



The 21<sup>st</sup> Century magazine about cars and motorsport of the past and present

# Classic and Competition Car

11<sup>th</sup>  
Anniversary  
issue

Founded 2010

Issue 133 October 2021



Cars in the Park



BMMC Sprint,  
Curborough



VSCC Loton Park



HSCC Mallory Park



Salon Privé



Historic Rally Festival

# Contents

- Page 4 Photo of the Month.
- Page 5 News
- Page 10 The Marshalls Post
- Page 11 BMMC Sprint, Curborough.
- Page 19 Cars in the Park, Lichfield.
- Page 30 Pre-War Prescott.
- Page 36 Historic Rally Festival, Weston Park.
- Page 46 New Ford Fiesta.
- Page 52 HSCC Race meeting, Mallory Park.
- Page 65 Archive Photo of the Month.
- Page 66 Salon Privé.
- Page 85 McMurtry Spéirling.
- Page 86 Kimera Evo37.
- Page 87 Hispano Suiza Carmen.
- Page 88 Touring Superleggera Arese RH95.
- Page 89 Estrema Fulminea.
- Page 90 Pininfarina Battista Anniversario.
- Page 91 Kangaroo.
- Page 92 VSCC Loton Park.
- Page 100 Wheels on Wednesday Photo Gallery.
- Page 108 MAC Sprint, Curborough.



Front cover:

Salon Privé Ferrari 250 GTO © Simon Wright.  
Historic Rally Festival Hawk Stratos © Syd Wall.  
VSCC Loton Park Paul Richardson ERA © Peter McFadyen  
Cars in the Park MG SV © Janet Wright.  
BMMC Sprint Mazda MX5 © Simon Wright.  
HSCC Mallory Park © Janet Wright.

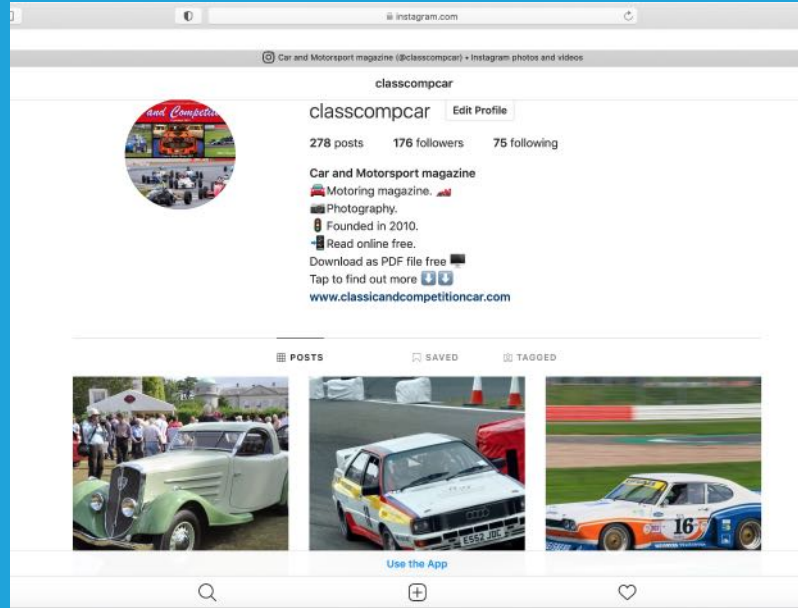
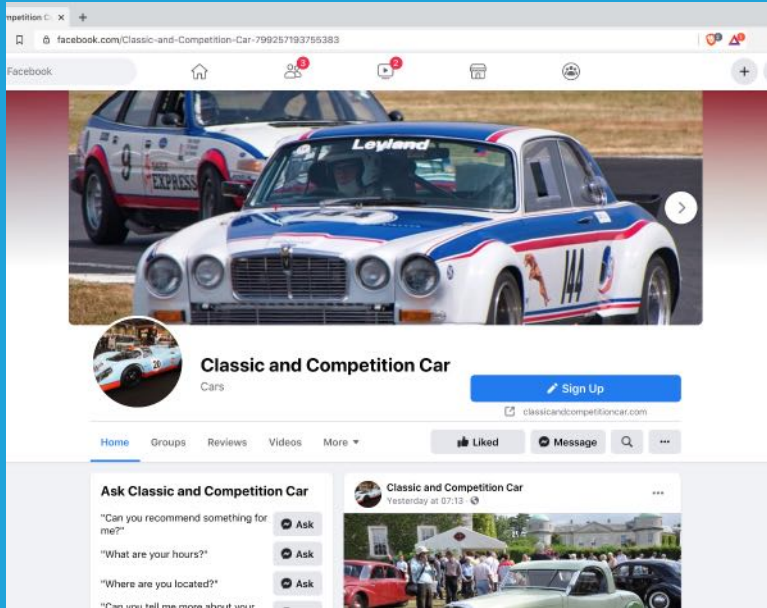
## Our Team

Simon Wright-Editor.  
Janet Wright-Staff Photographer.

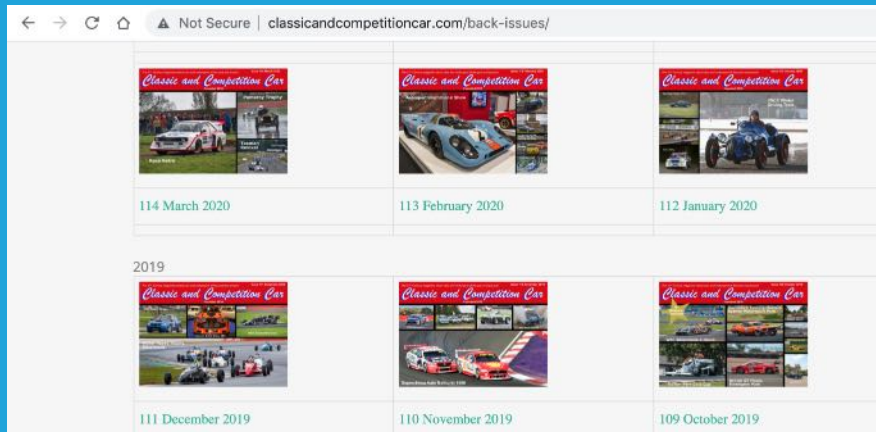
Independent Freelance contributors.  
Pete Austin, Peter McFadyen, Syd Wall, Plus  
David Goose & Stuart Yates of Motorsport-Imagery.

# Follow us on Social media.

We upload a new photograph on a daily basis on our social media. Follow us on our Facebook page - Classic and Competition Car and Instagram - classcompcar



All our Previous issues are available to read on our Previous issues page on our web site [www.classicandcompetitioncar.com](http://www.classicandcompetitioncar.com)



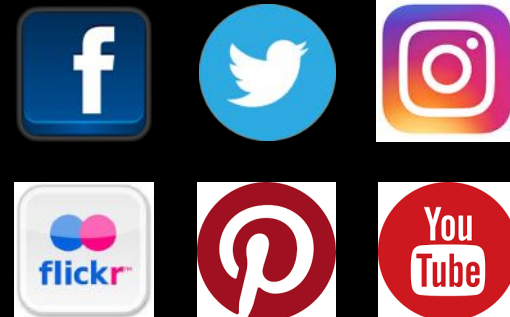
We do not organise any events which are mentioned and we are not responsible if the event does not take place or is cancelled. Please contact the event organiser before making a long trip.

All content is copyright classicandcompetitioncar.com unless otherwise stated. All photographs are copyright and cannot be used for commercial purposes unless by prior approval of the original copyright holder. We try to ensure accurate and truthful reporting but if you spot an error, please contact us and will we verify and correct accordingly. We do not organise any events which are mentioned and we are not responsible if the event does not take place or is cancelled. Please contact the event organiser before making a long trip

Classic and Competition Car  
High View Drive, Kingswinford, West Midlands DY6 8HT

E-mail [simon.wright@classicandcompetitioncar.com](mailto:simon.wright@classicandcompetitioncar.com)  
As well as this magazine, you can follow us on Twitter [@classcompcar](https://twitter.com/classcompcar) and join our Facebook Group : [Classic and Competition Car](#)  
Instagram : [Classcompcar](#)  
Flickr: [Classcomp](#)  
You Tube: [Classic and Competition Car](#)

Click link below:



To Subscribe for free and be notified when the next issue is published please email [classicandcompetitioncar@hotmail.com](mailto:classicandcompetitioncar@hotmail.com)  
To check out our web site with additional photos please visit [www.classicandcompetitioncar.com](http://www.classicandcompetitioncar.com)

# Photo of the month

By Syd Wall

© Syd Wall



Stephen Chaimberlin lifts a wheel in the Mitsubishi Evo4 during the Historic Rally Festival at Weston Park

## Praga Cup UK.

Twelve months ahead of schedule, Praga Cars have announced that its first one-make championship will take place in the UK in 2020 in partnership with Britcar Endurance. This follows the success of running nine Praga R1 cars in the Praga Category of the Britcar Endurance Championship this season. Praga cars have committed to having at least sixteen cars on the grid for the planned first round of the Praga Cup at Silverstone in March 2022.

Six UK rounds are planned starting at Silverstone. The second round will be at Oulton Park in April, the companies 'home' circuit as it is nearest the companies UK HQ.

The Praga Cup will race on both days over a Britcar weekend. With limited production at the Praga manufacturing facility in the Czech Republic as the company builds relations with its new global network of Praga R1 dealers, Praga Cars and VR Motorsport will cap the Praga Cup to a maximum of 24 R1s. Also making up the grid will be the Praga 2021 factory cars, which are now for sale through VR Motorsport.



Significant prizes are planned, including a 2022 factory R1 prize for the winning team. Discussions are also underway with Praga Racing West, Praga's Californian dealer, for a unique opportunity for two drivers to race in the November 2022 25 Hours of Thunderhill race. The team came 3<sup>rd</sup> with their own R1 in the most recent running of the race in 2019. There are also plans for a non-championship weekend in Europe, where teams will benefit from guaranteed high-profile YouTube and TV coverage as Praga builds on its 2021 Guest Driver programme that features drivers who command over two million fans and followers across their social channels.



### Radford Type 62-2

The Lotus Type 62-2 sports car coach-built by Radford made its public debut in the iconic Gold Leaf colour scheme at the exclusive Quail Lodge Show. Only 62 cars will be built Worldwide and only 12 will be in the iconic Gold Leaf livery.

The Gold Leaf Type 62-2 'Quail Edition' is the most extreme version of the Gold Leaf liveried cars. The car has several key enhancements over the Classic and Gold Leaf cars. It features a bespoke carbon fibre composite front splitter and rear diffuser. It has AP Monobloc callipers and full carbon ceramic brakes These are housed within

larger 18 inch front and 19 inch Dymag carbon composite wheels, which lower the unsprung

mass, and improve the handling characteristics of the car. The car is also fitted with Michelin Pilot Sport Cup 2 tyres. The car is powered by a 3.5 litre supercharged V6 engine, developing 500 bhp. The Gold Leaf cars will have a 7-Speed Dual-clutch transmission system with a mechanical limited slip differential.

Over half of the 62 cars have already been allocated to buyers.

**Double ducktail rear on the Gold Leaf cars**





### Venom F5 Hypercar is Sold Out.

Hennessey have announced that the 24 \$2.1 million bespoke Venom F5 Hypercars have now been allocated. The Texas based company showed a pair of Venom F5 customer cars at Monterey Car week where orders were confirmed for the remaining vehicles from the 24 car production run.

The Venom F5 is powered by a twin-turbocharged 6.6 litre V8 engine which develops 1,817 hp and 1,193 lb/ft of torque, which Hennessey Special Vehicles claim, make it the most powerful hypercar ever made.

With the show season coming to an end in America, the engineering team can return to final validation testing on roads and racing circuits.. The final phase of testing will refine the car's full power acceleration, high speed stability and braking. Once testing is signed off, Hennessey wants to try and achieve a top speed surpassing 311 mph (500kph)



### Mazda Motorsport repeat historic first win.

The Mazda RT24-P took its first ever victory in the 2019 Sahlen's Six Hours race at Watkins Glen in 2019. It has now achieved its first victory of 2021 at the same event.

The #55 Mazda driven by Harry Tincknell, Oliver Jarvis and Jonathan Bomarito started from the back of the Dpi pack after an overnight precautionary engine change. Thanks to some inspired driving by the drivers and some slick strategy by the team saw them win the six hour race by under a second from the #60 MSR Acura car driven by Olivier Pla in 2<sup>nd</sup> place.

This was the first win of the season for Mazda Motorsport and their second consecutive victory for Mazda at Watkins Glen. The victory also comes on the 30<sup>th</sup> anniversary of Mazda's win at the 1991 24 Hours of Le Mans win.



## Jimmy Greaves - A motorsport tribute

By Syd Wall.

After a glittering career at Chelsea, AC Milan and Spurs, his goal scoring record was astonishing: 173 goals for Chelsea youth in 2 seasons (he scored 7 in one match and the manager told him to keep his feet on the ground as "you won't do that every week" so he scored 9 in the next match), 124 goals in 157 matches for Chelsea's 1st team, 9 goals in 12 for AC Milan and 220 in 321 matches for Spurs. But in the 1969-70 season, he was dropped and then transferred to West Ham. He scored twice on his debut in March and was at Wembley in April. But it wasn't for the Cup Final; he was in the driving seat of a works Ford Escort TC, sitting alongside Tony Fall, on the start line of a 16,000 mile rally. How on earth did this happen? The rally was conceived by Wylton Dickinson as an echo of the 1967 London to Sydney rally. He had friends in the Football Association and the idea was to drive from London to the capital city of Mexico, the home of the 1970 football World Cup, passing through every country participating in the World Cup Finals. It was an excellent opportunity to showcase the motor industry and sponsorship with the Daily Mirror was arranged. The route was devised by John Sprinzel and would take the teams from London to France, Germany, Austria, Hungary, Yugoslavia, Bulgaria, Italy, back into France, Spain, Portugal, Brazil, Uruguay, Argentina, Chile, Bolivia, Peru, Colombia, Panama, Costa Rica and finally into Mexico. The stages were immense, some over 500 miles long. Massive entries from Ford and British Leyland and smaller teams from Citroen and Moskvitch brought top drivers to the entry list (Tony Fall, Roger Clark, Rauno Aaltonen, Andrew Cowan, Brian Culcheth, Paddy Hopkirk, Timo Makinen, Guy Verrier, Gilbert Stapelaere, Hannu Mikkola) and created great interest with rally fans. But with an eye to creating interest with the general public, some celebrity drivers were sought out. Ford were also looking for a high

profile name for their team and Jimmy Greaves fitted the bill. He lived near Dagenham where Ford had their main UK plant, had friends who worked there and was one of the biggest names in football, known throughout the world. Greaves was teamed with Tony Fall who was responsible for Jimmy's transition as a rally driver and co-driver from novice to competency. After some initial training, they went on a road trip to Yugoslavia to see if they could co-exist for an extended period and wherever they went, Jimmy was recognised and mobbed. All this was during the football season where he was only playing intermittently for Spurs. It was inevitable it was the end of his time at the club - the manager wanted him out but he was still a massive asset to a new club and West Ham were keen enough to have him even though he would miss the last two months of the season. So a couple of weeks after his debut duo of goals for West Ham, Greaves and Fall started the rally, ironically waved away by Alf Ramsey, the England manager who had not included him on the squad for the football World Cup. However, Ford were very happy to have him other team instead. Although Tony Fall would do most of the driving, Ford were impressed enough with Greaves in training that the car was entered in his name. Greaves might have been football match fit but it took many days of lack of sleep while still driving at 100mph on gravel roads to get used to the conditions. It was here in Yugoslavia that they were fastest on one of the two 120 mile stages despite encountering a herd of cows. Once the Portuguese stages were completed, there was a three week break with nine days on the ferry to Brazil during which there was a lot of partying amongst the crews. 93 starters were reduced to 71 by the Rio de Janeiro restart, but there were still 10,000 miles of rallying to go. Floods and rough roads in Brazil and Uruguay reduced the field to 52 cars before reaching Argentina where the route took them into the Andes mountains travelling on roads up to 15,000 feet with the associated



thin air which strangled the engines and gave many crews altitude sickness without them having access to medical support teams which would be standard on rallies now. They had a puncture then a broken wheel leaving them on three wheels at one stage followed by a broken axle on the next stage after swerving to avoid a pedestrian on a narrow mountain road, skidding to a halt on the very edge. The archives don't go into detail about how they fixed these problems but no doubt Tony Fall's abilities and experience were called on and they were able to continue. After seven weeks, the 32 remaining cars were in Peru and on the home stretch. But then, in Panama, they had a terrifying accident. While asleep on a fast road section, Greaves was woken by the sound of screeching brakes as Tony Fall, unsuccessfully tried to avoid a galloping horse which came out of nowhere right in front of him, with the impact at around 100mph.

When the car came to a stop, the windscreen was smashed and they were covered in blood. The 'roo bars on the front had saved them and the car, but sadly not the horse.

All they could do was clean the screen as well as they could and continue, lucky to have escaped with their lives. At the finish in Mexico City, 23 cars crossed the line, Greaves and Fall in 6th place, 10 hours behind the winners in another Escort, Hannu Mikkola and Gunnar Palm.

During the award ceremony, presenter Graham Hill said "Jimmy Greaves has earned the admiration of the motoring world. It is an outstanding achievement for him to finish so high in a field against some of the greatest rally drivers in the business. The rally puts unparalleled demands on the durability of both men and machines. It takes guts and a lot of driving ability to get through."

Greaves was also astounded that he had completed the event let alone coming in 6th, remarking that if he'd known how hard it was, he doubted he would have taken it on:

"Those rally drivers are amongst the toughest and most fearless sportsmen I have ever met. There were times when I felt physically sick over the demands of the race, and several times I wanted to quit, but there was no way I was going to let Tony down." I am sure that Peter Ashcroft said if Greaves hadn't been a footballer, he would certainly have made it as a rally driver.

All these years later, I find it sad that the current sports journalists have overlooked this immense part of his story. I have not heard or read of it in any tribute. It ranks alongside his incredible scoring record, his personal achievement of beating alcoholism and his subsequent brilliant TV career. His biggest career disappointment was, as the leading goalscorer of the time, he was injured during the 1966 World Cup finals and was replaced by Geoff Hurst who famously went on to score a hat trick in the final. Greaves finally received a World Cup winner's medal in 2009 after FIFA rules were changed and considering many of the deadbeats who appear in the honours lists, I think it was scandalous that he had to wait until months before his death before he was finally on the list, receiving an MBE. A final fitting tribute to a man who truly was a sporting legend.



**Jimmy Greaves drove a Ford Escort like this in the World Cup Rally**

# The Marshals Post



Mallory Park HSCC meeting, Clearing up after an incident at the hairpin and start line sorting out the grid.



BMMC Sprint Curborough. The only flag Marshals have at a sprint or hill climb is the red flag, to stop a car if something happens on track. The other task at sprints is to replace the corner marker posts which competitors knock out.



**BMMC Sprint,  
Curborough,  
28th August 2021.  
By Simon & Janet Wright.**



**Fastest Time of Day went to Paul Tinsley  
in his Dallara F397 in 53.49 seconds.**



The British Marshals Motorsport Club held a figure 8 sprint at the Curborough circuit, located near Lichfield, at the end of August. It was a dry but chilly day, but that didn't deter the hardy band of spectators who

were sitting on the bank enjoying the action.

As usual, the entry was split in to various classes, to allow different cars of similar specification and performance to compete against each other for an award.

Not surprisingly, the Fastest Time of the Day (FTD) went to one of the single seater racing cars - Paul Tinsley driving a Dallara F397, whose best time was 53.49 seconds. He was the only car in **Class 7E - Racing Cars 1601cc to 2000cc**, so no class award was given.



Steve Barrows MG ZR

Starting with **class SA - Standard Production Cars up to 1400cc**, filled by the MG ZR, 1st place went to Steve Barrow in his MG ZR hatchback with a best time of 70.93 seconds. He was ahead of 2<sup>nd</sup> placed Jack Twomey with a time of 71.98 seconds while Graham Harvey was 3<sup>rd</sup> with a time of 72.63 seconds, both also driving an MG ZR.

Neal Bateman  
Renault Clio



**Class SC - Standard Production Cars 1701cc to 2000cc** was dominated by Renault Clio. Neal Bateman set the fastest time in his Clio, at 68.46 seconds. Next was the shared Clio RS200 driven by Paul Glendenning, 69.10 seconds and Wayne Parke at 69.47 seconds.

Patrick Johnston  
BMW M140i



**Class SD - Standard Production Cars over 2000cc only** had a single entrant, so Patrick Johnston was fastest in his BMW M140i with a time of 73.42 seconds, but no awards given.

Geoffrey Ballinger  
Austin Mini

© Simon Wright



**Class 1A** - only had an award for 1st, which went to Geoffrey Stuart Ballinger in an Austin Mini, with a time of 71.88 seconds.

**Class 1B** saw a nice mix of cars in the top three positions. In 1st was Lee Willars in a MG ZR 120, with a time of 72.07 seconds. He was well clear of 2nd placed Melvyn Cox in a Mazda MX5, with a best time of 76.26 seconds. While in 3rd place was Derrick Wallback with a time of

© Janet Wright

Lee Willars MG ZR 120



Best Prepared car went to  
Derrick Wallback with his  
Peugeot 106 Rally

© Simon Wright



76.47 seconds in his immaculate Peugeot 106 Rally, which also took the award for Best Prepared Car.

**Class 2LA - Rooding Going Lotus Cars up to 2200cc** and Vauxhall VX220 and Opel Speedsters just had an award for 1st which went to John Caldicott in a Lotus Elise, with a best time of 64.11 seconds.

© Simon Wright

John Caldicott Lotus Elise



Matthew Walk  
Suzuki Swift

© Simon Wright



**Class 3B - Modified Production Cars 1401cc to 2000cc** was another single award class, with Matthew Walk in a Suzuki Swift taking best time of 65.36 seconds.  
**Class 4B - Modified Kit space framed and Replica Cars over 1800cc** was another single award class with

Despite this spin on one run, Mark Williams Westfield Megabusa managed fastest time in class.

© Simon Wright



Mark Williams setting the best time of 55.98 seconds in his Westfield Megabusa.  
**Class 7B - Racing Cars 601cc to 1100cc** was another single car entry and so no award given, with Andrew Bisping in an OMS 2000M setting a best time of 55.73

Andrew Bisping  
OMS 2000M

© Simon Wright



seconds, which made him 2nd fastest overall.  
**Class 7C - racing Cars FF1600 Kent England** saw the Formula Ford Royale RP24 of Graham Cherry take the award for 1st with a time of 66.29 seconds.

© Janet Wright

Graham Cherry  
Royale RP24



**Class 7D - Racing Cars 1101cc to 1600cc** was another single car class, so no awards given. Oliver Sammons set a time of 56.48 seconds in the Beagle 5, giving him 5th overall fastest time of the day.

© Janet Wright

Oliver Sammons Beagle 5





**Class 8A - Period Defined Road Going Production cars** was yet another single car entry and so no class awards were given. Paul Chambers in a Bond Equipe set a best time of 86.78 seconds.

Now moving in to Porsche territory, **Class P1 - Porsche Club GB Speed Championship** went to Tim Barber in a Porsche 996 with a time of 60.52 seconds. **Class P3 - Porsche Club GB Speed Championship** saw Karl Lupton in 1<sup>st</sup> place, driving a Porsche 944, with a time of 64.12 seconds. Just behind him in 2<sup>nd</sup> was

© Simon Wright



Angus Archer in a Porsche Boxster with a time of 65.12 seconds. In 3<sup>rd</sup> place was Graham Rose in a Porsche 924S with a time of 66.61 seconds.

**Class P4 - Porsche Club GB Speed Championship** was

© Simon Wright

very close at the finish, with Andy Fagan taking 1<sup>st</sup> in a Porsche Boxster S with a time of 64.92 seconds, only 0.04 of a second faster than 2<sup>nd</sup> placed Wayne Eason in a Porsche Boxster 2.5 1999



with a time of 64.96 seconds. In 3<sup>rd</sup> was Gearing Evans in a Porsche Carrera 3.0 with a time of 65.44 seconds.

The final Porsche class was **Class P5 - Porsche Club GB Speed Championship** which was won by Stephen Jory in a Porsche 944 with a time of 65.72 seconds.

© Simon Wright





Now we move in to Caterham territory, which seems fairly evenly matched with the Porsche times. **Class 9.1** was won by Ben Williams in a Caterham Academy with a time of 65.72 seconds.

Moving on to **Class 9.2. - 155 BHP list 1A tyres**, we have 1st Jonathan Heyes in a Caterham Superlight with a time of 64.25 seconds, while 2nd went to Clive Marsden in a Caterham 7 with a time of 64.34 seconds.



**Class 9.3 - 155 BHP list B tyres** saw Matt Bramall in a Caterham Super 7 Zetec in 1st with a time of 61.25 seconds. In 2nd was Tony Smith in a Caterham 7 150SV with a time of 62.36 seconds and 3rd went to Chris Bramall in the shared Caterham Super 7 Zetec with a time of 63.69 seconds.



**Class 9.4 - Unlimited BHP list 1B Tyres** went to Chris Alston in a Caterham 7 Zetec Sprint with a time of 63.14 seconds.





**Class 9.6 - Unlimited BHP list 1C tyres** went to Shaun Elwell in a Caterham 7 Superlight with a time of 58.11 seconds.

The final class was **Class 9.7 - Unlimited BHP any tyre** which was a single car entry, so again, no class award was given. Simon Rogers in a Caterham Megabusa set a stunning lap of 56.17 seconds, to go 4th quickest overall.



The final two awards went to Andrew Gorner in a Caterham 420R - Best Novice and Gill Elwell in a Caterham 7 Superlight - Best Ladies award.



© Simon Wright

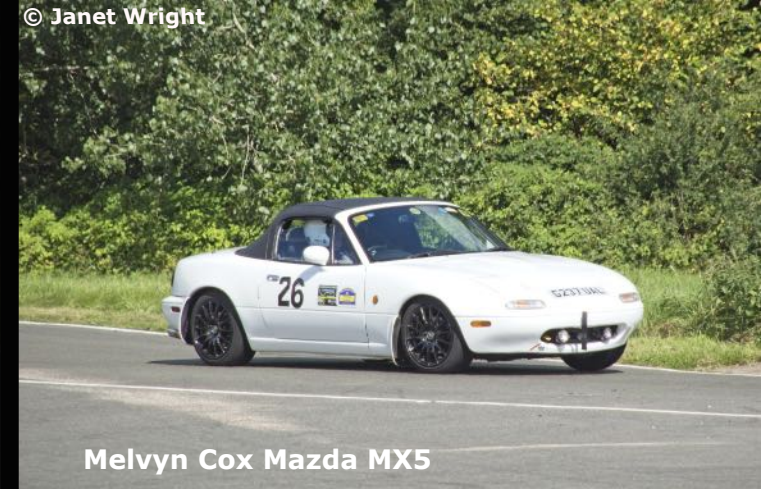


**Graham Rose  
Porsche 924S**

© Simon Wright



© Janet Wright



**Melvyn Cox Mazda MX5**

© Simon Wright



**Justin Mather  
Porsche 924**

© Janet Wright



© Simon Wright



**Conrad Holmes  
Caterham Roadsport**

**Jack Twomey MG ZR**

© Janet Wright



© Janet Wright



© Janet Wright



**Dave Reed Lotus 61 FF**



**Cars in the Park,  
Beacon Park, Lichfield,  
11<sup>th</sup>-12<sup>th</sup> September 2021.  
By Simon & Janet Wright.**



© Janet Wright

Due to the pandemic, the annual Rotary Cars in the Park Classic Car show was put back to September this year. A sunny Saturday welcomed visitors to Beacon Park in Lichfield. The majority of the display field was given over to car club displays, with the addition of a display arena, food and market area, plus various car dealership areas. There was also a large area on the far end of the field for individuals to display their vehicles. Car clubs were well represented with various manufacturer specific clubs having good line-ups of cars, such as Mercedes, Lotus, Peugeot, Porsche and MG. Then there were other club displays, such as local motorsport from Cannock and District Car Club.



© Simon Wright

There were lots of interesting cars on show. One of the oldest was a locally owned 1925 Peugeot Type 172R. The car has been fully restored since 1980 when it was imported from France. It has the 3-seater Torpedo Fabric body. It was only 3 seats and panniers, as in period, you paid more Tax on a vehicle with 4 seats. It has a 4 cylinder side valve 720cc monobloc petrol engine connected to a 3 speed and reverse sequential type gearbox that is mounted in the rear axle casing. that gives a top speed of 40 mph and can return 35 mpg. It features a centre accelerator and right brake pedal with 2 rear wheel brakes.



© Simon Wright





© Janet Wright

Another interesting vehicle on the Peugeot display was a **Peugeot 505 Break Dangel 4x4**. This is from Automobiles Dangel, a French specialist automobile company from Senthem, Alsace in France. It has produced 4x4 versions of Peugeot and Citroen vehicles since 1980 and has converted over 22,000 vehicles.

**1946 Sunbeam Talbot Ten Sports Saloon.** This was the first Sunbeam model to be built after the Second World War. The four door sports saloon was powered by a 1146cc side valve four cylinder engine. It could reach a top speed of 65 mph. It continued in production until 1948, by which time over 5,600 had been built.



© Janet Wright



© Simon Wright

There were quite a few American vehicles on display, but one of the most eye catching and unusual was this striking red and black **1966 7.4 litre V8 Chevrolet El Camino SS 396 coupé** utility vehicle. Unlike a standard pickup truck, the El Camino was adapted from a standard two door Chevrolet station wagon platform which integrates the cab and cargo bed in to the body. The original model was only built between 1959 and 1960, but production was resumed in 1964 with the second generation model and continued until the fourth generation model, which ran from 1973 to 1977. This version was based on the Chevelle platform and is classified as a pickup in America. This is a second generation model, which was produced between 1964 and 1967, when the 6.5 litre V8 was added to the lineup.



Mazda RX7

© Simon Wright



Porsche 911 Turbo

© Janet Wright



Ford Focus ST 225

© Simon Wright



Dodge Challenger SRT

© Janet Wright



© Janet Wright

A car not seen much in the UK was the **BMW 8 Series** Grand Tourer. The BMW E31 was first introduced in 1990 and was powered by either a V8 4 or 4.4 litre engine or a V12 5 or 5.6 litre engine. It was the first road car to offer a V12 engine matched to a 6 speed manual transmission as well as one of the first vehicles to be fitted with an electronic drive-by-wire throttle. It was also one of the first BMW models to use a multi-link rear axle. It also featured a pillar-less hardtop body design, with no B pillar. This, along with the large engine and added luxury items made the car heavier than previous



© Simon Wright

models which affected performance. It also suffered due to the global recession of the early 1980s and the Persian Gulf War which caused energy price rises. It was pulled from the American market in 1997 having sold just under 7,000 cars. It

continued in production until 1999, when just over 30,000 had been built. In America its cost from \$70,000 which in current values would make it around \$138,663 in 2020.

The 4 litre V8 engine produced 282 bhp and went from 1993

to 1995. It was replaced by the 4.4 litre V8 which had the same power output but better economy and more torque. The 5 litre V12 engine was introduced in 1990, increasing



© Simon Wright

power output to 296 hp. When the 5.4 litre V12 engine appeared in 1993, power increased to 322 hp.

The top of the range 850CSi added Bosch fuel injection and a larger 5.6 litre V12 which took the power to 375 hp. This gave a 0-60 mph time of 5.9 seconds.

Production stopped in 1996 as the engine could not meet new emission standards without major re-engineering.

Alpina made the B12 version from 1990 to 1994 with an Alpina modified BMW V12 engine which produced 345 hp, matched to an automatic transmission. In 1992 they added the B12 5.7 with a modified 5.7 litre V12 which produced 412 hp which improved acceleration for 0-60 mph to 5.8 seconds and a top speed of 186 mph.

© Simon Wright







Morris Marina ST



Cluley



© Janet Wright



BMW Z3

© Simon Wright

© Simon Wright



© Simon Wright



Mercedes Benz Owners Club

© Simon Wright



Jaguar XJS convertible



Nissan Nismo 370Z

© Simon Wright



© Janet Wright

MG 5 SWEV



© Simon Wright

A car that is rarely seen on the roads, but was well represented at the show, is the **MG X Power SV** sports car. Produced by MG Rover at Longbridge, it is often claimed that this was the car that broke MG Rover! The car was manufactured in Modena in Italy then shipped to Longbridge for finishing, It traces back to the De Tomaso Biguà, which became the Qvale Mangusta before becoming the basis for the MG SV. From its De Tomaso origins, it's powered by the 4.6 or 5 litre Ford V8 Modular



© Janet Wright

engine, with either 5-Speed manual or 4-Speed automatic transmission. The base X Power SV had the 4.6 litre Ford V8 producing 320 hp. This gave a top

speed of 165 mph and a 0-60 mph time of 5.3 seconds, with original price starting at £65,000. The updated Xpower SV R had the 5 litre Roush tuned V8



© Janet Wright

engine producing 385 hp. This gave a top speed of 175 mph and a 0-60 mph time of 4.9 seconds. These originally cost £83,000.

The body panels were made from carbon fibre, made in the UK. They were shipped to Italy for assembly in to a body shell and attached to the box frame chassis and running gear. Then it is shipped to Longbridge to be trimmed and finished. Only 82 cars were produced between 2003 and 2005



© Simon Wright



Dodge Viper

© Simon Wright



© Simon Wright



© Janet Wright



TVR Griffith

© Janet Wright

© Janet Wright



The **Abarth 124 Spider** is the performance version of the Fiat 124 Spider, manufactured by Mazda for Fiat Chrysler Automobiles (FCA) under the Abarth marque. The model was introduced at the 2016 Geneva Motor Show. It is powered by a 1.4 litre MultiAir turbo straight 4 cylinder engine which develops 168 bhp. This gives it a top speed of 144 mph and can accelerate from 0-62 mph in 6.8 seconds.

It is identified by the Abarth badging, an optional black racing stripe on the bonnet and boot and 17 inch alloy wheels. The interior features heated black leather and



© Janet Wright

microfibre sports seats with an option of leather and Alcantara suede Recaro seats. It also has a leather wrapped sport steering wheel and gear knob with red accent stitching.

## Back from the Paintshop.....

Everybody knows of the DeLorean as the silver and black time machine from Back to the Future... But I have never seen a red one before. All the DeLorean cars are noted for the gull-wing doors and brushed stainless steel body panels fitted to a fibreglass underbody. This is fixed to a steel double Y frame chassis.

It was first produced in 1981 and when the company went bankrupt in December 1982, around 9,000 had been built. The two seater sports car has a rear mounted 2.85 litre PVR (Peugeot-Renault-Volvo) V6 fuel injected engine, developing 130 hp, driving the rear wheels. It was noted for poor performance for its class with a claimed 0-60 mph time of 8.8 seconds, but other sources indicated 9.5 seconds with manual transmission and 10.5 seconds with automatic transmission. It had a top speed of 109 mph.

© Simon Wright





Volkswagens New and Old - Golf and Beetle



Austin Allegro 1300 Super



Lotus Elite



Volkswagen T Roc cabriolet

# Pre-War Prescott

Prescott Hill Climb  
12th September 2021  
By Peter McFadyen.



An Alvis Grey Lady begins its ascent of Prescott



A fine line-up of historic BMWs in the paddock with John and Fabienne Muschamp's 1939 Frazer Nash – BMW 328 nearest to the camera.

### Pre-War Prescott

This year marks the 21<sup>st</sup> anniversary of the Vintage Minor Register, founded in 2000 to cater for owners of the early pre-war Morris Minors which were fitted with overhead camshaft engines and built at Cowley, Oxford between 1928 and 1931. Later, owners of the Sidevalve Minors of the 1930s were welcomed as were those with M Type MGs, a direct development of the ohc Morris Minors. Today, the VMR is a club for all pre-war cars or, as the indefatigable organiser of all of this, Ian Grace, puts it, the cars that survived World War Two.

Pre-War Prescott provides owners of these cars with the opportunity to experience driving up the famous Gloucestershire hill climb course in a relaxed and relatively informal environment without the pressures – and expense – of full-scale competitive hill climbing and has developed from the Vintage Minor Register's Summer

Chief organiser of Pre-War Prescott Ian Grace takes some well deserved time out to enjoy driving up Prescott in his own 1929 Morris Minor Tourer.





**Dr Mike Gardiner's 1933 MG J2 at the Esses**

Rallies which visited Prescott. It was first held in 2011 and so, having missed 2020 due to Covid, this year's was its tenth running. The entry fee for each car includes driver and passengers and one climb up the hill. Extra climbs can be bought for a nominal amount and some 400 climbs can be fitted into five hours of activity on the hill during the day. At lunchtime, a lively auction of various spares and bits and pieces is held and all proceeds from this and the day in



**general go to the RAF**

**Heading this MG line-up is Jonathan Toulmin's MG PA which, when it belonged to his father in 1934/5 was part of the famous MG 'Cream Cracker' trials team**



**Greg Smith and passenger in their M Type MG !2/12 Replica**

Charitable Trust which provides the primary source of funding for the Air Cadets, many of whom help in the running of the event. With this connection, the Battle of Britain Memorial Flight whenever possible allocate one or more of their aircraft to fly over Prescott during the day with a Spitfire performing this year's flypast early in the afternoon.





Ian Smith's 1939 Alvis 12/70 Tourer in the Alvis cavalcade



Several other motor clubs such as the Wolseley Hornet Specials Club and MG clubs are also involved with Pre-War Prescott and this year a large group of Alvis owners brought their cars to celebrate the centenary of the marque with a cavalcade up the hill to open the afternoon sessions.

This year's Pre-War Prescott, already postponed from



Steve Loveridge, waiting patiently for his next run, is a regular PWP participant with his 1910 DFP

2020 was further delayed to September in order to escape the most severe of the Covid restrictions but next year it is planned to return to its regular July date and will take place, all being well, on Saturday 16<sup>th</sup> July 2022

Left: The 1912 AC Sociable driven by John Burgess has tiller-controlled rear-wheel steering



Martyn and Chrissie Powell in their 1935 Hillman Aero Minx

The BBMF Spitfire flypast



Only one motorcycle was active on the hill and that was David Clarke's 1935 150cc BSA



© Peter McFadyen

The 1936 BSA Scout Series 4 of John Pedley heads for Pardon hairpin



© Peter McFadyen



© Peter McFadyen

Vintage Minor Register member John Dorney guides his 1933 MG J2 out of Ettore's Bend

The 1930 Morris Minor Tourer of Jo Langford-Yates rounds Ettore's Bend



© Peter McFadyen



© Peter McFadyen

This Morris 10-6 Cunard Special was a late entry and not listed



Vic Round of the Alvis Owner Club about to take his 1954 Grey Lady TC21/100 up the hill. As always, there were prizes for the best period dress at Pre-War Prescott

© Peter McFadyen



The Alvis centenary parade on the hill with Russell Webster's 1931 12/60 in the foreground

© Peter McFadyen

© Peter McFadyen



Tim Robinson's 1934 Talbot 105 with a full complement of passengers

© Peter McFadyen



The 1955 BMW 502F Cabriolet entered by Benjamin Hargreaves was a rare but welcome post-war exception to the rules

# Historic Rally Festival

Weston Park

21<sup>st</sup>-22<sup>nd</sup> August 2021

By Simon & Janet Wright

With additional

photos

by Syd Wall



Bob Beales in the Volkswagen Type 3 races across the front of Weston Park House

© Syd Wall

### Phil Owen and Lucy Owen-Moczadio in their Subaru Impreza



The Historic Rally Festival was the brainchild of Warner Lewis, Historic Rally Festival Organiser. This was the first

event of its kind in the UK, with the aim of creating a Rally Legends type event in the UK. It was originally scheduled to run in 2020 but got postponed due to the pandemic.

The two day event was a demonstration rally, based in Telford and running a series of stages through Weston Park in Shropshire.

The venue had been used for the RAC Rally many times in the 1980s



© Simon Wright

Saturday saw the eighty car entry in Telford Town Park for live scrutineering with free access for the public, followed by the cars being displayed in the park. From 4pm there was a ceremonial start ramp, where the cars were flagged off by the deputy major.

Sunday morning saw the cars head to Weston Park

Les Parrott Ford Sierra Cosworth 3dr.



Dan Ellmore MG Metro 6R4



Phil Skipp Vauxhall Astra Mk3 lives up to his name!



Robin Hamilton Talbot Sunbeam Lotus



**Ian Hill Opel Manta i200**



© Syd Wall

for a series of historic tarmac stages, including the infamous water splash. After each stages was run, the cars would return to the service area at Telford and then return again to Weston Park, where they would run the

**James Calvert VW Beetle  
1303S**



© Janet Wright

stage in the opposite direction. The eighty car entry consisted of a large selection of iconic rally cars or replicas, ranging from a Volkswagen Type 3 and a VW Beetle right through to Subaru Impreza WRC cars. Although this was only a demonstration event, the drivers all attacked the stages with passion, putting on a great show for the large crowd of spectators attending. There were also additional historic rally cars on display in the spectator area along with a variety of food outlets and trade stands.

© Syd Wall



**John Butterfield Hawk Stratos**

Some of the cars in attendance are either copy or replica cars. By this we mean that a Ford Escort is a Ford Escort but the livery may be a copy of a historically significant Escort as a tribute. Replica cars are like the cars that looked like the Lancia Stratos, which are actually Hawk Stratos cars which look like the original Lancia Stratos externally, but may be very different mechanically,

Harri Toivonen Mitsubishi EVO9 N5



Steve Rockingham Skoda Octavia WRC



© Janet Wright



Gary Mathews Ford Capri Mk1



Warner Lewis Toyota Celica Turbo 4WD



Stephen Chaimberlin  
Mitsubishi Evo4



Chris Skill Ford Fiesta XR2 Mk1 - Ex Roger Clarke

However, they are all competitive rally cars, helping to maintain the history of the sport. With this being a non-competitive event, there were no times taken. Enjoy the photo gallery of cars.

Nigel Hepburn  
Vauxhall  
Chevette HSR



Ryan Ennion Peugeot 306  
Maxi Kit Car



David Watkins Ford Escort RS1600



Mick Strafford Vauxhall Firenza Chevey V8



Mick Covill Fiat Ritmo



Rob Whitehouse Lancia 037





Andy Krinks Audi Quattro A2



Andrew Bowns Lancia Fulvia



Charlie Campbell Darian



John Midgley Toyota Levin



Stuart MacLaren Opel Kadett

Thomas Bradley Morris Mini Clubman



Lee Kedward Mitsubishi Evo 3

Kevin McCarron MG Meastro



Star Driver - Louise Aitkin-Walker  
Peugeot 205 Ex French Works car



Leonard Milner Audi Quattro  
Grp4 V6



Dave Kedward Peugeot  
205T16



Steve Harkness Ford Escort  
Mk2 RS1800



Derek Wilkin VW Golf Mk1



© Janet Wright

Ian Lewin Rothmans Porsche 911



© Syd Wall

Dave Bryan Ford Escort Mk1 Lotus Twin Cam



© Simon Wright



Trevor Hancock Triumph TR7 V8

© Syd Wall

Stuart Ingham Toyota Celica ST205 GT4



© Simon Wright

Shaune Clorley Talbot Sunbeam



© Janet Wright

# New Ford Fiesta



Ford Fiesta Studio Active



**Ford Fiesta Studio Active**

Ford have unveiled the new Fiesta compact hatchback, featuring new bold exterior design and an additional luxury Vignale edition. Also an Electrified powertrain is included in the line-up, a 48 volt EcoBoost Mild Hybrid with a 7-speed Powershift dual-clutch automatic help save fuel and reduce emissions while also improving acceleration. An enhanced technology package includes new Glare-free high beam Matrix LED headlights which can also adapt headlight beam patterns for better visibility in changing conditions. Inside features a 12.3 inch customisable instrument display and a wrong-way alert and Local Hazard information.

The range of Ford Fiesta variants Trend, Titanium, ST-Line and Active models will each benefit from unique styling elements along with an expanded range of exterior

colours, wheel designs and interior finishes. The range is also expanded with the new Vignale pack added to the Titanium, ST-Line and Active personalities with luxury specification..

Ford have also added a new Ford Performance developed Fiesta ST. It has a 10% peak torque boost to 320 Nm. It also has new in-house developed Performance seats and a sporty design Chrystaline Grey front grille. It also has an optional striking Mean Green exterior paint option.

The new Fiesta is built on the proven Ford B-car architecture as used by the Ford Puma compact SUV. It offers both three and five door versions. Exterior changes includes a higher bonnet design combined with larger upper grilles, which now included the Ford blue oval badge in the grille and not on the bonnet. At the rear, the

## Ford Fiesta Studio interior



standard lights gain a black surround and the available LED rear lights have a premium black outer finish. Each Fiesta variant has a unique fascia and grille design alongside signature exterior and interior design elements.

The Trend and Titanium series feature a broad upper grille with strong horizontal strakes and a high gloss chrome surround with distinctive side vents. The Titanium also features upper grille horizontal bars finished in hot-stamped chrome, matched with chrome window surrounds.

The Ford Performance ST Line offers a sportier character and is recognisable by a new upper grille with deeper inset and gloss black honeycomb finish. Wide side vents are finished in body colour and a large lower grille adding to the purposeful appearance.

The SUV-inspired Active version has a more rugged design. A wider upper grille features strong vertical strakes finished in gloss black, with taller and more prominent side vents reflecting the taller crossover stance. The top level Vignale packs for Titanium, ST-Line and Active series have exclusive 17 and 18 inch alloy wheels, premium Sensico seat materials and matte carbon-effect interior decorative elements.

EcoBoost Hybrid models feature a belt-driven integrated starter/generator (IBISG) in place of the standard alternator, enabling recovery and storage of energy







usually lost during braking and coasting to charge a 48 volt Lithium-ion air-cooled battery pack. The BSIG also acts as a motor, integrating with the engine and using the stored energy to provide torque assistance during normal driving and acceleration, as well as running the vehicle's electrical ancillaries. The technology can restart the engine in just 350 milliseconds, enabling the auto Start-Stop system to turn off the engine in scenarios such as when coasting to a stop below 15 mph even when the vehicle is in gear with the clutch pedal depressed, for even greater fuel saving.

The 1.0 litre EcoBoost Hybrid engine with 125PS and 155 PS power outputs, combined with a 6-Speed manual transmission. This gives a WLTP fuel efficiency from 48 mpg and CO2 emissions from 111g/km<sup>2</sup>, which is a 5% improvement over a non-hybrid 125PS 1.0 litre EcoBoost engine, with up to 10% saving in city driving according to Ford data.

The 125 PS EcoBoost Hybrid is also available with a 7-

Speed, Powershift dual-clutch automatic transmission which gives 45.2 mpg fuel consumption and 117 g/kg CVO2 WLTP. The automatic transmission also allows triple downshifts for faster overtaking when drivers require maximum acceleration.

The 1.0 litre EcoBoost engine is offered with 100 PS giving 45.2 mpg and 118 g/km CO2 WLTP. It has high-pressure direct fuel injection and twin independent variable cam timing with an offset crankshaft design for refined operation and is available with a 6-Speed manual transmission.

The Fiesta driving experience can be tailored using selectable Normal, Sport and Eco Drive modes which enables drivers to adjust throttle response, ESC, traction control plus gearshift timings for automatic models.

#### New Technology.

The standard LED headlights incorporate LED low-beam, high-beam and daytime running lights for superior visibility. The high-series Matrix LED headlights can also adapt their beams according to the driving conditions. Manoeuvring light and bad-weather light functions are triggered when the vehicle sensors detect slow speed manoeuvring or the activation of the windscreen wipers and automatically adjust the beam pattern to help the driver see more clearly. The glare-free high beams use a front mounted camera to detect approaching traffic and create a glare free spot within the beam pattern by blocking the rays that would shine in to the eyes of on-coming drivers.

The advanced driver assistance technology includes a Wrong Way alert which uses a windscreen mounted camera in combination with information from the car's navigation system. This provides drivers with an audible and visual warning if they drive through two "No Entry" signs on a motorway slip road.

Also available are Adaptive Cruise Control with Stop & Go



and speed sign recognition. The system can automatically bring the Fiesta to a complete stop and automatically pull-away again in stop-start traffic if the vehicle is equipped with the Powershift automatic transmission.

Other aids include Active Park Assist which can detect a suitable six-meter parking space and control the steering to park hands-free in a nose to tail space and also side by side with other cars, while the driver controls the

accelerator and brakes.

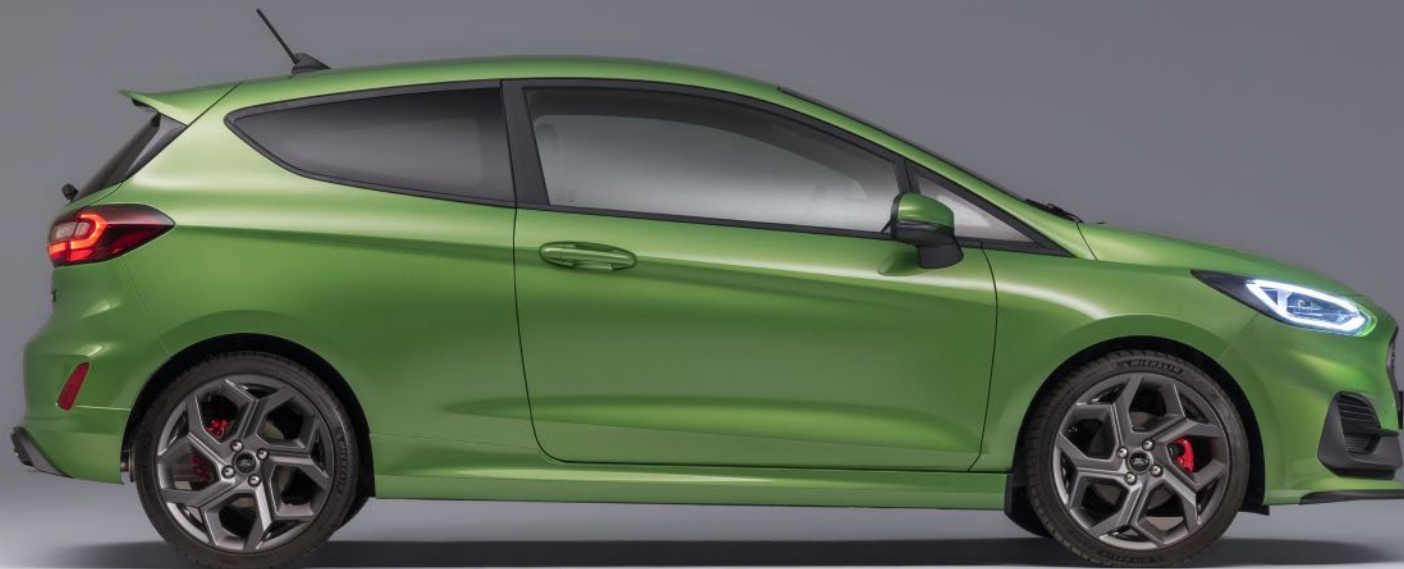
Finally other systems include Blind Spot Information System with Cross Traffic Alert and Active Braking, Lane keeping Aid and Pre-Collision Assist with Active braking.



New **Ford Fiesta ST** high performance hot hatchback has also been revealed, developed by Ford Performance. It features a lower lip spoiler, side skirts, rear hatch spoiler and rear diffuser, all finished in body colour. The standard 17 inch or optional 18 inch alloy wheels feature a dark Magnetite finish. Body colour now includes a bold ST Mean Green.

High Performance seats have been developed with integrated headrest and 14-way adjustment to find the





drivers ultimate driving position. A flat bottomed steering wheel adds to the sporting feel. The ST is fitted with a 1.5 litre EcoBoost engine which produces 200 PS with torque of 320 Nm giving it a top speed of 143 mph and can accelerate from 0-62 mph

in 6.5 seconds. In addition to the normal and Sports drive modes, the ST also features a Track mode instead of the Eco mode. This disables traction control and sets ESC to wide-slip mode for circuit driving.





# HSCC Race meeting

Mallory Park  
19th September 2021.  
By Simon & Janet Wright.

HSCC Historic Formula 3 race and Simon Armer March 703 leads Mike Walker Brabham BT21, Sam Wilson De Sanctis F3 69, Mark Linstone Brabham BT21 and Peter Hamilton Tecno.



Engineering MG Midget & Sprite Challenge races. There was a good entry of seventeen cars, with Paul Sibley taking pole position in his MG Midget. The first start saw carnage as Martin Morris on the second row of the grid, on the right, went to the left, collecting Edward Weston from the front row, with both spinning backwards in to the barrier. Then David Morrison, second row on the left, had no where to go and ended up stuck on top of the bonnet of Weston. The race had to be red flagged to remove the two cars from the track. Morris did manage to drive away but was out of the race. Sibley led away on the second start but the race was stopped again after just four laps with another red flag. The results were called at four laps. Sibley won by just

The Historic Sports Car Club returned to Mallory Park with a two day meeting in the middle of September. The Saturday consisted of races for Formula Ford, Formula Ford 2000, Historic Road Sports and 70s Roadsports & 80s Production. The 70s Road Sports & 80s Production races were won by William Plant in a Morgan Plus 8 and John Williams in a Porsche 911 SC. Both Historic Formula Ford races were won by Tom McArthur in a Titan Mk4. Historic Road Sports was mainly a Lotus Elan affair, the first race won by John Davison in a Lotus Elan S1 and the second race went to Rupert Ashdown in another Lotus Elan S1. Both Classic Formula Ford races were won by Jordan Harrison in a Lola T540E.

Sunday saw a nice mix of races, starting after lunch with the first of two MGCC Lackford

[www.jordanroadsurfacing.co.uk](http://www.jordanroadsurfacing.co.uk)  
 TEL: 01636 679989  
 YOUR ROAD PLANING AND SURFACING REQUIREMENTS NATIONWIDE

Double race winner Paul Sibley MG Midget



© Janet Wright

over seven seconds from a class winning Pippa Cow in an Austin Healey Sprite. Tom Walker was 3rd in his class winning Austin Healey Sprite, right behind Cow as they crossed the line. A little way behind, in 4th was Carl Chadwick in his MG Midget, with Mark Witherspoon right on his rear bumper to claim 5th in his Austin Healey Sprite Mk1 6th place went to the MG Midget of Philip Stader. The final class winner was Edwin Driver in 10th place in his



Double class winner Tom Walker Austin Healey Sprite

MG Midget. The second race grid started in finishing order from the first race. Sibley again lead from start to finish. After eighteen laps he was over eleven seconds ahead of Martin Morris in another MG Midget. Pippa Cow took a second class win in 3rd, with Walker also completing a double class win in 4th. In 5th place was Edward Weston in a MG Midget, while Witherspoon was 6th. Driver took his second class win of the day in 12th.

Double class winner Pippa Cow Austin Healey Sprite



© Simon Wright



© Janet Wright

Double class winner Edwin Driver MG Midget



Andrew Caldwell MG Midget 6<sup>th</sup> in class first race ahead of Hugh Simpson DNF



Carl Chadwick MG Midget was 2<sup>nd</sup> in class in the first race and crashed out of the second

© Simon Wright



Edward Weston MG Midget was 3<sup>rd</sup> in class in the second race, ahead of Edward Easton Austin Healey Sprite 4<sup>th</sup> in class in second race

© Simon Wright



© Janet Wright

Ian Birgin Austin Healey Sprite Mk1 DNF second race



Barney Collinson MG Midget 5<sup>th</sup> in class in second race.

© Simon Wright



Class winner Tom Walker Austin Healey Sprite

© Simon Wright



Philip Stader MG Midget leads Mike Henney Austin Healey Sprite from the hairpin

© Simon Wright



© Janet Wright

Mark Witherspoon Austin Healey Sprite Mk1 2<sup>nd</sup> in class in second race

TRACKSIDE ADVERTISING AVAILABLE  
FOR THE 2021 SEASON  
CALL 01455 502214 FOR MORE DETAILS

MALLORY PARK

Jeremey Timms Chevron  
B15 won both F3 races



The Historic Formula 3 had a great, sixteen car, entry for their two races. Sam Wilson claimed pole position in his De Sanctis F3 69, but was beaten off the line by Ian Bankhurst in an Alexis Mk8, who lead for the first couple of laps. Wilson then took the lead but retired on lap four. This gave the lead to Jeremy Thimms in a Chevron B15, who then led the rest of the race. He won by just over two

Ian Bankhurst Alexis Mk8 was 2<sup>nd</sup> in both races.



Steve Seaman Brabham  
BT21 was 3<sup>rd</sup> overall in  
first race.



seconds from Bankhurst, who was followed over the line by Steve Seaman, driving a Brabham BT21 in 3rd. The March 703 of Simon Armer took 4th , with Andrew Tart in a Merlyn Mk9 in 5th and 6th place went to Keith Messer in a Vesey Ford. Andrew Thorpe in a Lotus 31 was the only finisher in class A, down in 15th. The second race saw Seaman on pole position, but he did not start the race. Bankhurst led the first lap before Timms put the Chevron in front and stayed there until the end. There was a battle for 2nd place between Bankhurst and Wilson, until Wilson retired on lap fourteen. So Timms won by nearly ten seconds from Bankhurst in 2nd. Mike Walker in a Brabham BT21 took 3rd place, right behind Bankhurst at the line. In 4th place was another Brabham BT21 of Mark Linstone, while the unusual Tecno of Peter Hamilton was 5th. Rounding out the top 6 was Armer in the March 703. Again Thorpe was the only finisher in Class A in 10th.







Mike Walker Brabham BT21 3<sup>rd</sup> race two

© Simon Wright



Pole man Sam Wilson De Danctis F3 69 DNF race 1

© Simon Wright



© Janet Wright

Gil Duffy Brabham BT21B 7<sup>th</sup> race two



Tony Wallen Lotus 59A 13<sup>th</sup> race one

© Simon Wright



Peter Hamilton Tecno 9<sup>th</sup> Race one.

© Janet Wright



© Simon Wright

Paul Booth Brabham BT21 11<sup>th</sup> in first race



Keith Messer Vesey Ford 6<sup>th</sup> in first race

© Janet Wright



© Simon Wright

Mark Linstone Brabham BT21 6<sup>th</sup> in first race.



**Doble race winner Murray Shepherd Van Diemen RF82**

Historic Formula Ford 2000 had their first race on Saturday. It saw a battle between pole man Benn Simms in a Reynard SF77 and Murray Shepherd Van Diemen RF82, until Simms retired on lap fifteen. Shepherd, who had led most of the race, took the win by over twelve seconds from Ian Pearson in a Royale RP30, with both drivers winning their respective classes. In 3rd overall was Graham Ridgway in a Reynard SF78. The other two class winners in the race were 8th placed Fraser Collins in a Lola T580 and 17th placed John Stapleton in a Tui BH2. The Formula Ford 2000 were the only series carrying over to have their second race on Sunday. Starting from pole



**Class winner Benn Simms Reynard SF77 2<sup>nd</sup> overall second race.**

**Double class winner John Stapleton Tui BH2 ahead of Geoff O'Nion Reynard SF77 10<sup>th</sup> in class first race.**



position was Shepherd but it was Pearson who made the most of his front row starting position, to lead the first fifteen laps from Shepherd. Benn Simms had started near



**Class winner Ian Pearson Royale RP30 2<sup>nd</sup> overall first race.**

the back of the grid, but had soon worked his way up to 3rd. Then with just four laps to go, Pearson dropped to 4th and Shepherd took over the lead, which he held, to take his second win of the weekend. Simms was right with him at the flag, just 0.213 of a second behind in 2nd and taking a class win. In 3rd place was Ben Glasswell in another Reynard SF77, while Ridgway took 4th and Pearson 6th. Splitting them in 5th was Nathaniel Cooper in a Royale RP27. The only other class winner in this race was Stapleton in the Tui in 17th place.



Fraser Collins Lola T580 Class winner in second race 8<sup>th</sup> overall.



Geoff O’Nion Reynard SF77 10<sup>th</sup> in class in first race.



Jennifer Ridgway Reynard SF78 6<sup>th</sup> in class, first race.



Stephen Glasswell Reynard SF79 4<sup>th</sup> in class first race, leads Andy Lancaster Pilbeam MP52 2<sup>nd</sup> in class first race.



John Moore Delta T80 DNF first race.



Alan Gape Royale RP27 13<sup>th</sup> in class first race.



Adrian Langridge Crossle 41F DNF first race



Graham Ridgway Reynard SF78 3<sup>rd</sup> in class first race ahead of Stephen Glasswell Reynard SF79 4<sup>th</sup> in class first race



**First race winner Mike Gardiner Ford Lotus Cortina**

The Historic Touring Cars had a relatively small entry of just eleven cars. But what it lacked in quantity, it made up for in variety. In wet qualifying, Roger Godfrey put his Austin Mini Cooper S on pole position with Steve Platts joining him on the front row in his Singer Chamois. The race started in sunny and dry conditions, so Mike Gardiner used the extra power of his Ford Lotus Cortina Mk1 to power through from the second row of the grid to lead the sixteen lap race from start to finish. Neil Wood literally followed him through from the third row of the grid in his

**Steve Platts Singer Chamois  
Class winner and 3<sup>rd</sup> overall  
first race**



© Janet Wright



**Eric Walker Ford Anglia, class winner in both races**

Ford Anglia 105E, and was just behind the Cortina for the entire race, finishing just 0.283 of a second behind at the flag. Godfrey in the Mini had managed to hold on to 3<sup>rd</sup> for the first lap, but then Platts in the Imp got through and they battled until Godfrey retired on lap twelve. So Platts took 3<sup>rd</sup> and a class win in the Singer Chamois. Some way behind was Robin Ellis in his BMW 1800 Ti in 4<sup>th</sup>,



© Simon Wright

**Paul Wallis Alfa Romeo Giulia Sprint GT, class  
winner in both races and 3<sup>rd</sup> overall second race.**

winning class K2. In 5th was another class winner, Paul Wallis in the Alfa Romeo Giulia Sprint GT. Completing the top six was Mike Stephenson in another Ford Lotus Cortina, the first lapped finisher. The final two class winners in this race were 7th placed Eric Walker in a Ford Angle and 8th placed Tim Brookes in an Austin Mini Cooper S.

© Janet Wright



Race two winner Neil Wood Ford Anglia 105E

The second race grid order was the finishing order of the first race, with Gardiner on pole position, but he did not start the race. This left Wood on the front row in the Ford

Anglia. He led away from the start and slowly increased his lead over Ellis in the BMW 1800 Ti, who got involved in a battle with Platts in his Singer Chamois. They both took turns on holding 2nd place until Platts retired after seven laps., but at the flag it was Ellis in 2nd, over seventeen seconds behind Wood, the winner in the Ford Anglia. The first two also won their respective classes. Wallis took a second class victory of the day in 3rd in his Alfa Romeo. Stephenson took 4th in his Ford Lotus Cortina. Harry Barton took 5th in a BMW 1800Ti, while Walker, 6th, and Brook 7th, both took second class victories of the day.



Robin Ellis BMW 1800Ti class winner in both races

© Simon Wright



Tim Brook Austin Mini Cooper S class winner in both races.

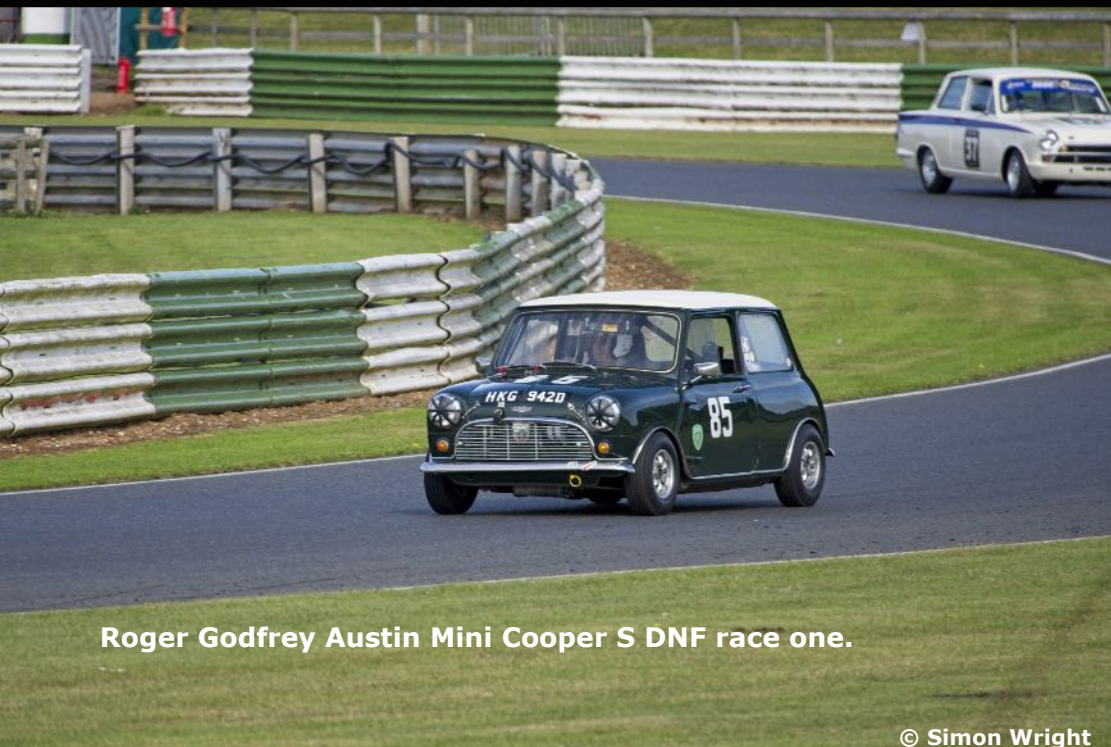


Geoff Mackrill Triumph Vitesse 2<sup>nd</sup> in class, 19<sup>th</sup> overall first race.

© Simon Wright



Harry Barton BMW 1800Ti 3<sup>rd</sup> in class, 9<sup>th</sup> overall first race



Roger Godfrey Austin Mini Cooper S DNF race one.

© Simon Wright



Mike Stephenson Ford Lotus Cortina 2<sup>nd</sup> in class, 6<sup>th</sup> overall first race.

© Janet Wright



Winner of both races Mark Charteris Mallock Mk20/21

The HSCC Classic Clubmans 1965-80 Championship also had two races on Sunday. The entire ten car grid consisted on Mallock cars of various vintage. Mark Charteris claimed pole position for the first race in his Mallock Mk20/21 on a damp track. Unfortunately Tom Eustace in his Mk18 did not start the race. Charteris was the class of the field, leading from Start to finish in the twenty lap race. He was chased all the way by John Harrison in his Mk21, but he was never able to challenge



Spencer McCarthy Mallock Mk20B/21 3<sup>rd</sup> in first race

for the lead and was over twenty eight seconds behind at the finish. The rest of the field were lapped at least once. Spencer McCarthy was 3<sup>rd</sup> in a Mk20/21, while Class



David Facer Mallock Mk16 class winner in both races

winner Dave Facer in a Mallock Mk 16 was 4<sup>th</sup>, two laps down at the flag. Tom Muirhead (Mk18F) and Stephen Littler (Mk18B) completed the top 6, both two laps behind the winner. The second race completed the days racing and was a repeat of the first race. This time Charteris won by over thirty Two seconds from Harrison. Facer again won class B, but this time was 3<sup>rd</sup>, two laps down on the winner. Muirhead and Littler were 4<sup>th</sup> and 5<sup>th</sup>, two laps down, while Paul Marshall in a Mk18B took 6<sup>th</sup> place, also two laps down.

Brian Hunter Mallock Mk16 5<sup>th</sup> in class, 8<sup>th</sup> overall first race



© Simon Wright

Tom Muirhead Mallock U2 Mk 18F 2<sup>nd</sup> in class 4<sup>th</sup> overall second race



© Simon Wright

© Janet Wright



Tom Eustace Mallock Mk18 Did Not Start

© Simon Wright



Paul Marshall Mallock Mk 18B 6<sup>h</sup> overall in second race 4<sup>th</sup> in class

© Janet Wright

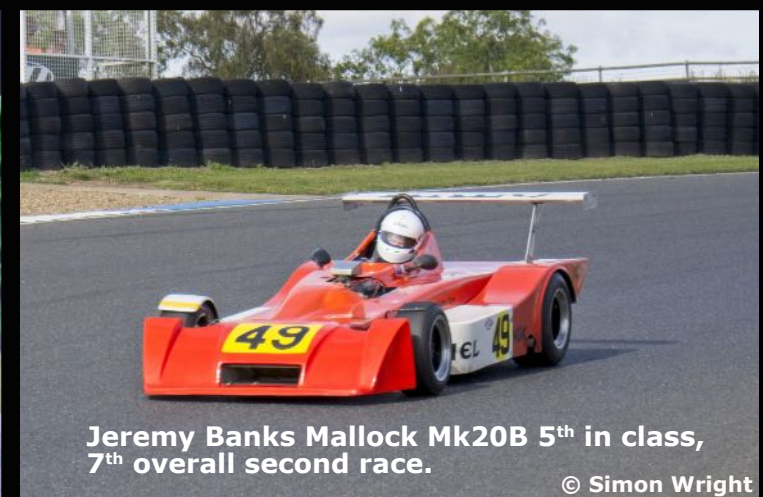


John Harrison Mallock Mk21 2<sup>nd</sup> in both races.

© Janet Wright



Stephen Littler Mallock Mk18B 3<sup>rd</sup> in class, 5<sup>th</sup> overall in second race.



Jeremy Banks Mallock Mk20B 5<sup>th</sup> in class, 7<sup>th</sup> overall second race.

© Simon Wright



# Archive Photo of the Month.

By Pete Austin

It's good to see the McLaren team doing so well in recent Grand Prix. Bruce McLaren is shown here in the McLaren M7A before practice during the 1968 British Grand Prix meeting at Brands Hatch. Looks like Teddy Mayer fixing the number on the car. How things change! Having already won the Belgian Grand Prix McLaren would finish 7th at Brands with team mate Denny Hulme ending up in fourth place.





**Salon Privé**  
Blenheim Palace,  
1st-5th September 2021.  
By Simon & Janet Wright.

1955 Pegaso Z-102B Coupé by Saoutchik.



© Simon Wright

The 16th edition of Salon Privé Concours d'Elegance took place between Wednesday 1st September and Sunday 5th September 2021 at Blenheim Palace in Oxfordshire. Based on similar events held in America and Italy, it is one of the most prestigious car events in the UK. It brings together some of the Worlds rarest and most exotic cars, displayed on the lawns of Blenheim Palace.



© Janet Wright

Saturday was given over to the premium marque car clubs competing for the Salon Privé Club Trophy presented by Lockton. Various awards were given to a car from each of the owners' clubs, with the main trophy, the Lockton Club Trophy, went to a 1953 Rolls Royce Silver Wraith. Also there were a number of significant anniversaries being celebrated, including 50 years for the Lamborghini Countach, the Ferrari 365 GT/4 BB and the Maserati Bora.



Ferrari Testarossa

© Simon Wright

Even before you enter the show, the entrance drive is lined with supercars, more impressive than many car shows which take place around the country. As you walk down the main drive towards Blenheim Palace, you pass many Ferrari, Lamborghini and Porsche sports cars, with some models going back several years.



© Simon Wright



Lamborghini Miura

© Janet Wright



© Janet Wright

Ferrari



Peugeot, Richard Burns Tribute

Once through the entrance gate, you were greeted with an impressive line up of rally cars celebrating the 20<sup>th</sup> anniversary of Richard Burns World Rally Championship success, the first Englishman to win the title, and also a tribute to the other British World Rally Champion Colin McRae. Various Subaru models were included as both drivers won their title in a Prodrive Subaru during they



Subaru Colin McRae tribute

© Janet Wright

careers. Burns also drove for Peugeot while Ford were represented on the Colin McRae side. On the Sunday of the event, the public day, there was also an action display of original World rally Championship cars being driven on a short course in the grounds.



Subaru WRC  
Richard Burns

© Simon Wright



Ford Focus  
Colin McRae

© Janet Wright



© Simon Wright



© Janet Wright

Motorsport was also represented with some iconic sports racing cars. Among the special guests was Derek Bell,



© Simon Wright

and there was a tribute display including the Rothmans Porsche 962C which he drove to victory in the 1987 24 hours of Le Mans race with Hans Joachim Stuck and Al Holbert. The red and yellow Shell/Dunlop Porsche 962C finished 2<sup>nd</sup> at the 1988 24 Hours of Le Mans driven by Derek

Bell with Hans-Joachim Stuck and Klaus Ludwig.

Porsche's biggest rival at Le Mans has always been Ferrari and one of the most iconic from the 1960s was the Ferrari 250 GTO. British privateer David Piper drove the Green and Yellow Ferrari 250 GTO on display and he also attended the show and was re-united with his former racer. He raced a 250 GTO between 1962 and 1964. His best result in the Ferrari 250 GTO was winning the 9 Hours of Kyalami, in South Africa, in 1962 and 1963 sharing the car with Johnstone in 1962 and Maggs in 1963.



© Janet Wright



# RED Collection

Ferrari 250 GTO



A central feature was the Red Collection, located on the historic Blenheim Palace cricket pitch. A stunning collection of red cars. The centre piece was a Ferrari 250 GTO, chassis 4399 GT, which had been rebooted by the factory ahead of the 1964 season, using the updated Series 2 body style. The Ferrari 250 GTO is an icon of classic sports car racing in the 1960s. The front engine, V12 powered sports car won the FIA International GT Championship for 3 years in a row from 1962 to 1964. There were two of the thirty six cars built at Salon Privé this year. Circling around the Ferrari were a collection of



Amilcar C6

© Janet Wright

stunning red cars, the oldest being the 1927 Amilcar C6, The C6 was a production version of the successful 1925 six cylinder race car. It had an 1100cc supercharged engine, with a DOHC design. It had a claimed top speed of 102 mph.

Last years Best In Show, the 1931 Alfa Romeo 8C 2300 Monza Spider was also in the collection. The model won Le Mans in 1931 and 1934. Also a version of the car was also successful in the 1931 Italian Grand Prix taking 1<sup>st</sup> and 2<sup>nd</sup> place with Nuvolari/Camari and Borzacchini/Minoia driving. The collection also included more modern cars such as the only original red McLaren F1 in the World.



Alfa Romeo 8C Zagato

© Simon Wright



McLaren F1

© Simon Wright





**Pagani Zonda F Clubsport**

© Simon Wright



**Ferrari 275 GTB  
Competizione Clienti**

© Janet Wright

The 2009 Pagani Zonda F Clubsport and the 2019 Pagani Huayra Roadster with their distinctive rear central exhaust system.

The original Zonda was launched in 1999 and was produced over an eighteen year life cycle. The F Clubsport used a 7.3 litre AMG built Mercedes 7.3 litre engine which produced 641 bhp. It was connected to a 6-Speed manual gearbox, without the paddle shift system used in later cars



**2019 Pagani Huayra Roadster**

© Simon Wright

Another was the Ferrari 275 GTB Competition Clienti, one of only 10 built, making it one of the manufacturers rarest and most sought after models. It was a replacement for the mid-engined Ferrari 250 LM, which was banned from the GT sports car category in 1965. The Competizione Cliente version remained close to the standard model, but had an alloy body, with a lighter tubular chassis and a more powerful V12 engine with six Weber carburetors.



**Porsche 904 Carrera GTS**

© Simon Wright



**Maserati 250S**

© Janet Wright



**Ferrari F40**

© Simon Wright



**Ferrari 166 MM**

© Janet Wright



**Mercedes 300SL Gullwing**

© Simon Wright

# Concours



**Best in Show  
& Class D winner  
Mercedes-Benz 540K  
Cabriolet A Sindelfingen.**



**Best in Show Runner-up & Class I winner Post War Closed (European) Alfa Romeo 6C 2500 SS Villa d'Este Coupe by Touring**



© Janet Wright

**Best in Show 3rd & Class M 60 years of the Jaguar E-Type winner Jaguar E-Type Lightweight 'The Lindner Low Drag'**



**Class D Pre-war Tourers Runners up 1929 Mercedes Benz 680 S Open Tourer Gangloff**

© Simon Wright

The Best of Show in Concours d'Elegance went to a 1938 Mercedes Benz 540 K Cabriolet. This was in the keenly contested Pre-War Tourers class. Other class winners were the very first Triumph Motorcycle, the low-drag lightweight Jaguar E-Type that was raced in period by Peter Linder and Peter Nöcker, an original ex-Ford France GT40 and a restored SS 100 3 1/2 litre.

The esteemed panel of automotive design judges gave the Churchill Cup for most exceptional design to a 1972 De Tomaso Mangusta.

Two awards went to an Aston Martin DB2 that competed on the 1956 Monte Carlo Rally, the Preservation Award and People's Choice.

Event host, the Duke of Marlborough, selected his favourite on both 2 and 4 wheels. He presented the Car award to a 1949 Bentley MkVI Light Touring saloon by Hooper & Co, owned by Mr Yohan Poonwalla, while the motorcycle award went to the 1901 Triumph Mineva motor cycle.

# Class Winners



**Class C Early Pioneers**  
1904 Cadillac 8 14 hp  
Model B Rear  
Entrance Tonneau

© Simon Wright

# Runners-up



**Class C Early Pioneers Runners up** 1915 Ford Model T



© Janet Wright

**Class E Pre-War Sports** 1938 winner SS 100 3 1/2 litre Roadster



© Simon Wright

**Class E Pre-war Sports Runners Up** 1927 Bentley 3 litre Vanden Plas 'Le Mans'



**Class F - Fit for a King winner 1937 Rolls Royce Phantom III Sedanca de Ville by Arthur Mulliner**



**Class F Fit for a King Runners Up 1979 Rolls Royce Phantom VI Limousine by H.J. Mulliner Park Ward**



**Class G Racing Greats winner 1965 Ford GT40 Mk1**



**Class G Racing Greats Runners Up 1955 Ferrari 750 Monza Spider**



**Class H Post War Open winner  
1953 Aston Martin DB2  
Drophead Coupe**

© Janet Wright



**Class H Post War Open Runners Up - 1951 Delahaye 235 Cabriolet by  
Figoni & Falaschi**

© Simon Wright



**Class J Post War Closed (British) winner 1954 Austin Healey  
1004 BN1 Coupe by D'Ieteren Freres**

© Simon Wright



**Class J Post War closed  
(British) Runners Up 1965  
Aston Martin DB5 FHC**

© Simon Wright



**Class K Post War Tourers winner 1946 Tatra T87  
Aerodynamic Saloon**

© Simon Wright



**Class K Post War  
Tourers Runners Up  
1953 Mercedes Benz  
300 S Cabriolet A  
Sindelfingen**

© Simon Wright



**Class L Pininfarina Design winner 1963 Alfa Romeo Giulia  
1600 Spider 101 Series**

© Janet Wright



**Class L Pininfarina Design Runners Up  
1967 Ferrari 330 GTS**

© Janet Wright



**Class N Low Slung Sports  
winner & Churchill Cup for  
most Exceptional design  
winner 1972 De Tomaso  
Mangusta by Ghia**

© Simon Wright



**Class N Low-slung sports  
Runners Up 1969 Maserati  
Ghibli 4.7 Coupe by Ghia**

© Simon Wright



**Class I Post war closed (European) Runners Up 1950 Ferrari  
195 Inter Ghia Coupe**

© Janet Wright



**Class O Classics of the Future Runners Up 1998 Aston Martin  
Project Vantage**

© Janet Wright





**Bikes Class B  
Exceptional  
Motorcycles  
winner 1975  
MV Augusta  
750 Sport**

© Janet Wright



**Bikes Class B  
Exceptional  
Motorcycles  
Runner  
up 1973 Rickman-  
Metisse Cafe Racer**

© Janet Wright



**Honorary Awards Best Interior 1947 Bentley  
Mark VI Cabriolet by Franay copy**

© Simon Wright



**Honorary Awards Most Elegant 1965 Ferrari  
275 GT**

© Simon Wright



**Honorary Awards Most Iconic 1966 Jaguar E-Type 4.2 GT  
FHC copy**

© Simon Wright



Honorary Awards Chairman's award 1951 Jaguar XK120 Roadster



Honorary Awards Coup de coeur 1937 Talbot Lago T15 Cab by Worblaufen



Honorary Awards Duke of Marlborough Award 1949 Bentley Mark VI Light Touring Saloon by Hooper & Co



Honorary Awards Duke of Marlborough Award (Bike) 1901 Triumph Minerva



Honorary Awards Most Exceptional Coachwork 1927 Rolls Royce 20 hp Tourer by Barker

© Janet Wright



Honorary Awards Most Opulent 1931 Bentley 8 Litre Park Ward Four-Door Sports saloon

© Janet Wright



Honorary Awards Spirit Award 1903 Panhard et Levassor 80hp

© Simon Wright



People's choice 1955 Aston Martin DB2 Monte Carlo Rally car

© Simon Wright

**Class M 60  
Years of  
the Jaguar  
E-Type  
Runners  
Up 1961  
Jaguar E-  
Type 3.8  
Open**



© Janet Wright

A display of the Jaguar E-Type, to celebrate its 60th anniversary was an impressive line-up. Also hidden away in the line-up was the Eagle Speedster, a modern re-creation of the iconic Jaguar. Externally it looks almost identical to the original E-Type roadster, but under the bonnet it has a 4.7 litre straight six engine, producing 330bhp, and features revised suspension and brakes .



**Eagle Speedster**

© Janet Wright



**1958 Bristol 406 S  
'Prototype'**

© Simon Wright



**1949 Ferrari 166 Inter Berlinetta Touring**

© Simon Wright

## New Cars at Salon Privé

The event is also used to launch new and exotic cars or show new models for the first time in the UK. Many significant manufacturers such as Rolls Royce, Aston Martin and McLaren all used the show to display new models. There were also displays from smaller Hypercar manufacturers such as Pininfarina and Hispano Suiza.



© Simon Wright

The striking McMurtry Automotive Experimental Electric McMurtry Spéirling, engineered and built in Britain. This single seat electric prototype looked like the Batmobile. Built in Gloucestershire, the car is the ultimate no-rules track day car and was demonstrated at this years Goodwood Festival of Speed by multiple Le Mans winner Derek Bell and British Hill Climb Champion Alex Summers. The car features the ground-breaking McMurtry downforce-on-demand system that uses over 80hp of fan power to create downforce that is independent of vehicle speed. It is powered by the McMurtry E-axle giving it 1hp:1kg power to weight ratio, with rear wheel drive setup.

The chassis is a full carbon monocoque with integrated battery, carbon crash structures and carbon bodywork. It will fit a driver up to 6 foot 7 inches tall. It has multi link suspension with active ride height control with carbon brakes. The battery capacity is 60 kWh giving it a track driving range of between 30 and 60 minutes, which is estimated at a WLTP range of 350 miles. It has a charge rate of 600 kW peak for pit stop quick charge. Weighing in at under 1 tonne, it has a top speed of over 200 mph and an estimated 0-186 mph (300 kph) in under 9 seconds. If this is the future of motorsport it certainly looks exciting.



© Janet Wright



© Simon Wright



© Simon Wright

This new vehicle is a tribute to an iconic car of the past. The **Kimera Evo37** is a recreation of the iconic Lancia 037 which won the 1983 World rally Championship, beating the mighty Audi Quattro, and became the last two wheel drive car to win the World rally Championship. The new Kimera Evo 037 has a price tag of around £414,000 and is produced in Italy by former World Rally driver Luca Betti. Chassis development has been aided by double World Rally champion Miki Biasion and engine development has seen Claudio Lombardi involved. He ran Lancia's powertrain development back in the day. It has a four cylinder 2.1 litre engine. It has an electric driven Volumex supercharger for improved low-end performance and has a turbo to boost performance. The original Lancia 037 developed around 200 bhp, the Kimera Evo37 produces 500bhp.

The new car features a steel monocoque with added tubular structure to the front and rear, which improves torsional rigidity. Suspension is forged double wishbone with dual Öhlins dampers on the rear, with a more compact coilover setup on the front. Brembo supply the brakes. The body panels are made of carbon fibre, the original Lancia had Kevlar panels.

The plan is to build just 37. It is possible to have the car with a paddle-shift automatic transmission, but the first 20 sold all had a six-speed manual Graiano transmission.



© Janet Wright

McLaren had on the centre-piece of their display the **McLaren XP7W Prototype vehicle**. This is the **McLaren Elva** with a front windscreen. The original McLaren Elva has a 'virtual' windscreen for the true open air driving experience. The Elva is powered by a 4 litre, twin-turbo V8 engine which develops over 800 bhp, and a 7-Speed seamless shift transmission system.



© Janet Wright



© Simon Wright



© Janet Wright



New car from old name. Making its official UK debut at Salon Privé, the **Hispano Suiza Carmen** is a super sporty electric Hyperlux inspired by

*Hispano Suiza*

one of Hispano Suiza's iconic 1930s designs, the Dubonnet Xenia. The new and improved version of the Xenia was launch by André Dubonnet in 1938 with more power and more aerodynamic bodywork. It had sliding doors an enveloping windscreen and futuristic lines.

The company was founded in Barcelona, Spain in 1904 by Damian Mateu and Marc Birkigt. The new Carmen is the modern representation of



how the brand has evolved. The new car is inspired by Carmen Mateu (1936-2018) the granddaughter of the companies founder, and mother of the



president. The Carman script featured on the cart is a direct representation of her signature. The Spanish Hispano Suiza Carmen is a pioneer in the new 'Hyperlux' market, which combines hypercar performance with exquisite luxury. The fully electric vehicle has a power output of 760 kW, equivalent to 1019 hp. This gives it a top speed of 155 mph (250 km/h), with a 0-62 mph time of 2.6 seconds.



© Simon Wright



© Simon Wright

Celebrating its 95<sup>th</sup> anniversary in 2021, Italian coach-builder Carrozzeria Touring Superleggera has given a World Premiere unveiling to its first mid-engine car project at Salon Privé. The 2 seater rear central engine **Arese RH95** is based on the chassis of a Ferrari 488 GTB. It also retains the Ferrari powertrain, using the 488 GTB's 3.9 litre twin-turbocharged V8 engine which produces 670 hp. It is connected to a 7 F1 DCT automatic transmission which drives the rear wheels. This gives the car a top speed of around 205 mph and a 0-62 mph acceleration time of 3.0 seconds.

The car features a grille and front air nostril treatment derived from the AERO 3 with aluminium design accents running down the side and scissor-style doors. The entire body is made of carbon fibre, which gives benefits in terms of weight and strength. The car features a dorsal scoop which is both bold and functional, optimising forced air circulation in the engine compartment. Each car will be



© Simon Wright



© Janet Wright

hand-built by craftsmen who will spend 5,000 hours on each car, constructed to the customer's specific requirements. Thus ensuring a high degree of personalisation, each Arese RH95 will be unique. Only 18 will be built.

The name is taken from the road just outside Milan where the factory is based - Via per Arese, while the 95 represents the years that the company has existed.



© Janet Wright





© Simon Wright

Another Italian all electric Hypercar is the **Estrema Fulminea** from Automobili Estrema. This is a limited edition four wheel drive all electric hypercar which is expected to be available in 2023. Using the latest technology from motorsport, the Fulminea has all the characteristics of a racing car with cutting edge technology using high-performance materials.



© Simon Wright

It is powered by four electric motors operating from a 100 kWh battery producing 1.5 MW, equivalent to 2040 hp. This gives it a range of 325 miles with a claimed acceleration time of less than 10 seconds from 0 to 200 mph. It also uses HPC DC Charging system which goes from 10% to 80% in less than 15 minutes. The body is made from carbon fibre and the car features



© Janet Wright

some innovative features. The front light cluster uses integrated LED/Laser technology headlights. The third rear brake light is enclosed in the transparent shark fin shaped detail. The rear view mirrors have been replaced for integrated cameras located on both outer sides of the mudguards. These cameras also rotate during parking manoeuvres. Finally, the opening handles have been integrated in to the vehicles structure, allowing opening and closing through an invisible innovative touch system, only known by the car owner, giving the highest level of security.



© Simon Wright

Keeping with the Italian theme, luxury Italian carmaker Automobili Pininfarina gave the UK debut to the Battista Anniversario. This striking all-electric Hyper GT is the most powerful road-legal car ever to come out of Italy. With four electric motors, one at each wheel, it has a combined output of 1873 bhp and can go from 0-186 mph in only 12 seconds.

It features a carbon fibre monocoque with a carbon fibre and aluminium rear subframe, plus carbon-ceramic



© Simon Wright



© Janet Wright

brakes. The limited Anniversario has three heritage-inspired signature colours - Bianco Sestriere, Iconica Blue and Grigio Antonelliano, and the complex paint scheme takes three weeks to finish by hand. The Anniversario also features the Furiosa aerodynamic package, which includes a revised carbon fibre front splitter, side blades and a rear diffuser for extra downforce and improved high-speed stability.

Only 150 of the Battista will be built and with a vast range of



© Simon Wright

exterior and interior options, each car will be unique. The most exclusive Battista of all will be the Anniversario. Only five of the Anniversario will be made Worldwide, and they are already all reserved, and will be delivered next year.



© Simon Wright

### Kangaroo by GFG Style.

Owned by Italian designer Giorgio Giugiaro, GFG Style showed the Kangaroo at Salon Privé. This concept is a fully electric sports car with gullwing doors and all-wheel steering. The two seater sports car is powered by two 180 kW electric motors and run from a 90 kWh battery.



© Simon Wright

This gives the car a range of over 280 miles. The carbon fibre body helps keep the weight low and it has a performance of 0-62 mph in 3.8 seconds and a top speed of 155 mph.



Bugatti Chiron Super Sport

© Janet Wright



Aston Martin v12 Speedster

© Janet Wright

# VSCC Hill Climb.

Loton Park, Shropshire,  
11<sup>th</sup>-12<sup>th</sup> September 2021.  
By Peter McFadyen



**Paul Richardson set FTD on Saturday in Roland Duce's ERA**

A spirited drive in his Frazer Nash Super Sports brought Patrick Blakeney-Edwards the award for FTD on Sunday. The previous day he had also won his class with the same car

© Peter McFadyen

© Peter McFadyen



**VSCC Loton Park Hill Climbs**

The Vintage Sports Car Club organised two rounds of its 2021 Speed Championship at Loton Park in Shropshire over the weekend of 11<sup>th</sup> and 12<sup>th</sup> September with a full entry for both days. Despite many of the entries being the same on both days, there were different winners of the main awards each time.

© Peter McFadyen

Autumn colours beginning to appear as Mark Rosten-Edwards (GN 11.9 'Annie') speeds past on his way to recording the fastest time in his class by a standard vintage car



Andrew Wilson (Frazer Nash Norris Special)

Colin Wolstenholme's Riley Racing MPH was second in class on both days



© Peter McFadyen

On Saturday, Paul Richardson gave Roland Duce's 'new' 2-litre supercharged ERA a superb victory on its very first competition outing recording a time of 65.59 seconds over the 1475 yard course in Sir Michael Leighton's attractive

© Peter McFadyen



David Pryke (Frazer Nash Shelsley) was second overall in class to the winning ERA on Sunday having won the class on handicap on the previous day.



James Baxter shared the driving of this 4 litre 1929 Chrysler 75 with Ian Balmforth in Sunday's hill climb

© Peter McFadyen

**Jon Giles (Morgan GN Salome) heads onto Cedar 'Straight**



**Dick Wilkinson (Alvis Silver Eagle Sports) set a personal best time at Loton and was fastest standard vintage in his class**

deer park setting. The following day he squeezed another 0.15 sec off this time but not before Patrick Blakeney-Edwards, driving his modified sports car, a 1496cc Frazer Nash Super Sports, had climbed a fraction faster to snatch FTD in a time of 65.38 seconds.



**Stuart Roper-Marshall's Austin 7 Special lifts a wheel as he presses on through the fast right/left at Keeper's**

**Mike Miles' Napier Type 75 lets out a puff of smoke on the approach to Triangle.**



Among the cars dating from the Vintage period, i.e. before 1931, there were also different winners each day, Dougal Cawley's Ford-engined GN nicknamed 'Piglet' being the fastest on Saturday and John Giles's Morgan/GN 'Salome' taking the honours on Sunday. The young drivers' award went to Harry Painter (MG PA) on the first day and Jack

© Peter McFadyen

**Geoff Smith won the Edwardian Cars class on both days with his 1918 Piccard-Pictet Special which is powered by a 9 litre Sturtevant aero engine**



**Greg Lerigo and his Riley Special again proved unbeatable in the class for Special Sports Cars, 1101-1500cc**

Bond (Alvis Silver Eagle Special) on Sunday. One of the strangest awards and one which can only really be won by chance is the Tidd and Ingham Award which goes to the driver putting in the fastest of the ten slowest times recorded and it went to Allen Clear driving his Riley Brooklands.



© Peter McFadyen

**Duncan Cartwright (Riley Ulster Imp) winner of the Standard & Modified Sports Car 751-1500cc class on Sunday**



First overall and first vintage in the class for Pre-1941 Racing Cars up to 1100cc on both days was Winston Teague's record of success in the Wasp Single Seater

© Peter McFadyen



Kate Burke won her class on handicap in this Frazer Nash TT Replica

© Peter McFadyen



John Guyatt (Talbot Lago T150C) was a class winner both days

© Peter McFadyen



© Peter McFadyen

Noel Runnels-Moss in the Vauxhall 30-98 Velox he shared with Jamie Quartermaine



Spectators point their cameras at James Collins (Hudson Super Six) as he rounds Museum bend near the finish

© Peter McFadyen

© Peter McFadyen



William Irving (1930 Alvis 12/50) was second overall and first vintage in the class for 1501-3000cc Special Sports Cars

© Peter McFadyen



A batch of competitors descend the hill after completing their runs

**William Lowe (Vale Special), a class winner on handicap**



© Peter McFadyen

**Tom Richardson's 5.7 litre GN Gipsy running in the Pre-1941 Racing Cars over 3000cc class**





# Wheels on Wednesday Photo Gallery

Spetchley Park Gardens,  
18<sup>th</sup> August 2021.  
By Simon & Janet Wright.

Italian Stallions - 1937 Fiat Topolino, 1961 Lancia Flaminia GT convertible by Touring, 1972 Lancia Fulvia

© Simon Wright



1929 Rolls Royce 40/50HP Phantom 1 Limousine

© Janet Wright



Ford Model A  
Hot Rod

© Simon Wright



A pair of Renault 5 Turbo Group B spec hatchbacks

© Simon Wright



Nissan Stagea Autech 260 RS

© Janet Wright



1966 Ford Galaxie Ranch Wagon

© Janet Wright



Triumph TR6

© Simon Wright



Berkeley T60 Roadster 3-wheeler



© Janet Wright



© Simon Wright



© Janet Wright



© Simon Wright

2020 Electric Honda E



© Simon Wright



© Simon Wright



© Simon Wright



2001 Garry McCoy Red Bull Yamaha WCMYZR500 replica.



1978 Subaru pickup truck



1936 Ford V8



1991 Marcos Mantula





1961 Lancia Flaminia GT Convertible by Touring



In V12 Vantage





© Simon Wright

1975 Formosa 120GR



© Janet Wright



© Simon Wright



© Simon Wright



Lamborghini Aventador SVJ



1973 Porsche 914.



1941 Buick Eight



Ferrari 488 Pista Spider

# MAC Sprint, Curborough, 12th September 2021 By Simon & Janet Wright.



Fastest time of Day (FTD) went to  
Steven Potter in an OMS 2000M

The Midland Automobile Club (MAC) held their final sprint of the year at Curborough in the middle of September. The bright weather attracted a good crowd of spectators. Using the figure of eight layout lap format, the competitors had two timed runs in the afternoon, following the lunch break. The fastest time of day went to Steven Potter in his OMS 2000M, with a time of 54.50 seconds and a terminal speed of 103 mph. This also made him fastest in **Class I - Racing Cars over 600cc and up to 1100 cc**. His winning margin was quite substantial at over three-seconds faster than Clive Austin in his Empire Wraith, whose time was 58.09 seconds.

© Simon Wright



**Production Cars up to 1700cc** was Simon Radnor. His best time in his Westfield SE was 61.68 seconds, placing him in equal 5th overall. Also equal 5th overall was Christopher Guy, who set the fastest time in **Class H - Racing Cars up to 600cc**, driving a Jedi Mk IV with a best time of 61.68 seconds.



© Simon Wright

An impressive 3rd overall for John Bradshaw in the Westfield SEiW saw him take the fastest time in **Class D - Modified Cars Specialist Production Cars** with a time of 59.70 seconds. Not far behind him in 4th overall and second fastest in Class D was Oliver Wright in a Fisher Fury, who set a time of 60.13 seconds. The fastest driver in **Class B1 - Road Cars Specialist**



© Janet Wright

Showing how close the competition is round the twisty Curborough track was David Bickley who was also equal



5th overall on 61.68 seconds in his Radical SR1, fastest in **Class F - Sports Libre Cars up to 2000cc.**

The next class 'winner' was Sarah Bosworth in a Formula Ford Van Diemen RF85. Her time of 64.28 seconds was enough to place her 12th overall and fastest in **Class J1 -**



© Janet Wright

**Formula Ford Racing Cars up to 1600cc pre 1994.**

Only 0.4 of a second slower was Geraint Meek in a Subaru Impreza, 13th overall, with a time of 64.68 seconds, fastest in **Class A4 - Road Cars Series**



**Production Cars 4 Wheel drive of any engine capacity.** Also running in the event was the **Morgan Sports Car Club Techniques Speed Championship.** Taking 1st in this class was Simon Baines in a Morgan Roadster, with a time of 64.90 seconds, fastest enough for 14th overall. He beat Christopher Baines, in the same shared Morgan



© Simon Wright

Roadster, by just 0.04 of a second. In 3rd fastest time for the Morgan class was Mike Meredith in a Morgan Plus 8, who was 17th overall with a time of 65.43 seconds. Just ahead of him, in overall placings, was 16th placed James Hunt in a BMW E30. His time of 65.13 seconds,

© Simon Wright



even with a penalty, was enough to give him fastest time in **Class A3a - Road Cars Series Production Saloon Cars over 2000cc.**

Elen Worthington in a Lotus Elise S1 was the fastest drive in **Class C2 - Modified Cars Series Production Cars over 1400cc up to 2000cc** with a time of 65.63 seconds, good enough for 18th overall.

© Janet Wright



© Janet Wright



The class 'winners' were coming thick and fast now. In 19th overall was Peter Taylor in a Mazda MX5. He was fastest in **Class A2b - Road Cars Series Production Sports Cars over 1400cc up to 2000cc**, with a time of 65.98 seconds. In 20th overall was **Class C1 - Modified Cars Series Production cars up to 1400cc** fastest driver, Paul Talbot in a Rover Mini with a time of 66.03 seconds.

© Simon Wright





In 21st overall was **Class B2 - Road Cars Specialist Production Cars over 1700cc** winner Simon Green in a Westfield SEiW with a time of 66.07 seconds. Dropping a bit further down the results sheet, we find Phil James in a Porsche Cayman 3.4 S fastest in **Class A3b - Road Cars Series Production Sports Cars over 2000cc**, with a time of 66.52 seconds.



**Class A2a - Road Cars Series Production Saloon Cars over 1400cc up to 2000cc** saw the Peugeot 106GTi fastest, driven by David West to a time of 67.0 seconds. There was just a single entry in **Class M2 - Classic Sports Libra and Racing Cars pre 1975**, so Nick Stephens time of 67.38 seconds in his Mallock Mk 11b was fastest in class.







The superb Audi TT of Anthony Brown was fastest in **Class G - Sports libre Cars over 2000cc** with a time of 68.73 seconds, 34th overall. The penultimate winner was **Class AA - Standard Cars**, Lyndon Evans in a Fiat Punto, whose best time was 78.48



seconds.



The final class was **Class M1 - Classic Saloons and Sports Cars pre 1975**, which saw Chris Wright in a Lotus Elan 2S fastest with an 80.58 second run.



Eamon Collins Audi TT had a spin on the first run, with all four wheels off track.

**Anhony Bailey Ford Escort Mk1**



© Janet Wright

© Simon Wright

**Mike Meredith Morgan Plus 8**



© Simon Wright

**David Peters Toyota MR2**



© Simon Wright



© Simon Wright

**Duncan Morgan Abarth 124 Spider**



© Simon Wright

**Clive Austin Empire Wraith**



**Howard Burton Morgan 4 4 had a quick spin out of molehill.**



© Simon Wright