clark/Cannell 33rd.

© Motorsport-Imagery



33 Chris Phillips - Oliver Phillips, Cooper Bristol Sports 3rd in class 38th

© Janet Wright



Class winning Frazer Nash TT Replica of Wakeman/Blakeney-Edwards 10th

© Motorsport-Imagery



Class winner Stephen Bond, Lister Bristol Flat Iron 27th.



Race winning Ford Sierra Cosworth RS500 of Wright/Coyne.



David Cuff BMW E30 M3 won his class

Sunday dawned a bit brighter, but quite heavy rain soon returned. After the second Formula Junior race started the final days action, it was time for Race 14, the **Adrian Flux Trophy for MRL Historic Touring Car Challenge**.

Another massive entry of fifty four cars had qualified on a damp track that saw David Tomlin claim pole position in a Ford Sierra Cosworth RS500, with the Paul Mensley & Matthew Ellis Ford Sierra Cosworth RS500 and the Mark Wright & Dave Coyne Ford Sierra Cosworth RS500 locking out the front of the grid. The cars lined up for the fifty minute race in the rain and it was the Mensley/Ellis Sierra Cosworth that made the most of its front row start to take the initial lead from Simon Garrad in the Nissan Skyline R32. By the third lap they were already lapping

traffic. The order at the front stayed the same until lap eight when the Wright/Coyne Sierra Cosworth RS500 moved through in to 2nd and then the next lap took the lead of the race, which he held until the chequered flag, after twenty laps. Steve Dance in the Ford Capri moved in to 2nd on lap ten and after the pit stops he maintained 2nd until the end, finishing just over fifty one seconds behind the Sierra. Both cars won their respective classes. In 3rd place, continuing the Ford domination, was the Ford Sierra Cosworth RS500 of Steve Soper & Craig Davies, only a further four seconds behind. Garrad was 4th and the Ford Broadspeed Capri of Chris Ward & Richard Kent was 5th. Rounding out the top six and taking a class win was David Cuff in a BMW E30 M3. The next class winner was



Steve Dance finished 2nd and won his class in the Ford Capri



The Rover Vitesse of T & K Clarke won its class in 12th position.



Ben Gill finished 14th in his Ford Escort RS1600 to win his class

the Rover Vitesse of Tim & Ken Clarke in 12th, while Ben Gill in 14th won his class in the Ford Escort RS1600. Ford continued to be the marque of choice with the Ford Capri of Marcus Jewell & Ben Clucas taking the next class win in 21st position and two laps behind the overall winner. They were followed home by the Volkswagen Scirocco of Jim Morris & Tom Shepherd who also took a class win in 22nd. John & Jack Young got a class win in their Chevrolet



The class winning Chevrolet Camaro Z28 of John & Jack Young

Camaro in 24th while Ian & Frank Guest also took a class win in their Alfa Romeo GTV6. The class winners continued with Richard Dutton in 35th driving a Ford Escort Mk1, Graham Churchill in 36th in an Austin Mini Cooper S and 37th Neil Brown in a Ford Lotus Cortina. The final two class wins both went to Alfa Romeo with Paul Clayson winning his class in 41st driving an Alfa Romeo GTV6 and 42nd placed Geoff Gordon in an Alfa Romeo Alfasud Sprint Veloce. Pole man Tomlin retired on lap 14 in the Ford Sierra RS500.

The Jewell/Clucas Ford Capri was another class winner in 21st.



The Morris/Shepherd Volkswagen Scirocco won its class in 22nd position.



Historic Touring Car Challenge



Ian & Frank Guest, Alfa Romeo GTV6 won their class.



Class winner Richard Dutton Ford Escort Mk1 35th
© Simon Wright



Class winner Graham Churchill Austin Mini Cooper S - 36th, ahead of the Rover SD1 of Robert Oldershaw 27th



Class winning Neil Brown, Ford Lotus Cortina



17th BMW 3.0 CSL of Wakeman/Blakeney-Edwards



Class winning Alfa Romeo GT V6 of I & F Guest 29th.



Phil Perryman does his best James Bond impression in his Volvo 242 Turbo in qualifying



Class winner Paul Clayson Alfa Romeo GT V6



Richard Meins TWR Jaguar XJS 2nd in class - 15th

Race winner Jon Minshaw leading Danny Winstanley - 3rd



© Simon Wright

After the Historic Formula 2 cars had splashed their way round their second race, it was time for the **60th Anniversary E Type Challenge** race (Race 16). After wet qualifying it was the Jonathon Hughes & Nigel Greensall Jaguar E-Type that claimed pole position by just 0.456 of a second from Gary Pearson. The massive forty three car

Class winner Alex Buncombe Jaguar E-Type FHC



© Simon Wright

grid lined up in quite heavy rain for their race on Sunday. The Greensall/Hughes car made the most of their clear visibility at the front to lead the first couple of laps, with Ben Mitchell following him through from his second row grid spot in to 2nd place. After a couple of laps Mitchell took the lead, which he was able to maintain as they started to lap traffic. Then on the tenth lap it was Jon Minshaw who took the victory as the rain got heavier and the race was red flagged. Mitchell came through over a minute behind to take 2nd. The gap was officially halved when the winning car was given a thirty second penalty for pitting outside the pit window. Danny Winstanley took 3rd, only just over two seconds behind Mitchell at the flag. Gary Pearson

© Simon Wright



The Class winning Russell/Jardine E-Type

took 4th, Mike Griffiths 5th and Graeme & James Dodd took 6th. Former Grand Prix Driver and Sky Formula 1 commentator Martin Brundle, sharing the drive with his son Alex, took 8th place in a Jaguar E-Type Lightweight. Alex Buncombe took a class win in 13th in his E-Type FHC, with the other class winner in 28th was the Mark Russell & Tony Jardine E-Type. The John Spiers7 & Tiff Needell E-Type lightweight was excluded from the race for not taking the mandatory pit stop.



Danny Winstanley shows signs of body damage in the wet conditions

Miles Griffiths finished 5th



© Simon Wright

Martin Stretton runs wide in the wet conditions



The G & J Dodd E-Type has a spin in the wet

© Motorsport-Imagery

© Janet Wright



Martin & Alex Brundle finished 8th



© Motorsport-Imagery

Martin Brundle

During the lunch break on all three days, there were various parades held on the circuit, with car clubs celebrating different anniversaries. The lead cars in the circuit parade were the top three Jaguar XJR-15 finishers from the 1991 race. Other celebrations included the 60th Birthday for the Jaguar E-Type, the 50th Birthday for the Triumph Stag and the 40th Birthday of the DeLorean.



© Simon Wright

Jaguar XJR-15 30th anniversary



© Motorsport-Imagery

Triumph Stag 50th birthday



1961 Tornado Tempest

© Simon Wright

Fairthorpe Sports Car Club 60th anniversary



Quantum Owners Club 30th in 2020

© Simon Wright



© Motorsport-Imagery

25 years since the end of the Vauxhall Cavalier



Vauxhall VX220 20th in 2020

© Simon Wright



© Simon Wright

De Tomaso Pantera

© Simon Wright

Droop Snoot Group 40th in 2020



© Motorsport-Imagery

Moon Shiners Chevy C10's 60th



© Simon Wright

The Classic's 30th Anniversary Parade (Pre 1990 Classic cars) - 1983 Stretched Skoda.



© Motorsport-Imagery

RSP Cooper Register (Limited Edition's 30th in 2020)



© Simon Wright



Jaguar Drivers Club - Jaguar E-Type's 60th

© Simon Wright

Panther Car Club Ltd 40th



© Simon Wright

© Simon Wright

Mercedes Benz Club (Various models 25th-70th anniversary)



Zroadster.org and Z3MCoupe.com (Z3's 25th)



© Motorsport-Imagery

Alfa Romeo Owners Club (Alfa's 110th)

After the lunch break it was time for the second Murray Walker Memorial Trophy for Masters Historic Formula One cars. This was followed by a special demonstration run by former World Champion Damon Hill in his Championship winning Williams Renault FW18.



Race winning Shelby
Daytona Cobra of
Thomas/Lockie



© Janet Wright

Back to the racing and the sunny finally came out for the HGPCA Pre '66 Grand Prix Cars second race. This was followed by Race 19, the **International Trophy for Classic GT cars Pre '66**. This really had a massive entry with sixty cars taking part in a wet qualifying session. On pole position it was the AC Cobra Daytona Coupe of Roy Alderslade & Andrew Jordan alongside the Shelby Daytona Cobra of Julian Thomas & Calum Lockie ready for the fifty minute race. The race took place on Sunday afternoon, when the sun finally came out. The Shelby Daytona Cobra of Thomas/Lockie stormed off in to the lead but was not clear as Oliver Bryant in an AC Cobra was determined to make a fight of it. He hung on to the back of the Daytona Cobra until it made its pit stop on lap eight, when Bryant took the lead, which he held until his pit stop on lap ten along with most of the other leading runners. This left the Shelby American Cobra of Richard

Class winning Ginetta
G4R of Wilds/Maydon



© Janet Wright

Hywel Evans out in the lead for a lap until he too made his pit stop. This returned the lead to the Thomas/Lockie Daytona Cobra with Bryant back in second, nearly three seconds behind. This was how they remained until the end of the race with Thomas/Lockie winning by just under five seconds from Bryant. Making it an AC Cobra podium, 3rd place went to Alderslade/Jordan in another AC Cobra Daytona Coupe. Mike Whitaker took 4th in a TVR Griffith, James Cottingham was 5th in a Shelby Cobra and John &

Mark Holme Austin Healey 3000 Mk2 won
his class



© Simon Wright

Gary Pearson completed the top six in a Jaguar E-Type. The CLP class was won by Mike Wilds & Ron Maydon in a Ginetta G4R in 8th. Class C2 was won by Mark Holme in an Austin Healey 3000 Mk2 in 21st while class C1 was won by the TVR Grantura of James Thorpe & Phil Quaife. The final class winners were 42nd placed Marc Gordon & Nick Finburgh in a Jaguar E-Type and Hans Joerg Haussener in an Alfa Romeo Giulietta Sprint Veloce in 48th position overall.



Class winning TVR Grantura



Class winning Alfa Romeo Giulietta Sprint Veloce of Hans Joerg Haussener



Oliver Bryant was 2nd in the AC Cobra



Peter James - Alan Letts, Chevrolet Corvette



The Ogle SX 1000 of Burnett/Swift was 6th in class



Ian Pearson - Callum Grant, Marcos 1800GT



The Sunbeam Le Mans Tiger of Beighton/Greensall last finishers.

Away from the track there was lots to see and do. The entire centre of the circuit was given over to static cars displays for Motoring Clubs and individuals, with hundreds of cars taking up all the available space. These displays ranged from the classic Mini right through to major displays of Ferrari, Aston Martin and Jaguar. There was also a large 'Shopping area' with all kinds of stands selling memorabilia, food and drink, plus many other items.



Triumph Stag

© Motorsport-Imagery



Ferrari

© Simon Wright



Lamborghini Countach

© Motorsport-Imagery



Vauxhall Viva convertible

© Simon Wright



Bristol

© Simon Wright



TVR

© Simon Wright



Porsche

© Simon Wright



Jaguar E-Type



Aston Martin Zagato Shooting Brake

© Simon Wright



Chevrolet Corvettes

© Simon Wright



© Janet Wright



© Janet Wright



Mazda 929 Estate

© Janet Wright



Nissan Skyline

© Simon Wright



AC Cobra

© Simon Wright



Datsun 260Z

© Simon Wright

There was also some off track action on the old part of the circuit, from Abbey through Bridge, where the Slowly Sideways rally cars were running during all three days along with some stunt driving displays. It was just a short tarmac loop but it allowed spectators to get close to the action and the rally drivers to hang out the tail of the cars.



Ford Escort Mk2



Lada



Skoda Fabia



Ford Puma



Opel Kadett



Foerd Escort Mk2



BMW M3



Ginetta

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British Hill Climb Championship

Prescott

By Simon & Janet Wright, with additional photos
and British Hill Climb report by Syd Wall.



Despite this, Gavin Neate was still fastest in class C1

Wallace Menzies sped to two run-off wins



© Syd Wall

British Hill Climb championship by Syd Wall.

The British Hillclimb Championship circus arrived at Shelsley Walsh in July with Wallace Menzies and Alex Summers in dominant form. They shared 12 wins between them from the 15 rounds held so far and Menzies led Summers by just 5 points. Sean Gould lay third with two wins but the only other round winner, Will Hall, had been absent since the end of May after a destructive roll at Gurston Down. Scott Moran held 4th place though 5th & 6th placed Trevor Willis and Dave Uren failed to make it through practice after engine troubles.

At the end of the day, Menzies had inched out his lead by a further 3 points with wins in both run-offs, coming within 5/100 of a second of Sean Gould's hill record in round 17, a tenth ahead of Gould and a further 1/2s ahead of Summers. In round 18, run-off winner Menzies couldn't match his FTD set earlier on, but Gould and Summers swapped places, all three under 36 seconds.

Scott Moran and Richard Spedding fought over 4th and 5th places, ending up even-stevens. Spedding was the

first of the smaller engined cars and it demonstrates the variety and health of competition in the BHC that Spedding's supercharged 1300cc motorbike engined GWR Raptor can match cars like Moran's Gould powered by a 4 litre V8 derived from an Indy car engine. Special mention goes to Johnathen Varley who broke Paul Haines' 19 year old 2 litre record three times.

Throughout the day, the tension was tremendous - the season's car improvements and the intense level of competition left everyone with the feeling that the hill record was under real threat.

The following event at Wiscombe was rain affected, Menzies going home with two run-off wins.

Last weekend's Shelsley Walsh rounds produced the long-expected fireworks - would Martin Groves' 22.58s hill record fall at last after 13 years? It certainly did and with unexpected ferocity.

Wallace Menzies started off by setting a record 22.55s which normally would have been enough to send the crowd home happy. But next came Sean Gould in the family Gould GR59JB, stopping the clocks at the new record of 22.37s. The final runner in the first run-off was Alex Summers and while he couldn't beat Gould's time, he was the third driver to break the old record on 22.52s. But now, what was possible in the 2nd run-off? Unfortunately, a few drops of rain put paid to that but Nicola Menzies was an early runner and she reduced the 14 year old ladies' record by 3/100s. Scott Moran was quickest, just a tenth outside the old record.

British Championship positions after round 22: 1 Menzies 200pts; 2 Summers 175; 3 Gould 153; 4 Moran 138; 5 Willis 97; 6 Uren 59; 7 Haines 57; 8 Price 42; 9 Will Hall 39; 10 Warburton 36; etc.



© Syd Wall

Alex Summers maintained 2nd place in the Championship

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Bugatti Owners Club British & Midland Hill Climb
Championship
Prescott Hill Climb
24th - 25th July 2021
By Simon & Janet Wright
With additional photos by Syd Wall.

Sunny weather welcomed spectators back to Prescott hill climb at the end of July. The event included rounds 17 and 18 of the Motorsport UK British Hill Climb Championship. These were decided in two top twelve run-offs, reported above.

As usual the event was divided in to multiple classes, giving all competitors a chance of a class victory against similar vehicle specifications. The fastest times usually come from the single seater racing cars, but the event



always starts with the slower road going production cars. **Class A (i)** saw twelve competitors in action in **Road going Series Production cars up to 2000cc**. The class was dominated by Michael Thomson in a Honda S2000. His best time on his second run was 48.85 seconds which gave him 1st in class and was also a New class record, beating Tony Adams previous record of 48.92 seconds, set in 2013 driving a Lotus Elise. Adams best time today was 49.22 seconds which saw him awarded 2nd in class. In 3rd was Simon Kirton in a Lotus Exige with a 49.25 and

4th was awarded to Robert Wilson with a 49.58 seconds time set in a Peugeot 205.

Class A (ii) for Road going Series Production cars over 2000cc saw 1st awarded to Rodney Eyles with a time

© Simon Wright



of 47.20 seconds in an Alfa Romeo 4c. The award for 2nd went to Robert Lancaster Gaye with a time of 48.53 seconds in a Porsche 997 GT3.

Class A (iii) for Road going Series Production cars 4 wheel drive of any engine capacity only had two entries and had no awards given. The fastest time recorded in the class was 47.00 seconds, set by Justin Andrews in a Subaru Impreza.

Moving up to **Class B for Road going Specialist Production Cars**, we saw a small class with Timothy Higgins taking 1st place in class in his Westfield SE1 with a

© Simon Wright



time of 49.56 seconds.

Now entering the modified cars area, **Class C (i) for Modified Series Production Cars up to 1400cc** saw Gavin Neate in a Peugeot 106 take 1st place with a time of 48.13 seconds.

Class C (iii) Modified Series Production Cars over 2000cc awarded 1st in class to Paul Howells in a Porsche 911 RSR with a time of 44.85 seconds.

Class C (iv) Modified Series Production 4wd cars over 2000cc as another class with a small entry but Damien Bradley was awarded 1st in his Subaru Legacy with a time of 43.84 seconds.



Caterham 7 and 4th was Richard Price in the same (shared) Caterham 7.

With only three entries in **Class F Sports Libre Cars up to 2000cc and Hill Climb Super Sports Cars**, there were no awards given, but the fastest time was set by Martin Watts in a Sylva Riot with a 45.63 second run.



Class D Modified Specialist Production Cars had a much bigger entry and awards went down to 4th in class. The fastest in class was Ash Mason in a Westfield sei with a best time of 41.27 seconds, just beating Andrew Griffiths in a Caterham Hayabusa with a time of 41.34 seconds, just 0.7 of a second behind. 3rd went to Tom Price in a



Class G for Sports Libre Cars over 2000cc was similarly limited on entries and no class awards given.



Here the stunning looking Morris Mini Evo of Allan McDonald was fastest with a 43.49 second run. Now in to the racing car categories, **Class H Racing Cars up to 600cc** saw 1st place awarded to Richard Walker in a Jedi Mk4 with a 44.92 seconds run.

© Janet Wright



Class I Racing Cars over 600cc up to 1100cc had a very good entry. 1st was awarded to Adam Greenen with a time of 38.34 seconds, beating Andrew Greenen in the same shared Empire Evo2 in to 2nd with a time of 38.54 seconds, only 0.2 seconds behind. 3rd place in class was awarded to Debbie Dunbar in a DJ Firehawk with a time of 39.52 seconds.

Class J (i) Formula Ford Racing Cars up to 1600cc manufactured before 1984 has 1st place awarded to Tom

© Simon Wright



Weaver in a Van Diemen RF91 with a time of 48.61 seconds.



Class J (ii) Racing cars over 1100cc up to 1600cc also had a good entry. 1st in class was awarded to David Warburton in a Gould GR59 with a best time of 37.18 seconds. 2nd in class went to Zachary Zammit ahead of 3rd Charles Hall, with the pair sharing the Empire Wraith. 4th went to Eynon Price in a Force TA.

Class K (i) Racing Cars over 1600cc up to 2000cc with normally aspirated engines had 1st place in class awarded to Jonathen Varley in a GWR Predator with a time of 38.13 seconds, a new class record. 2nd in class



went to Andrew Henson in a Dallara F394 and 3rd was Joshua Moss in a Dallara F399.



Class K (ii) Racing Cars over 1600cc up to 2000cc with forced induction engines has 1st awarded to Richard Spedding in a GWR Raptor 2 with a time of 36.93, with 2nd in class awarded to Paul Haines in a Gould GR59.

Class K (iii) Racing Cars over 1600cc up to 2000cc with normally aspirated motorcycle engines and integrated gearboxes had only two entries and no class awards. However Lee Griffiths in an OMS 28 set the fastest time of 38.32 seconds, claiming a new record in the process.





Chevron B19. Her time of 47.22 was 0.74 of a second faster than Richards best time.

Class N Sports Racing and Racing Cars manufactured up to 1985 inclusive was another two driver entry with no award. Joe Mackrell was fastest in the shared Tiga SF83

© Simon Wright



Class L Racing Cars over 2000cc saw the big boys from the British Hill Climb championship out in force. Fastest and 1st in class was Sean Gould in a Gould GR59JB, who set a new class record with a time of 35.81 seconds, beating Will Halls existing record of 39.06 seconds by 0.28 of a second!

2nd in class went to Wallace Menzies in another Gould GR59M over 0.43 of a second behind. In 3rd was Alex Summers in a DJ Firestorm, followed by 4th placed Scott Moran.

Class M Sports Racing and Racing Cars manufactured up to 1971 inclusive just had a single car entered, with two drivers, so no award was given.

Amanda George got the bragging rights by beating Richard George in their shared

© Simon Wright



with a time of 47.22 seconds, over a second faster than Robin Johnson.



We now enter the Bugatti Owners Club (BOC) handicap classes. Here it is not the fastest time that wins, but the one that beats or gets nearest to their handicap time that wins.

Class 21 was the **BOC Handicap Racing Cars** class and Dominic Hentall was the winner in a Lancia Aurelia, beating the handicap time by 0.91 of a second.

Class 22 BOC Handicap Saloon Cars had a much larger entry with awards down to 3rd place. In 1st place was Graham Tamsey in a SEAT Cupra, beating his handicap by 1.3 seconds. In 2nd place was Stephen Devey in a Honda Civic Type R and 3rd place went to Tim Dennis in a Subaru Impreza STi

Class 23 BOC Handicap Sports Cars had the largest entry of the Bugatti

club classes, with awards down to 4th place. In 1st place it was Maxwell Brierley Jones in a Triumph TR7 V8, beating the handicap time by 0.87 of a second. In 2nd place was Tim Jeffrey in an Alpine Renault GTA Turbo, with 3rd place going to Alistair Clark in a Triumph Stag and finally 4th was John Cavendish in an MG B GTS



© Simon Wright

The final class was **Class Z Bugatti Car Handicap** which was between Edmund Burgess in a Type 51 and Colin Bullock in a Type 51. There was no award given, but Burgess was closest to his handicap, 1.18 seconds over.

After the British Hill Climb run-offs, the fastest time of the day went to Wallace Menzies in his Gould GR59M with a time of 35.46 seconds from the first run-off.

Scott Moran - 5th in the 2nd run-off



John Pick AMS Murtaya in practice.



Stephen Davey Honda Civic Type-R 2nd in class on handicap



Charles Hull Empire Wraith 3rd in class.



Mark Corley Gould GR55

Tim Jeffrey Alpine Renault GTA Turbo 2nd in class on handicap



Andy Fraser Aston Martin Vantage



Martin Rutter Fiat X1 9



Mark Puddle RM Lakota S1

Archive Photo of the Month

By Pete Austin.

Making a welcome appearance at the Goodwood Festival of Speed this year was Mario Andretti. He is shown here practicing for the 1970 British Grand Prix at Brands Hatch in his STP sponsored March 701. He retired from the race itself with a rear suspension problem.



Bentley Drivers Club Silverstone

7th August 2021
Information and Photos from Bentley Drivers Club
with additional photos by Peter McFadyen.





Healeys, Triumphs, Frazer Nashes, Allards, and many more marques besides. Ben was racing the T Type single-seater his father Barry had developed and raced in the late 1970s and which he has restored to racing spec over the last few years.

It was Ben's first win in the 10-lap Times Trophy race and he duly added the Eastick name to the coveted trophy once again following Barry's triumph in 1973. Ben was presented with the Times Trophy by Dominic Carter, of News UK (owner of The Times) and applauded on the podium by special guest HRH Prince Michael of Kent.

Ben had started at the very rear of the grid after a staggered start had been newly introduced to this year's event, with the faster cars placed at the back, in an effort to spice up the race action.

Eastick triumphs in Golden Jubilee Times Trophy race as Bentley celebrates 100 years of motorsport success.

Ben Eastick took the plaudits when he won the 50th anniversary Times Trophy Bentley scratch race at the Bentley Drivers Club's 73rd annual Silverstone race day on Saturday 7 August.

The meeting – an institution on the British club motor-racing calendar – saw another day of fantastic racing at its very best, with the Times Trophy encounter the blue-riband event of a packed 10-race programme.

Bentleys of all ages – many raced by Club members – shared the entry list with Morgans, MGs, TVRs, Jaguars, Alfa-Romeos, Aston Martins, Lotuses, ACs, Austin



He powered his way through to win by over half a minute from the second placed Alfa Romeo 8c Monza, with the hard-charging Clive Morley, the BDC's current Racing Driver of the Year, finishing in a well-deserved third place, just two seconds adrift.



Clive's 3/4½ Litre had spent much of the race involved in a thrilling scrap with Oliver Llewellyn's 4½ Litre, the 2019 BDC Racing Driver of the Year finishing only three seconds behind in fourth.

Seventeen Club Members and their Bentleys made up the strong 25-car grid, with 3 Litres, 3/4½s, 4½s, Mk VI Specials and a Derby 4¼ Litre Special all vying for honours.

Meanwhile, William Elbourn Snr appeared to surprise himself when he triumphed in the Bentley Handicap

**Bentley Drivers Club Handicap winner
William Elbourn Bentley 3/4 ½**



encounter, his 3/4½ Litre being classified almost half a minute ahead of runner-up Guy Northam's 4½ Litre, with David Ratcliffe (3 Litre) third. Seventeen Bentleys took the unusual pit-lane start for the eight-lapper.



In the supporting races, there was a brace of victories apiece for Oliver Bryant (Morgan Plus 8) and Ollie Neaves (MGB GT V8) in the Aero Morgan Challenge

Series and MG Car Club BCV8 Challenge double-headers.



Aside from the racing, the day also celebrated 100 years of Bentley racing success, with Bentley Motors kindly displaying a host of notable race cars from its illustrious Heritage Collection – including EXP2, the car which scored the marque's first-ever race victory at Brooklands in May 1921.

Also present was the Speed 8 2003 Le Mans-winning machine which thrilled the crowds with a handful of hot demonstration laps in the hands of BDC racer and well-known journalist Andrew Frankel. Keeping it company on track was a second-generation Continental GT3.

The remainder of the Heritage Collection cars all enjoyed a more sedate track procession, with Birkin Blower No2, which led at Le Mans in 1930 and is regarded as one of the world's most valuable Bentleys, being driven by Prince Michael, a special guest of Bentley Motors. Others in the



Birkin team car Number 2 which led the Le Mans 24 Hours in 1930 and is said to be one of the most valuable Bentleys

procession included the Pikes Peak Continental GT which set the production car record over the famed US hill climb course in 2019.



EXP2, the World's oldest surviving Bentley and the first Bentley to win a motor race (Brooklands, May 1921), led a parade of cars from Bentley Motors' Heritage Collection.

© Peter McFadyen



Christopher Mann's Alfa Romeo 6C 3000 'Disco Volante' finished third in class.jpg



Nigel Webb's Jaguar Mk1 leads Michael O'Shea's Mk2 version and the TR4 of John Andon

Race winners:

Race 1 – Aero Morgan Challenge Series (first race): Oliver Bryant (Morgan Plus 8)

Race 2 – MG Car Club BCV8 Challenge (first race): Ollie Neaves (MGB GT V8)

Race 3 – Bentley Scratch Race for the Times Trophy: Ben Eastick (T Type single-seater)

Race 4 – FISCAR: Tim Llewellyn/Oliver Llewellyn (Allard J2)

Race 5 – BDC Classic Challenge with Morgan Techniques Trophy: Jack Bellinger (Morgan Plus 4)

Race 6 – Bentley Handicap: William Elbourn Snr (3/4½ Litre)

Race 7 – Aero Morgan Challenge Series (second race): Oliver Bryant (Morgan Plus 8)

Race 8 – Ecurie Classic Racing: Allan Ross-Jones (Triumph TR4)

Race 9 – BDC Open Allcomers Race & TVRCC Challenge: Gwyn Pollard (Crossle 9S); TVRCC Challenge:

Aaron Moyce (TVR Tuscan)

Race 10 – MG Car Club BCV8 Challenge (first race): Ollie Neaves (MGB GT V8)



Ben Tovey's MG BGT V8 leads a group in the first of two races for the MCCC's BCV8 championship

In the FISCAR race, the Peter Campbell/Andrew Mitchell Wingfield Bristol Special which finished 12th overall and 4th in class leads Andrew Shepher's AC Ace Bristol and the Leco Sport of Alex Quattlebaum



© Peter McFadyen

In a full field of sports and saloon cars for the Ecurie Classic Racing 40-minute race, the Parsons/Pugh Mini Cooper S corners side by side with Rob Newall in the class-winning Jaguar Mk1 he shared with Nigel Webb



© Peter McFadyen

© Peter McFadyen



Jordan Spencer's MG BGT runs wide out of Luffield

© Peter McFadyen



Tim and Oliver Llewellyn's Allard J2 led the FISCAR race

The Derek Pearce/Tom Lenthall Jaguar spins exiting Luffield during the Ecurie Classic race



© Peter McFadyen



Nick Smith's Rochdale Olympic leads Geoff Gourier's MGB and Alex Quattlebaum's Leco Sport

© Peter McFadyen

© Peter McFadyen



Winner of the Ecurie Classic race was the Triumph TR4 of Alan Ross Jones



Tom Andrew's Alfa Romeo Giulia which finished third overall and won its class dices with Richard Butterfield's Jaguar Mk2 which, following a 90 second penalty for too short a pit stop was classified tenth overall – but still won its class



The New Unnamed Classic Car Group

Seeing Red! evening meet.
The Old Waggon and Horses,
Kidderminster.

16th August 2021.

By Simon & Janet Wright.

Seeing Red!

The regular Monday evening meets are back up and running now at the Waggon & Horses pub. A lovely sunny Monday evening greeted the many enthusiasts that turned up to this friendly meeting. In fact, they had to close the gate temporarily, as the field was full, and cars had to wait in the main pub car park. Enjoy our photo-gallery from the event.



BMW M3



Triumph GT6



1973 Pontiac Firebird



Lotus Excel SE



2004 Daihatsu Copen



2000 Volkswagen Caddy pickup



Ford Capri 1.3 L



Ford Cortina Estate Mk1



© Janet Wright

Peugeot 309 Touring Estate.

A unique vehicle made an appearance at the meet. It is a one-off, hand built estate car based on a normal 309 saloon. A French registered Left hand drive car was used during the construction phase, when the original rear window was moved to the rear of the body and bodywork was hand crafted to continue the roof line, using box section tubing for support.

Unable to find any suitable windows to fit the new side panel's, Perspex was used to create the windows, covered with an anti-scratch film and bonded in to the frame.

The entire new section forms the tailgate of the vehicle and lifts to access the boot, revealing the original 309 saloon profile.

All information taken from a web page showing the build at Retro Rides forum <https://forum.retro-rides.org/thread/203017/1990-peugeot-309-touring-estate>



© Simon Wright



1981 Triumph TR7



2007 Alfa Romeo Spider



Vauxhall Morano R8



2003 MG TF



Jaguar E-Type



Ford Fiesta



Ford Escort 1600 GT Mk1



1947 Ford Deluxe

Other colour cars were also available!



Buick Le Sabre



Riley 1.5

© Simon Wright



Triumph 1300 FWD

© Simon Wright



Morris Minor Traveller in black & White

© Janet Wright



AC Cobra

© Janet Wright



1953 Jaguar XK

© Simon Wright



Chevrolet Corvette

© Simon Wright



Porsche 928S4

© Simon Wright



Mitsubishi Evo VI

© Janet Wright

Classic & Vintage Commercial Show.

British Motor Museum, Gaydon
August 2021
Photo Gallery By Peter McFadyen



The 'Tarmac Topblock' liveried 1986 ERF C-Series tractor unit with Cummins LT10 250 engine heading this neat line-up was formerly used for many years internally by Rugby Cement and is said to have covered relatively few miles as a result.

Classic & Vintage Commercial Show

This annual gathering can trace its origins back to 1979 when the first Classic Commercial Motor Show was held alongside the Lorry Driver of the Year finals at Cranfield, Bedfordshire, where it continued until 1984. Interest grew strongly and in following years it moved to various venues around the Midlands before arriving at Gaydon at what is now the British Motor Museum in 2001 where it has been held every year since. By 2007, over 500 commercial vehicles attended and the following year the Museum itself took on the running of the show from the Commercial

Vehicle and Road Transport Club (CVRTC) and the name changed to its present one. This was therefore its 20th anniversary at the venue.

In 1991 a model show was added alongside the main event and, led by the National Association of Road Transport Modellers (NARTM), is still a big part of the event which some fifteen years ago expanded from one day to fill the entire weekend. Along with an outside autojumble and with admission to the British Motor Museum's collection included in the ticket price, there was a great deal to see and enjoy.



© Peter McFadyen

A 1951 Guy Otter 4x2 Platform Truck stands alongside a mid-60s ERF



© Peter McFadyen

The Wooliscroft Fireplaces ERF 54G flatbed/dropside from 1950 is a frequent show visitor



© Peter McFadyen

Inside the British Motor Museum the National Association of Road Transport Modellers put their own skills on display in the model show



© Peter McFadyen

A miniature version of the Scammell heavy haulage tractor alongside a 1955 Austin A40 Devon van



© Peter McFadyen

A 1952 Morris Commercial LC4 which spent the first 52 years of its life in the ownership of one family



© Peter McFadyen

The Standard Motor Club were there too and included this 1959 Standard Pennant in their display.



© Peter McFadyen

A 1949 Leyland Octopus drop-side wagon in British Road Services livery including logo on the door and depot reference number



© Peter McFadyen

A B-Series tractor unit dating from 1978 heads this line-up of ERFs



© Peter McFadyen



© Peter McFadyen

A live demonstration of precision reversing in front of a knowledgeable audience as two of the exhibits head for 82 home



© Peter McFadyen

The nationalisation of the British road haulage industry in the early 1950s under the name British Road Services covered 3,766 former independent haulage firms and 41,261 lorries as recalled by this line-up headed by a 1955 Bristol HG6L alongside Thornycroft Trusty, Leyland Octopus and another Thornycroft



© Peter McFadyen

The Mechanical Horse Club display included this 3-Ton Scammell 'Mechanical Horse'. Popular with British Rail and many breweries due to their very tight turning ability, these 1125cc petrol driven three-wheelers were made from 1934 until the late 1940s when the more 'streamlined' Scarab model replaced them



© Peter McFadyen

A 1969 Foden S24 'Twin Load' in Knowles Transport livery. This 2-stroke powered vehicle was once Foden's demonstrator in their 'dromedary' range



© Peter McFadyen

A 1940 Fordson E88W van in the livery of Midlands ironmongers Cox's of Rugby



© Peter McFadyen

A neat line up of ERFs in varied liveries including the Eric Vick Transport B-Series tractor unit from the turn of the century.



© Peter McFadyen

Some British lorry drivers have a strong affinity with American 'Truckers' and their itinerant lifestyle as illustrated on the back of this cab



© Peter McFadyen

Two for the price of one – Tony Knowles displayed several vehicles including this 1968 Foden S39 heavy haulage tractor which demonstrates how some of the vehicles travelled to the show



A neat line up of Scania, Volvo and Seddon Atkinson from Ken Thomas Haulage of Wisbech in the fenlands of Cambridgeshire with a Scania 143M 450 Streamline nearest the camera

© Peter McFadyen



The Morris Commercial Club brought this 1960 JB van, subject to a ground-up restoration some six years ago and a 1971 Morris Minor Pickup

© Peter McFadyen



A 1959 Foden S20 8-wheel bulk tipper with all-aluminium body in the livery of Pearsons Transport who have been in haulage since 1931

IntelligentMoney British GT Championship

Snetterton

8th August 2021.

By Stuart Yates & David Goose
of Motorsport Imagery



First race winners Al Harthy/Eastwood
Aston Martin Vantage AMR GT3 ahead of
Valente/Benyahia McLaren 570S GT4 and
Loggie/Buurman Mercedes-AMG GT3

Kelvin Fletcher & Martin Plowman – Paddock Motorsport P2 in race one



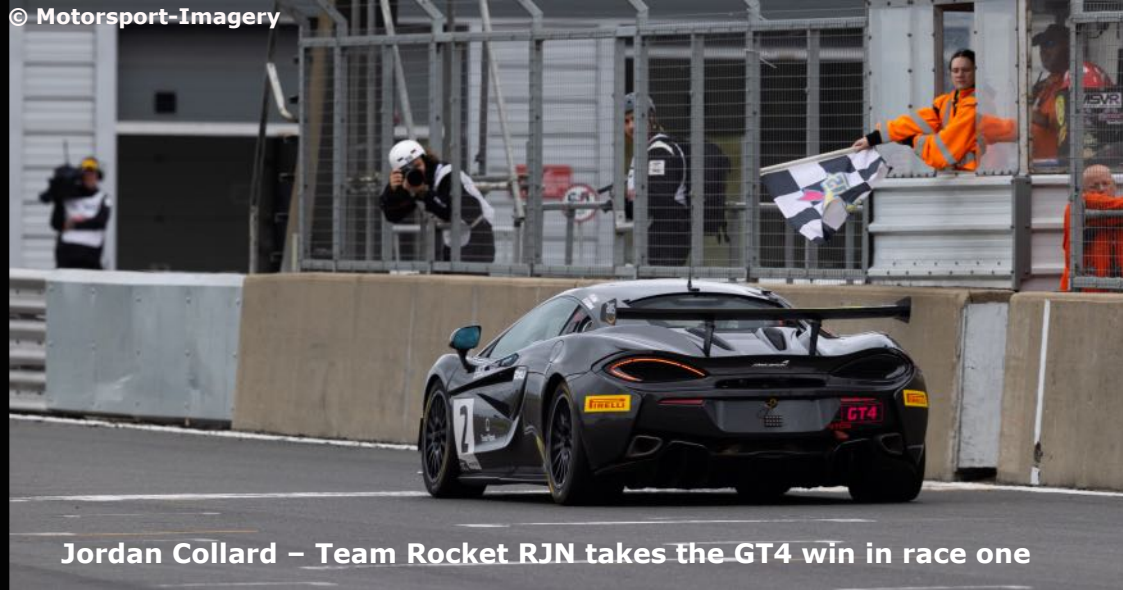
© Motorsport-Imagery

For Rounds 5 and 6 of the Championship the IntelligentMoney British GT Championship arrived at the Norfolk circuit over the weekend of August 7-8. With the weather forecast looking anything but ideal it would be an interesting two days.

Making a welcome guest drive was Ahmed Al Harthy partnering Charlie Eastwood in an Oman Racing & TF Sport Aston Martin Vantage AMR GT3.

It was straight back to the front of the grid for Al Harthy who would start the first of Sundays two races on pole alongside Kelvin Fletcher in the Paddock Motorsport

© Motorsport-Imagery



Jordan Collard – Team Rocket RJN takes the GT4 win in race one

Bentley Continental GT3.

At the front of GT4 would be Alain Valente with Will Burns in the remaining front row slot.



© Motorsport-Imagery

Race One GT4 Pole – Alain Valente Team Rocket RJN

After the mixed weather of Saturday, a combination of damp and drying track throughout the day, along with a fire in the paddock, in which thankfully no one was injured it was hoped race day would be dry and event free.

Sunday dawned and cars went out on circuit for the warm up session, conditions were good and the first race looked set to be run with no rain.

After the cars had made their way onto the grid for

race one, time was taken to hold a minutes silence to remember Bernard Cottrell who had recently passed away. Bernard was a previous Championship race Director with the British GT, a role he held between 2007-2017. Our thoughts and prayers are with his family and friends.

Slightly earlier than usual meant the race one got under way at 10.15, with Al Harthy and Eastwood having pole position and no Success Penalty the race was theirs to lose. In fact they both drove a perfect race, Al Harthy soon broke away from the pack and at the mid point driver change, handed Eastwood a comfortable lead.

It was now a race for the remaining podium spots. Kelvin Fletcher had put the Bentley in second place on the grid, a career best qualifying for Fletcher. A position he would hold on to during the opening stint. Always in his mirrors was the WPI Lamborghini of Michael Igoe, who hand made up two places from fifth. As the pit widow opened things got too close, Igoe making contact with the Bentley. Luckily nothing pace affecting was done to either car, albeit with the Huracan nursing front-end damage.

The collision did prove costly though, WPI already had a 7 second Success Penalty and were now handed a 10 second stop-go penalty for causing a collision. The result



of this put the Enduro Motorsport McLaren in third place, however after they failed to serve a drive-through penalty incurred following a pitstop infringement, they were black flagged and disqualified from the race.

Further back, Leo Machitski and Dennis Lind's maximum Success Penalty had seemingly dropped the championship leaders out of contention. But Barwell failed



© Motorsport-Imagery

Michael Igoe leaves the Enduro Motorsport McLaren shimmering in the heat haze

to inform their rapid Dane who set his fourth fastest lap in five races while chasing down Yelmer Buurman and team-mate Sandy Mitchell.

At the flag it was Ahmad Al Harthy and Charlie Eastwood taking the comfortable victory, Kelvin Fletcher and Martin Plowman in runners up place and Leo Machitski and Dennis Lind third.

In GT4, taking a first win after disappointment at Spa were Jordan Collard and James Kell in their Team Rocket RJN McLaren, a car running on a borrowed chassis. Having started fourth on the grid, Kell had a strong first lap passing Will Moore's Academy Motorsport Ford Mustang.

Jonny Adam negotiating back markers



And that became second after 15 minutes when a front-left puncture cost team-mate Alain Valente the lead.

Will Burns and Gus Burton in the Century Motorsport BMW M4 took second spot 21s back, just 0.5 behind them were John Ferguson and Scott McKenna in the Toyota Gazoo Racing UK's Supra.

Harry Hayek brought the #4 Team Rocket RJN McLaren, the car he shares with Katie Milner home into fourth place.

© Motorsport-Imagery



Leo Machitski under pressure from Andrew Howard behind whilst trying to get past the GT4 car of Matt Topham



Ian Loggie puts the Ram Racing Mercedes into the last corner on his way to victory in race two

The weekends second Sprint Race was delayed slightly due to the fire in the paddock on Saturday afternoon, and making things even more interesting a heavy rain shower just prior to race start had standing water on the circuit.

At the start, pole man Dennis Lind could not maintain his lead and at Riches Yelmer Buurman pounced, sweeping passed around the outside of the Barwell Lamborghini.

Then followed a Safety Car period to recover Assetto's



Leo Machitski first lap of his stint in race two

GT4 race two victory for Will Moore and Matt Cowley – Academy Motorsport



stranded Ginetta, the RAM Racing Mercedes also found favour when Darren Turner's delayed Aston Martin found itself between the GT3 leaders at the restart. Unable to overtake before the start/finish line Lind found himself trailing Buurman by a lead that had extended to eight seconds at the GT3 pitstops.

By this time it was the Barwell sister car that held second place after Lind dropped behind Charlie Eastwood and Sandy Mitchell at the restart.

Neither of the top cars had to serve Success Penalties which meant, Ian Loggie and Adam Balon re-joining on the same lap, still separated by an eight second margin. Balon continued pushing hard as the WPI Lamborghini, which had pitted one lap earlier than the other leading GT3 cars was appearing larger and larger in his mirrors.

Michael Igoe really had the bit between his teeth, setting multiple fastest laps in his pursuit of Balon and Loggie, whose advantage dropped from 24s to just eight over the final 25 minutes.

Fresh from a victory in race one Al Harthy could only manage fourth place, suffering from a maximum Pitstop

The Car Gods with Ciceley Motorsport Mercedes AMG retires after hitting the barrier during the opening lap of race two



© Motorsport-Imagery

Success Penalty.

So at the flag it was Ian Loggie and Yelmer Buurman back in title contention by claiming theirs and RAM Racing's first Intelligent Money British GT Championship win of the season. Adam Balon and Sandy Mitchell took the Barwell car to second place, and despite Igoe's sterling attempts in his late stint, it was the third spot on the podium for him and Phil Keen.

Another first in GT4, as despite an early off, Will Moore and Matt Cowley excelled in the difficult conditions taking a first victory of the year for Academy Motorsport and Ford.

Chris Salkeld and Andrew Gordon-Colebrooke brought Century Motorsports BMW M4 home in second place 2.7s behind Moore and Cowley. A further 1s back was the Team Rocket RJN McLaren 570s of Alain Valente and Michael Benyahia.

Oulton Park is the next venue for the Championship on September 11-12 with Will Burns and Gus Burton holding a 44.5 point advantage, it is possible for them to clinch the GT4 title with a round to spare.



Race two penultimate lap off into a low sun

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The WPI Lamborghini of Igoe after contact with the Paddock Motorsport Bentley



Runners up spot in race two for Century Motorsports Chris Salkeld and Andrew Gordon-Colebrooke



The WPI Lamborghini of Igoe after contact with the Paddock Motorsport Bentley



Lewis Proctor kicking up the spray from the McLaren 720S



Coventry MotoFest 2021
Week 4 - MotoFest Car Weekend.
7th August 2021
By Simon & Janet Wright



© Simon Wright

Motorcycle weekend and final weekend - MotoFest Car Weekend. This was on the 7th and 8th August 2021 and ran from 10am to 5pm each day. Classic cars were displayed in Broadgate and surrounding areas in central Coventry. Modern modified cars were displayed inside the former Ikea multi-storey car park on the edge of the City centre. There was also a special display outside the old Coventry cathedral to celebrate the 125th anniversary of famous Coventry car manufacturer Riley.

Coventry MotoFest was back after missing 2020 due to the Pandemic. The format was changed from previous years and there was no live action events this year. Instead of the usual weekend event, with action on the closed off section of Coventry ring road, this year we had MotoFest month, with different themed events taking place over 3 weekends. The two high-light events were the



© Simon Wright

The cars on display around the Lady Godiva statue in Broadgate were fewer in number than in previous years, but were socially spaced allowing more room around the cars for the public to admire the vehicles. Coventry has a very rich motoring heritage, with, I



© Simon Wright

believe, around seventy motor manufacturers having had factories in the Coventry area. Some of the more famous ones are Jaguar, Standard Triumph, Riley, Hillman, Talbot and Peugeot. Most of these marques were represented by cars on display.

The Hillman Imp was a popular, small, economy car, seen as a rival to the Austin Mini. It was launched in 1963 and was the first British mass produced car with the engine block & Cylinder head cast in aluminium. The rear engine

© Simon Wright



drove the rear wheels, allowing for plenty of luggage and passenger space. It was also an early form of hatchback, in that the rear window opened upwards allowing luggage to be put in to the back seat rest. There were two engine sizes, 875cc or 998cc, straight four engine with overhead camshaft. The car was also sold as the Sunbeam Imp, Sunbeam Chamois, Sunbeam Stiletto and the Singer Chamois, with the small van model named the Husky. Between 1963 and 1976 over 440,000 were built, mainly in Scotland. Three different versions were on display on the ramp from Broadgate to the Precinct. Jaguar is probably the most famous of the Coventry

manufacturers, and the most eye catching car on display was the patriotically painted Jaguar XK8 from the Austin Powers movie. The Jaguar XK was a Grand Tourer launched in 1996 as either a 2 door coupe or 2 door convertible. It was a traditional front engine, rear wheel drive car powered by a 4 litre V8 engine to replace the Jaguar XJS. It shared the XJS platform with the Aston

Martin DB7. In 1998 a supercharged version was introduced, the XKR. In 2003, the engine was replaced by a new 4.2 litre engine. Production ceased in 2006. An unusual car on display was a Russian built Moskvitch 2140 from 1985, the. Successor to the Moskvitch 412 which first became popular in the early 1970s. A basic but rugged design, the Moskvitch 412 was relatively cheap car, with a 1500cc engine, that offered a lot of extras in the basic price. At the time, the four door saloon had front disc





At the other end of the market, and from another local manufacturer, was the unusual 1996 Daimler Corsica Convertible. This was a unique, one-off concept to commemorate Daimler's Centenary in 1996. It was named after a 1931 Daimler drop head coupé. The name of the original car was actually the name of its coach builder, Corsica, a small London company which between



brakes, a radio and full toolkit included, when they were optional extras on most European models. The 2140 was based on a modified 412 chassis, produced between 1976 and 1988. It also featured a 1.5 litre engine. It was

branded as the 2140SL in Eastern bloc countries and the 1500SL in other markets, with a redesigned dashboard and also had front seat headrests. In 1982 the model was face-lifted and can be easily identified by having "A3nK" (AZLK) on the front grille.





harness by David Marks Garages in Nottingham. Another local build was a 1947 Armstrong Siddeley Hurricane. During the second World War, Armstrong Siddeley built the Lancaster and Whitley bombers as well as the Typhoon and Hurricane fighter aircraft. After the war, they introduced four car models in 1946 named after these heroic aircraft. The Hurricane was produced between 1946 and 1953, during this period 2606 were built and around 1,500 still survive. They were built in both 16 & 18 HP versions, with both manual and pre-select transmission systems. This particular car was supplied

© Simon Wright



the wars offered exotic body styles on many high-grade chassis, built individually to order from wealthy clients. The new car was built by the Special Vehicle Operations (SVO) team, as a part time project over eighteen months. The car is based on the Jaguar/Daimler X300 saloon

© Simon Wright



platform, but with a shortened wheelbase. It has an automatic folding hood, unique interior trim and is finished in the 'Insignia' colour of Peppermint Green. The model was never intended for production and is now preserved by the Jaguar Daimler Heritage Trust. The

car was not running when finished but in 2006/7 in association with the Jaguar Enthusiasts Club (JEC) it was completed with a fully assembled engine and gearbox along with new front and rear subframes and wiring

with an under the dash toolkit, adjustable steering column, trip computer, hydraulic tappets, front independent torsion bar suspension, automatic choke, built in jacks and a heater. All this for a price of £1151 including taxes, when new. This is about £45,375 in current money terms.



Peugeot 304

© Simon Wright



1950 Bentley
Mk VI

© Simon Wright



1937 Singer 9 Sport

© Janet Wright



Ford Boss Mustang

© Simon Wright



Triumph GT6

© Simon Wright



1989 Marcos Mantula Spyder

© Simon Wright



Toyota MR2

© Janet Wright



1953 Daimler Conquest

© Simon Wright



1936 Hillman Minx

© Janet Wright



1872 Mercedes Benz lowered

© Simon Wright



Ford Escort RS2000 Mk2 and Ford Capri

© Janet Wright



© Simon Wright



Mercury Cougar

© Simon Wright



© Janet Wright

Xillion Ferrari Replica



© Simon Wright

Welsh Invaders - 1964 Gilbern GT and a 1974 Gilbern Invader Mk3

September 2021



Riley Merlin 12/4



Hillman Minx



Honda Prelude
September 2021



Ford Mustang

MSVR GB3 Championships

14th-15th August 2021.

Silverstone GP circuit.

By Simon & Janet Wright.



Mike Champion Porsche 911 RSR was 7th in the 911C class in the Petro-Canada Lubricants Porsche Club Championship with Pirelli & 911 Challenge



Race 1 winner James Sweetnam Radical SR3 XX

Saturday was a grey, overcast day when the GB3 and GT Cup series arrived at Silverstone Grand Prix circuit, with a full supporting cast. After morning qualifying, two races were run before the lunch break.

Race 1 was the first of two twenty minute **Radical Challenge** Championship & SR1 Cup races. Fastest in qualifying was Jerome de Sadeleer in a Radical SR3, just ahead of Matt Bell in another SR3. This grid was split with Mackenzie Walker in a Radical SR1 Gen 2 heading up the second half. Bell led the first few laps before James Sweetnam took the lead in his Radical SR3 XX, which he held to the flag. Sweetnam won by over sixteen seconds from Mark Richards in a Radical SR3, with Bell finishing a distant 3rd. The Fan Class winner was John MacLeod in a SR3 RSX in 4th. In 5th was Elliot Goodman in a SR3 RSX, while De Sadeleer finished 6th. The SP/EN class was won by 8th Steven Lake in an SR3, while 10th placed Anthony Ayres in another SR3 took the SPR class win. The SR1R class win went to James Lay in an SR1 Gen 2 car in 12th overall. The final class winner, in SR1F, was Andy Lowe in another SR1 Gen 2 car in 14th.



Race 6 winner Matt Bell Radical SR3

Race 6 saw a repeat of the front row from the first race grid, based on second fastest time in qualifying. The second half of the grid was led by Martin Plowman in an SR3. This time de Sadeleer got the lead for the first half of the race before Bell took over at the front. After a close race. Bell won by just 0.693 of a second from de Sadeleer, while Richards took 3rd. Chris Preen was 4th in an SR3 XX, while MacLeod took a second class win in 5th. In 6th was Jason Rishover in an SR3 RSX. Lake was another driver taking a second class win of the day in 12th. Taking the SR1R class win in this race was Daryl de Leon in an SR1 Gen 2 in 21st position. The final class winner in this race was Lowe taking his second class win of the day.

Race 13 on Sunday saw De Sadeleer again on pole position, with James Lay heading the second half of the grid. This time de Sadeleer managed to hang on for the win, beating Richards by over twenty seconds. Jason Rishover took the Fan class win in 5th, with Lake Ian 12th and De Leon in 22nd and Lowe in 25th also repeating class victories.

Race 13 winner Jerome De Sadeleer Radical SR3



© Janet Wright



14 - John Macleod
Radical SR3 RSX won the
FAN class in two races.

© Simon Wright



© Janet Wright

22 Andy Lowe Radical SR1 Gen 2 won
the SR1F class in two races.



6 - Steven Lake Radical SR3 won the SP/EN class in all three races

© Janet Wright



23 - Jason Rishover Radical
SR3 SX won class FAN in
the third race.

© Simon Wright



39 - James Lay Radical SR1 Gen 2 won the
SR1R c lass in the first race of the day.

© Simon Wright



© Janet Wright

58 - Anthony Ayres Radical SR3
won the SPR class in the first race



© Simon Wright

2- Daryl de Leon Radical SR1 Gen 2 won
class SR1R in second and third races.

The Abba Racing Mercedes AMG GT3 of Richard & Sam Neary won races 2, 11 and 16 and took a further class win in race 8 (2nd)



© Simon Wright

Race 2 was the sprint **GT Cup** Championship twenty five minute race. After qualifying, it was the Team Abba Racing Mercedes AMG GT3 of Richard and Sam Neary on pole position from the Raw Motorsport Radical RXC GT3 of Steve Burgess & Ben Gimmick. The Mercedes led the entire race, winning by over fifteen seconds' after thirteen

Raw Motorsport Radical RXC GT3 of Burgess & Dimmack took GTO class wins in Races 2, 11 and 16



© Janet Wright

laps. The Radical managing to hold on to 2nd for the first few laps before being passed by the Scott Sport Lamborghini Huracan GT3 of John Dillon & Phil Quaffe, who went on to finish 2nd. The Raw Motorsport Radical RXC GT3 was less than a second further back in 3rd, winning the GTO class. In 4th place was the SB

Race Engineering Brabham BT62 of Paul Bailey & Ross Wylie, while 5th went to the FF Corse Ferrari 488 GT3 of Laurent Meeus & Jamie Stanley. Completing the top six was the Triple M Motorsport/Tec Serv Nissan Nismo GTR GT3 of Grahame Tilley & Will Tregurtha. The GTC class was won by 7th placed And Stoke & James Swift in the Kan-Yam Racing Ferrari 488 Challenge. The GTB class went to 9th placed Valluga Racing Porsche 911.1 GT3 Cup of Jan Klingenberg & Ian Humphris. The McLaren 570S GT4 of Paddock Motorsport driven by Alex Malykhin & James Dorlin won Class GTH in 16th. The final class winner was 22nd placed Simon Orange in the Orange. Racing Powered by JMH Ginetta G55 Supercup, who were 1st in class GTA.

SB Race Engineering Brabham BT62 of Bailey & Wylie won race 8



© Simon Wright

Race 8 was the fifty minute second GT Cup race of the day. The Team Abba Racing Mercedes started from pole position again, driven by Richard & Sam Neary, with the SB Race Engineering Brabham next to it on the front row, driven by Bailey & Wylie. The Mercedes led the first half of the race until its pit stop on lap ten. The initial challenge was by the Brabham, until it slipped back to 4th. This meant that the Radical RXC GT3 of Burgess & Dimmack was leading the chase followed by the Brabham, but the Mercedes was slowly pulling out a lead. The leading ten cars all pitted on lap ten, which allowed the Porsche 991.1 GT3 Cup car of Phelps to lead a couple of laps before he



Kan-Yan Racing Ferrari 488 Challenge of Stokoe & Swift won the GTC class in Race 2.

made his pit stop, along with most of the rest of the leading runners at that point. As the next eleven made their pit stop, the Radical was 8th and the Mercedes was 10th, but by the time they had completed the next lap it was the Mercedes back in the lead, with the Brabham right behind and the Radical was in 3rd but already dropped by over three seconds. The Mercedes held the advantage for three laps, until around three quarter distance when the Brabham took the lead and started to pull away from the Mercedes. At the end of the race, Bailey & Wylie won the race and the GTO class in the



Stanbridge Motorsport Lamborghini Super Trofeo of Kemp/Hall won the GTC class in Race 8



Team Webb Lamborghini Super Trofeo of James Webb won the GTC class in Race 11

Brabham BT62 by over ten seconds from Richard & Sam Neary in the Mercedes AMG GT3, which still won the GT3 class. In 3rd place was the Nissan Nismo GTR GT3 of Tilly & Tregurtha, followed by the Ferrari 488 GT3 of Meeus & Stanley. The Radical RXC GT3 of Burgess & Dimmack took a distant 5th and the Lamborghini Huracan GT3 of Dillon & Quaife was 6th. The GTC class winners were Chris Kemp & Stuart Hall in the Stanbridge Motorsport Lamborghini Super Trofeo who finished 7th. The class GTB winners in this race were 12th placed Sean Winder & Adam Wilcox in the JMH Automotive



JMH Automotive Porsche 991.1 GT3 Cup of Winder & Wilcox won Class GTB in Race 8



Valluga Racing Porsche 991.1 GT3 Cup of Nick Phelps won Class GTB in races 11 and 16.

Porsche 991.1 GT3 Cup, one lap behind the race winners. They were followed home by the class GTH winners Richard Mason & Jon Lancaster in the Greystone GT McLaren 570S GT4 in 13th overall. The GTA class was won by Alex Stevenson & James Kellett in the Century Motorsport Ginetta G55 in 21st place overall.

The third **race (11)** was on Sunday and after Sunday qualifying it was the Mercedes which was again fastest and took pole position for the twenty five minute race. It was another lights to flag victory for Richard & Sam Neary, winning this race in the Mercedes by just over twenty seconds. Taking the GTO class win in 2nd was the Radical RXC of Burgess & Dimmack. Dillon & Keen were



Greystone GT McLaren 570S GT4 of Mason & Lancaster won class GTH in race 8

3rd in the Lamborghini Huracan GT3, with Tilley & Tregurtha 4th in the Nissan Nismo GTR GT3. In 5th were Meeus & Stanley in the Ferrari 488 GT3 and 6th were Bailey & Wylie in the Brabham BT62. The GTC class was won by 7th placed James Webb in the Team Webb Lamborghini Super Trofeo. In 10th place was Nick Phelps in the Valluga Racing Porsche 991.1 GT3 Cup, winning the GTB class. The GTH class went to the Orange Racing Powered by JMH McLaren 570S GT4 of Joshua Jackson & Michael O'Brien in 12th place. GTA went to the Makehappenracing Ginetta G55 Supercup of Stephen Walton & Chris Hart in 14th.



Century Motorsport Ginetta G55 of Stevenson & Kellett won Class GTA in race 8

The final GT Cup race of the weekend was **race 16** of the meeting, another fifty minute race. The Mercedes of Richard & Sam Neary started from pole position and led every lap, even with the pit stop. They took victory by over twelve seconds from the Lamborghini Huracan GT3 of



Valluga Racing Porsche 991.1 GT3 Cup of Klingenberg and Humphries won Class GTB in Race 2

Dillon & Keen. Meeus & Stanley were 3rd in the Ferrari 488 GT3, while 4th went to the Nissan Nismo GTR GT3 of Tilley & Tregurtha. The Radical RXC of Burgess & Dimmack took another GTO class win in 5th and even with a 5 second penalty for exceeding track limits, the Topcats Racing Lamborghini Super Trofeo of Warren Gilbert & Jensen Lunn took the GTC class win in 6th place. Phelps took another GTB class win in 9th place in the Porsche 991.1 GT3 Cup car. Works Aston Martin driver Darren Turner, driving with James Guess, took the GTH class win in the Feathers Motorsport Aston Martin

Makehappenracing Ginetta G55 Supercup of Walton & Hart win the GTA class in Race 11



Race 2 and 16 saw the Paddock Motorsport McLaren 570S GT4 of Malykhin & Dorlin win Class GTH



Vantage AMR GT4 in 11th overall. The final class winner was Simon Orange, who won GTA in the Orange Racing Powered by JMH Ginetta G55 Supercup in 20th position.

Topcats Racing Lamborghini of Gilbert & Lunn won Class GTC in Race 16

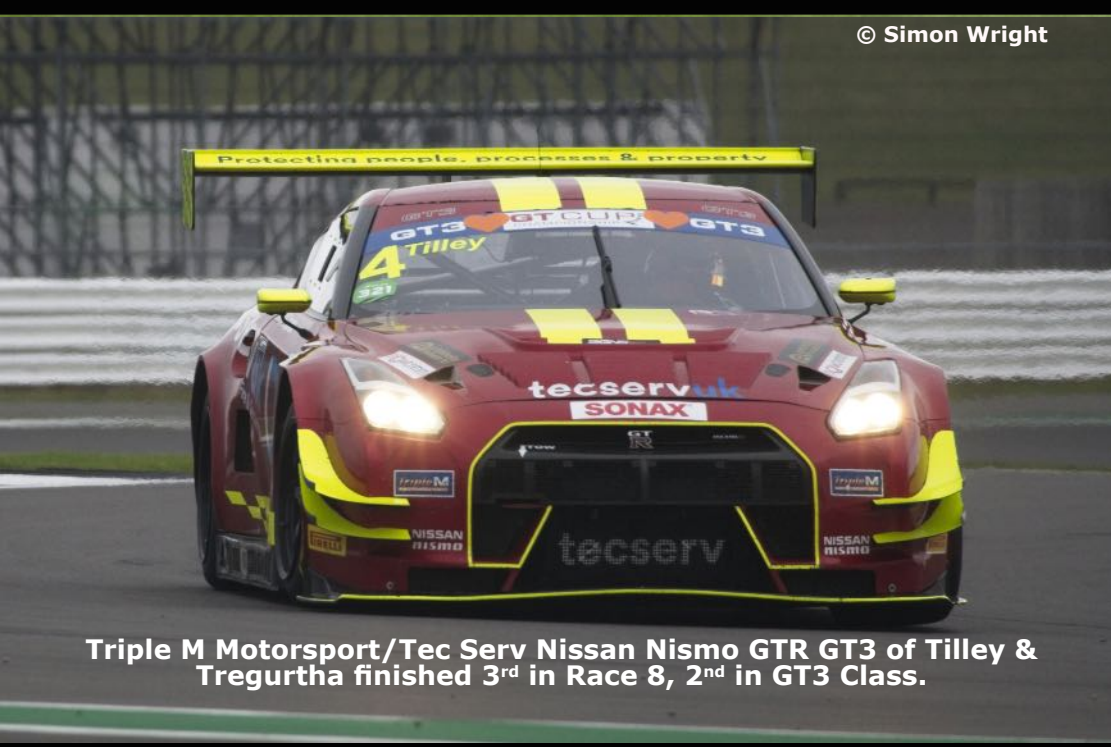




Feathers Motorsport Aston Martin Vantage AMR GT4 of Guess & Turner won Class GTH in Race 16



The Orange Racing powered by JMI McLaren 570S GT4 of Jackson & O'Brien won Class GTH in Race 16.



Triple M Motorsport/Tec Serv Nissan Nismo GTR GT3 of Tilley & Tregurtha finished 3rd in Race 8, 2nd in GT3 Class.



The orange Racing Powered by JMH Ginetta G55 Supercup of Simon Orange won the GTA Class in Race 16



Race 3 winning Chris Dyer in a Porsche Cayman S

After the lunch break, racing resumed with race 3, the first of two twenty five minute **Petro-Canada Lubricants Porsche Club Championship with Pirelli & 911 Challenge** races. The large entry of forty three cars mainly consisted of newer Porsche Boxster S models, but with some interesting, older 911, 996 and 997 cars also in the mix. Pole position went to Mark McAleer in a Porsche 997 C2S just ahead of Chris Dyer in a Porsche Cayman S. The grid was split in to 3 separate line ups with William Heslop in a Porsche Boxster S heading the second group and Tim Bates in a Porsche 911 SC heading the third. Dyer was best away at the start, leading the first six laps,



The class winning Porsche Boxster S of William Heslop in the iconic colour scheme of the infamous Porsche 917 Pink Pig from the 1971 Le Mans 24 Hours race.

then McAleer got in front for a couple of laps before Dyer retook the lead and went on to win by just 0.430 of a second from Mark McAleer. Not far behind in 3rd place was Simon Clark in a Porsche Cayman S, ahead of 4th Kevin Harrison Porsche 996 C2, 5th Peter Morris Porsche 997 C2S and 6th Richard Ellis Porsche 996 C2. The Class 2 winner was 9th placed Toby Barlow in a Porsche Boxster S, while Class 3 was won by William Heslop in a Porsche Boxster S in 17th overall. The 911SC class was won by Tim Bates in his glorious Porsche 911SC in 19th position.



The double class winning Porsche Boxster S of Toby Barlow passes the spinning Steven Shore in his Porsche Boxster S

Race 7 winning Porsche Cayman S of Simon Clark



Simon Clark Porsche Cayman S won the second race

© Simon Wright

© Simon Wright



Tim Bates won the 911C class in his Porsche 911SC

The grid for race 7 was based on the second fastest lap time, but saw a repeat at the front of the grid with McAleer on pole again with Dyer next to him, Heslop heading the second group and Bates the third. From the first lap it was Simon Clark in a Porsche Cayman S that was leading, initially from Kevin Harrison in a Porsche 996 C2, with Dyer back in 3rd and pole man Mark McAleer back in 5th. Clark led from start to finish, winning by just over two

seconds. After a battle with Harrison, it was Dyer who took the runner up spot at the end, with Mark McAleer in 3rd.

Richard Forber Porsche Boxster S won Class 3 in Race 7



© Janet Wright

Harrison took 4th, with Jake McAleer in 5th in a Porsche Cayman S, while Ellis took another 6th place. Barlow took a second Class 2 victory in 9th, along with Bates in 16th. Class 3 in this race was won by Richard Former in a Porsche Boxster S in 18th position.

Winner of Races 4 and 10, Rounds 16 and 17 of the GB Championship was No. 18, Ayrton Simmons for CDR, here battling with Oliver Bearman, for Fortec Motorsport, who finished 2nd in Race 10.



© Simon Wright

Race 4, Round 16 was the first of three twenty minute **GB3 Championship** race. GB3 is the new name for Formula 3 and these were Rounds 16, 17 & 18 of the championship. Qualifying in pole position for this race was Oliver Bearman in the Fortec Motorsports car. It was Ayrton Simmons for CDR who led from start to finish. He was initially chased by Bearman before he retired, then Jonathan Bowne for Hillspeed took 2nd for three laps. Then Roberto Faria for Fortec Motorsport, who was 6th on the first lap, moved in to 2nd place and they remained in that order to the flag. Simmons won by just over a second, with Maria 2nd, nearly four seconds ahead of Browne in 3rd. Christian Mansell was 4th for Carlin, followed by 5th placed Frederick Lubin for Arden Motorsport. Rounding out the top six was Branden Oxley for CDR.

Race 10 on Sunday saw Ayrton Simmons on pole position in the CDR team car, having set the 2nd fastest time in Saturday qualifying. Simmons led from start to finish but had no chance to relax as Bearman was pushing him all the way and finished just 0.676 of a second behind at the flag. Faria had followed just behind all through the race to

take 3rd, with Zak O'Sullivan for Carlin right behind him in 4th. The first four cars were covered by just over two seconds at the finish. In 5th place was Bart Horsten for Hitech GP, while Oxley took a second 6th place.

Race 14 saw Roman Bilinski start from pole position for Arden Motorsport, and he led the first four laps. Then all hell broke loose when 3rd placed Oxley hit 2nd placed Faria in to the leader Bilinski, who heading in to the pits to retire from the race while Faria retired. In the confusion, O'Sullivan leapt from 4th to 1st and slowly pulled away from Oxley who finished just over eight seconds behind at the flag in 2nd place. But then Oxley was disqualified for causing the collision with Faria. This promoted Horsten in to 2nd place, with Sebastian Alvarez taking 3rd for Hitech GP. Bearman took 4th place, while 5th went to Tom Lebbon for Elite Motorsport and 6th went to Reece Ushijima for Hitech GP.

Winner of Race 14 was Zak O'Sullivan for Carlin



© Janet Wright

© Simon Wright

Roberto Faria - Fortec Motorsport was 2nd in Race 4



© Simon Wright

Jonathan Browne - Hillspeed was 3rd in Race 4.



© Simon Wright

Bryce Aron - Carlin 7th in Race 14



Oliver Bearman - Fortec Motorsport was 2nd in Race 10

© Simon Wright

Branden Oxley - CDR was 6th in Race 4



© Simon Wright

Australian Christian Mansell - Carlin was 4th in Race 4



Bart Horsten - Hitech GP was 2nd in Race 14

© Simon Wright



Javier Sagrera - Elite Motorsport was 9th in Race 4 ahead of Sebastian Alvarez - Hitech GP 3rd in Race 14

© Janet Wright

Winner of both Monoposto Championship races was Dan Gore in a Jedi Mk 6



Race 5 was the twenty minute **Monoposto Championship** race. This is the home for old racing cars looking for a new place to race. With a massive fifty car grid for their first race of the weekend, it was Dan Gore in a Jedi Mk6 that claimed pole position. He went on to lead

the race from start to finish, winning the M1000 class in the process. He was pressured all the way by Jason Tiimms in a Dallara 301 in 2nd, who also won the M1400 class. In 3rd place was Billy Styles in a Jedi Mk6/7. The F3 class was won by Chris Davison who finished 4th in a Dallara F301. Finishing 2nd in the F3 class was Neil Harrison in a Dallara F302 in 5th overall. The top six was completed by Martin Wright who was 2nd in the M1400 class driving a Dallara 301. The next class winner was James Rimmer in a Dallara F392, who won the 2000 class

Class winner Jason Timms was 2nd in both races in a Dallara 301



© Simon Wright

Chris Davison Dallara F301 won the F3 class in the first race



© Janet Wright



James Rimmer Dallara F392 won the 2000 class in the first race.

in 11th overall. In 17th place we find the Class class winner Will McAteer in a Reynard 923. The 1800 class winner was Ben Stiles in a Van Diemen RF82 who was 23rd. The final class winner was 38th placed Geoff Fern in a Van Diemen RF89, who was winner of the 1600 class.



Ben Stiles Van Diemen RF82 won the 1800 class in the first race.

© Simon Wright



Will McAteer Reynard 923 won the Class class in the first race



© Simon Wright

Mat Jordan Van Diemen RF99 won the 2000 class in the second race.



© Janet Wright

Geoff Fern Van Diemen RF89 won the 1600 class in the first race.



© Janet Wright



4 Chris Woodhouse Dallara F305 won the F3 class in the second race, passing 47 David Jones Van Diemen RF82.

© Janet Wright



Winner of both Toyo Tires 7 Races was Phil Jenkins in his Caterham 420R

Sunday also saw a Toyo Tires race which was won by Phil Jenkins in a Caterham 420R, with Harry Senior taking a class win in a Caterham 1600 back in 35th position. The second race was won by Phil Jenkins in a 420R, with Senior taking a second class win.



1600 class winner in both Toyo Tires 7 Races was Harry Senior in his Caterham 1600

© Simon Wright

Also on Sunday was an MSV SuperCup race which saw victory going to Richard Clarke in a Ford Fiesta ST, with class wins for Roger Everett in a SEAT Leon, Darren Goes in a SEAT Cup Racer,, Sarah Hobson in a Toyota Celica, Gay/Tester in a Honda Integra and Adrian Potting in a Renault Clio. The final class winners were A & D Read in a Peugeot 206 GT.



Rob Watts Caterham 420R ahead of Justin Heap 420R and Jake Swann Dixon in a 420R in the Toyo Tires 7 Race Series.

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