



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

# Classic and Competition Car

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Rallye Prescott



BARC Mallory Park



Castle Combe Autumn Classic



British GT Oulton Park

# Contents

- Page 4 Photo of the Month.
- Page 5 News
- Page 10 VSCC Long Course Prescott Hill Climb.
- Page 22 British GT, Oulton Park
- Page 28 SDCC Sprint, Curborough.
- Page 35 Pendine Straight Liners.
- Page 40 HSCC Season Finals, Silverstone.
- Page 56 New Volkswagen Polo.
- Page 60 CCRC Autumn Classic Castle Combe.
- Page 69 Coffee & Chrome Impney Estate.
- Page 81 Archive Photo of the Month.
- Page 82 BARC Mallory Park.
- Page 97 VSCC Welsh Trial.
- Page 101 Rallye Prescott.



British GT Oulton Park Page 22



HSCC Finals Page 40

## Front cover:

Castle Combe Autumn Classic - Grant Williams and John Young at Old Paddock © Peter McFadyen  
BARC Mallory Park © Janet Wright  
British GT Oulton Park Michael Igoe and Phil Keen, race victors in the second race © Motorsport Imagery.  
Rallye Prescott George Anderson 1989 Toyota Celica ST165 GT 4 Turbo © Simon Wright.

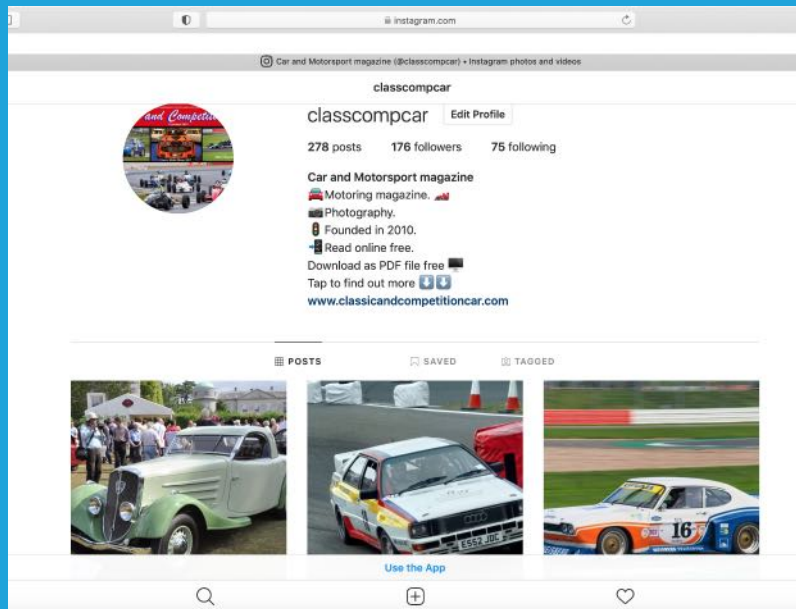
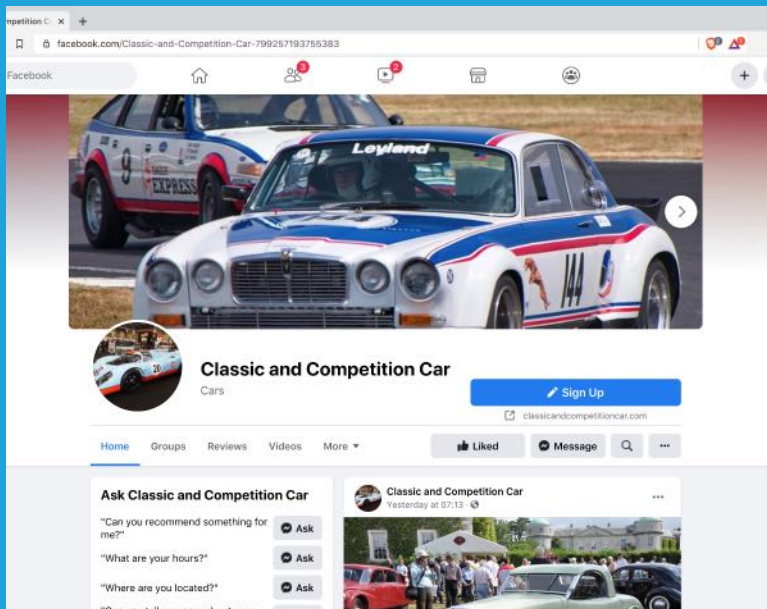
## Our Team

Simon Wright-Editor.  
Janet Wright-Staff Photographer.

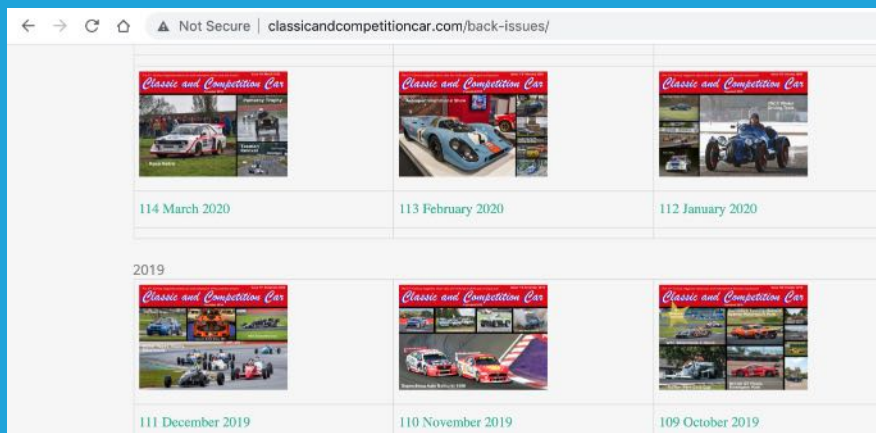
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Pete Austin, Peter McFadyen, Syd Wall, Plus  
David Goose & Stuart Yates of Motorsport-Imagery.

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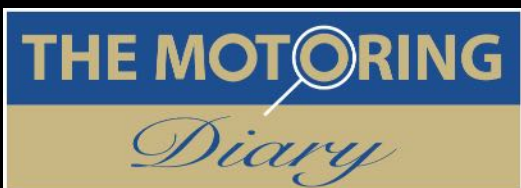
Classic and Competition Car  
High View Drive, Kingswinford, West Midlands DY6 8HT

E-mail [simon.wright@classicandcompetitioncar.com](mailto:simon.wright@classicandcompetitioncar.com)  
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# Photo of the Month

By Janet Wright

One of the joys of Historic motorsport is that you get the chance to see history in action. At the recent HSCC Finals weekend, in the HSCC Aurora Trophy Series with Geoff Lees Trophy, we had the Lola T142 of Adam Simmonds (3<sup>rd</sup> in class ) on track with the Lola T140 of Alex Summers (winner of class E)



# NEWS

© Motorsport Imagery



Leo Machitski and Dennis Line in the Barwell Motorsport Lamborghini at Oulton Park - report on page 22

## British GT Calendar 2022.

SRO Motorsport Group have revealed the 2022 nine race Intelligent Money British GT Championship calendar. Oulton Park will open the season with its return to its traditional Easter Bank Holiday slot.

- April 16<sup>th</sup> & 18<sup>th</sup> - Oulton Park (2x 1 Hour races)
- May 7-8<sup>th</sup> Silverstone 500 (1x 3 hour race)
- May 28<sup>th</sup>-29<sup>th</sup> Donington Park (1 x 3 hour race)
- June 25<sup>th</sup> - 26<sup>th</sup> Snetterton (2x 1 hour race)
- July 23<sup>rd</sup> - 24<sup>th</sup> Spa-Francorchamps (1x 2 hour race)
- September 10<sup>th</sup> - 11<sup>th</sup> Brands Hatch (1x 2hour race)
- October 15<sup>th</sup> - 16<sup>th</sup> Donington Park (1x 2 hour race)

All nine races will remain free to watch globally on SRO's GT World You Tube channel and the British GT Facebook page.

The new GB4 championship will join the support race roster.



**Iron Lynx secures GT World Challenge Endurance Cup driver's crown.** Italian racing team Iron Lynx has secured the Fanatec GT World Challenge Europe powered by AWS Endurance Cup title after a thrilling final round in Barcelona. Nicklas Nielsen, Côme Ledogar and Alessandro Pier Guidi are GT World Challenge Driver Champions. They finished the three



hour race in 7<sup>th</sup> overall in their Ferrari 488 GT3 Evo, which was enough to secure them the championship. The strong points finish added to the trio's over the course of the season consistent points haul, which had also included overall victory in the 24 Hours of Spa.





### AC tribute to the end of the petrol era...

A unique continuation model of the lightweight AC Ace sports car, dating from 1961, which is now totally updated to the AC Ace RS. The original Ace was a typical British sports car - fast, light and nimble, a real classic. It was also the inspiration for the iconic AC Cobra. The new AC Ace RS is an updated package which retains a traditional feel and driver appeal. The new AC Ace RS is similar in detail and identical in appearance to the original 1962 AC Ace. It has a low overall weight of 1,000 kg. Power is provided by a new, lightweight 2.3 litre four cylinder petrol engine which develops 350 bhp and 440Nm or torque. This gives it a 0-62 mph time of 5.8 seconds.

The new AC Ace RS may well be the last ever new AC model to be powered by a petrol engine. The manufacturer already offers an electric drive train option on all its current models. Orders are now being taken for delivery in summer 2022 with a list price of £89,500.



### Bugatti Chiron Super Sport 300+ ready for launch.

Having completed its extensive two-year testing and development program, the first eight cars from just 30 of the highly exclusive vehicles are now ready for delivery. This car established an entirely new standard of performance when it smashed through the 300 mph barrier, with a terminal speed of 304.773 mph and establish a new World record in 2019.

It uses a modified version of the iconic Bugatti 8 litre W16 engine which produces 1578 bhp (1600 PS). Aerodynamics also play a large part in keeping the vehicle stable at high speed. The Long-tail rear end which extends the body by 25 centimetres allow laminar flow to pass over the body for a longer period of time, which greatly reduces aerodynamic stall.

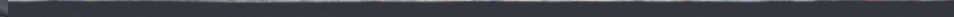
The Sold Out Chiron Super Sport 300+ production is limited to just thirty cars, each starting at a price of £3.5 million euros.





## Aston Martin scores first overall Victory at the Nurburgring.

On Saturday 25<sup>th</sup> September 2021, Aston Martin made a victorious return to the Nurburgring Nordschleife. The Aston Martin Vantage GT3 driven by Nicki Thiim and Maxime Martin to victory in Round 8 of the Nurburgring Langstrecken Serie (NLS) and became the first British manufacturer to win an endurance event on the Nordschleife. It was the first time that works drivers Thiim, from Denmark, and Martin from Belgium, had driven together and they faced strong opposition from Porsche,



completed in the GT3 class in the NLS since the current Vantage made its competitive debut at the Nurburgring, three years ago. The race was an ideal opportunity for the team to demonstrate the cars potential to future customers in the series and for the Nurburgring 24 Hours race in 2022.

Having qualified in eighth place, Martin made quick progress at the start, gaining two places on the first lap. The team used a clever strategy of three longer stints than their rivals which got the car in to a winning position. After some more spirited overtaking by Martin, the car was leading when Thiim took over for the final stint and he brought the Vantage home to victory, over thirteen seconds ahead of its nearest rival.

BMW, Audi, Mercedes and Ferrari to win the four hour race. The race was the first time that Aston Martin had



© Fast Company/Matt Smith.

**Auckland driver Grant Martin (#2 Talon MR1/A) leads the SAS Autoparts MSC NZ Tasman Cup Revival Series field at the final round of the 2020/21 series at Hampton Downs earlier this year.**

## **Tasman Cup Revival Series First round cancelled.**

The MG Classic motor race meeting which was due to be held at Feilding's Manfield Circuit Chris Amon in New Zealand over the weekend of 13<sup>th</sup> and 14<sup>th</sup> November has been cancelled.

The New Zealand Government put the country back in to Lockdown in mid-August to try and keep a cap on the Covid-19 virus. Auckland became the epicentre of the subsequent outbreak and the city has been effectively isolated due to a blanket travel ban from the rest of the country for over 8 weeks.

Event organisers outside Auckland can run events at Level 2. But with the country effectively split in two by the Lockdown system and Aucklanders could have to remain home, unable to travel until at least the second week in

December at the earliest.

The F5000 Association would have had to cancel if the event organisers had not already done it, as half the usual entrants are from Auckland and would not have been able to attend.

Fortunately the second round of the 2021/22 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series is not scheduled to run until 21<sup>st</sup>-23<sup>rd</sup> January 2022, at the Taupo Historic Grand Prix - Bruce McLaren Motorsport Park, Taupo, New Zealand.

Remaining calendar

Round 3 : 4<sup>th</sup>-6<sup>th</sup> February 2022 - Skope Classic Mike Pero Motorsport Park, Ruapuna, Christchurch, New Zealand.

Round 4 : 26<sup>th</sup>-27<sup>th</sup> March 2022 - HRC Legends of Speed meeting, Hampton Downs, Waikato, New Zealand.



© Fast Company/Matt Smith.

**The high-wing McLaren M10A (#7) of series stalwart Tony Roberts.**



# The Marshals Post

Rallye Prescott



The start line marshals at hill climb meeting have a very important job. They need to line up the beam splitter bar, on the front of each car, with the start line timing beam. The man at the rear has a wedge block on a bar to hold against the rear wheel to keep the car in position. This ensure accurate timing of the run.

Flag marshals at hill climb meetings only have one flag to use, the RED flag. This means the car should stop immediately at the Marshals post. The marshal will indicate when the driver may proceed, usually back down the hill for a re-run.

Rallye Prescott

© Janet Wright



HSCC Finals Luffield

© Simon Wright

At race meetings, incident marshals around the track will spring in to action is an accident or incident happens on track. The first job is to ensure the driver is safe. Once the driver is safe, and it is safe for the marshals, they will attempt to move the stricken vehicle off track and to a safe point, so that racing can continue. If man power alone cannot move the vehicle and if one is available, then a Snatch truck may be called out to lift or drag a vehiole to safety

HSCC Finals Luffield

© Simon Wright



# VSCC Prescott Long Course Hill Climb.

Prescott

25th September 2021

By Simon & Janet Wright.



**Nick Topliss set Fastest Time of the Day in ERA R4A with a time of 51.42 seconds.**

The Vintage Sports Car Club made their second visit of the year to Prescott at the end of September for their now annual Long Course hill climb. The VSCC were the first club to find the hill climb course at Prescott and have always run their annual event using the original short course layout, which bypasses the loop at Ettories. A few years ago they ran an event using the long course and the drivers enjoyed the new challenge, so the club now have two events at Prescott.

The weather was good, nice and sunny, with a good turnout of spectators. The Fastest Time of the Day (FTD) went to Nick Topliss in ERA R4A with a time of 51.42 seconds. He just beat rival Julian Grimwade in his Frazer Nash Single seater by 0.15 of a second.

© Simon Wright



James Crabb was the Fastest Young Driver in ERA R12C

The other two Overall Awards went to James Crabb in ERA R12C who was the Fastest Young driver with a time of 52.45 seconds, only just over a second off the overall



Dougal Cawley GN/Ford Piglet

fastest time of the day. The final Overall award went to Dougal Cawley in his GN/Ford Piglet who was the fastest Vintage Car with a new course class record time of 54.08 seconds.

As usual, the large entry was split into relevant classes, all with their own awards. Starting with **Class 1 for Standard and Modified Sports Cars up to 750cc Unsupercharged**, which was won by William Way in an Austin 7 Ulster with a time of 60.18 seconds, which was a

© Janet Wright



William Way Austin 7 Ulster



Mrs Julia Wolstenholme Austin EA Sport

new class course record. He was also 1st Vintage car in the class. In 2nd was Stuart Rose in another Austin 7 Ulster. In 1st place on handicap was Mrs Julia Wolstenholme in an Austin EA Sports.  
**Class 2 was for Standard and Modified Sports Cars 751-1100cc Unsupercharged and up to 750cc Supercharged.** This was won by Scott Hughes in a Riley



Scott Hughes Riley Brooklands

Brooklands with a new class record time of 61.38 seconds, who also took the 1st Vintage award in class. In 2nd in class was Richard Ashford driving an Austin 7 Ulster. On Handicap it was Raymond Knight in a Vale Special who took 1st in class.

© Simon Wright



Raymond Knight Vale Special

Tim Kneller Riley TT Sprite

© Simon Wright



**Class 3 for Standard and Modified Sports Cars  
1100-1500cc Unsupercharged and up to 1100 cc  
Supercharged** was won by Tim Kneller in a 1937 Riley TT  
Sprite with a time of 56.67 seconds. Tony Wood in a

Tony Wood Frazer  
Nash Super Sports

© Janet Wright



Frazer Nash Super Sports was 2nd in class but 1st  
Vintage in class. On Handicap, 1st went to Mrs Rachel  
Holdsworth in her MG PB.

Mrs Rachel Holdsworth  
MG PB

© Janet Wright



Anthony Norton  
Alvis 12/50 TJ

© Simon  
Wright



**Class 5 for Standard and Modified Sports Cars  
2001-3000cc Unsupercharged and up to 2000cc  
Supercharged** saw Anthony Norton take 1st in class  
driving an Alvis 1250 TJ with a time of 68.86 seconds. 1st  
on Handicap was Terry Crabb driving an Alfa Romeo 6C  
1750 GS.

Terry Crabb Alfa Romeo  
6C 1750 GS

© Janet Wright



Mark Brett Ballamy-Ford (LMB) v8 Spl



**Class 6 for Standard and Modified Sports Cars over 3000cc and over 2000cc Supercharged** was won by Mark Brett in the Bellamy-Ford (LMB) V8 Spl with a time of 56.97 seconds. The 1st vintage car in class was Richard Marsh in a Vauxhall 30-98 which he shared with William Marsh, who was 1st on Handicap.

© Simon Wright



Richard Marsh  
Vauxhall 30-98



**Class 7 for Edwardian Cars** saw the oldest cars in action. The winner of the class was Geoff Smith in the 1918 Piccard-Pictet Sturtevant Aero Spl with a time of 60.56 seconds. The class Handicap winner was Matthew

Matthew Bell Star 16HP Raceabout

© Simon Wright



Bell in the 1907 Star 16 HP Raceabout. A lot of Edwardian cars use aero engines so another award in this class was for the Fastest Automobile Engine car which was won by James Collins Hudson Super Six.

© Janet Wright

James Collins Hudson Super Six



David Furnell Austin 7 The Toy

© Simon Wright



Greg Lerigo Riley Special

© Janet Wright



**Class 8 for Special Sports Cars up to 1100cc and up to 750cc Supercharged** was closely contested. The winner and also 1st Vintage in class, was David Furnell in an Austin 7 The Toy with a time of 63.63 seconds, just beating Kevin Morton in a Riley 9 Special by just 0.3 of a second, with a 63.91 seconds. The class Handicap winner was Ms Elinor Bergman in an Austin 7 Special.

**Class 9 for Special Sports Cars 1101-1500 cc Unsupercharged and up to 1100cc Supercharged** was a Riley rout at the top with Greg Lerigo winning in a Riley Special with a time of 57.17 seconds, with Tim Hopkinson taking 2nd in another Riley Special. The Handicap winner was Simon Bowyer in a Lea Francis P-Type, with a new record time of 68.10 seconds.

Ms Elinor Bergman Austin 7 Special

© Janet Wright



Simon Bowyer Lea-Francis P Type

© Simon Wright



Richard Newton MG J2/  
Riley Special



© Simon Wright

**Class 10 for Special Sports Cars 1501-3000 cc  
Unsupercharged and up to 2250 cc Supercharged** was won by Richard Newton in a 1933 MG J2/Riley Special with a time of 59.70 seconds. The Handicap winner was another lady driver, Miss Kate Burke in a Frazer Nash TT Replica.

Miss Kate Burke  
Frazer Nash TT  
Replica



© Simon Wright

Peter Batty Frazer Nash Super Sports 2<sup>nd</sup>  
in class 11



© Simon Wright

**Class 11 for Special Sports Cars over 3000cc  
Unsupercharged and over 2250cc Supercharged** was won by Dougal Cawley in the GN/Ford Piglet, who set a new course class record with his overall fastest Vintage time of the event with a 54.08 seconds. The Handicap win in the class went to Trevor Hirst with the Alvis Firefly Special.

Trevor Hirst Alvis Firefly Special



© Simon Wright



Jack Austerberry Austin Jap

© Janet Wright



Moving on to the Racing cars, **Class 13** was for **Pre 1941 Racing cars up to 1100cc** was won by Jack Austerberry in a 1930 Austin Jap with a time of 57.67 seconds, who also was the fastest vintage car in the class. The Handicap victory went to Mike Davies-Colley in a MG PA.

© Janet Wright

Mike Davies-Colley  
MG PA



© Simon Wright

Class 14 winner James  
Crabb ERA R152C



**Class 14** for **Pre 1941 Racing cars 1101-1500cc** saw James Crabb in ERA R12C takes 1st with a time of 52.45 which also awarded him the Fastest Young Driver award for the meeting. In the Handicap, 1st place went to Mike James in a Riley 12/4.

© Simon Wright

Handicap winner Class 14 Mike James Riley 12/4



**Class 15 Handicap winner was Mac Hulbert Alvis Silver Eagle.**



**Class 16 winner ws Julian Grimwade in the Fraser Nash Singles eater**



**Class 16 for Pre 1941 Racing Cars over 3000cc was won by Julian Grimwade who was 2nd fastest overall with his time of 51.57 seconds in the Frazer Nash Single seater. In Handicap, 1st in class went to Harry Colledge in the Hillegrass Sprint Car and 1st Vintage in class was Thomas Richardson in a GN Gipsy.**

**Class 15 for Pre 1941 Racing Cars 1501 to 3000cc was the domain of Nick Topless who set the Fastest Time of Day with his 51.42 second run in ERA R4A. The 1st Vintage in class was Richard Archbell in a GN/AC Rabelro, while they Handicap class winner was Mac Hulbert in an Alvis Silver Eagle.**



**Handicap winner class 16 was Harry Colledge - Hillegrass Sprint Car**



**Class 15 1st Vintage was Richard Archbell in a GN/AC Rabelro**



**Class 16 winner Vintage class was Thomas Richardson GN Gipsy**

Narcus Black 1953 Cooper Mk7 - 57.02 seconds



The final **Class 17** for **Post War Historic Racing** cars saw Marcus Black fastest in a Cooper Mark 7 with a time of 57.02 seconds. The Handicap 1st place went to Alan Harrison in a Cooper T56.

© Janet Wright

Alan Harrison 1960 Cooper T56



Ben Fidler 1936 ERA AJM 1 - 52.91 seconds



© Simon Wright  
Thomas Hardman  
1949/53 CDL Chorlton  
Special - 57.40 seconds



© Janet Wright  
1928 Austin 12/4 Special of Rob Lewis - 78.56 seconds



© Simon Wright  
Richard Gatley 1935 Frazer Nash/BMW  
319 Type 45 Saloon 69.93 seconds



© Janet Wright  
Saul Stevens 1938 Alvis 12/70 Special - 67.83 seconds



John Guyatt 1939 Talbot Lago T150C  
60.92 seconds.

© Simon Wright



Mike Littlewood 1926 Bentley  
3/4 1/2 litre 62.17 seconds

© Janet Wright



John Deveuve 1906 Brasier Race About  
93.83 seconds.

© Janet Wright



© Simon Wright

Keith Riches 1934 MG PA 72.06 seconds



Steve McEvoy 1932 MG F Type  
Magna F1 63.85 seconds.

© Simon Wright



© Simon Wright

Cecil Schunacher 1933/34 Talbot 95/105 S/S 64.45 seconds best run  
November 2021

# British GT Championship

Oulton Park  
11<sup>th</sup>-12<sup>th</sup> September 2021  
By David Goose of Motorsport Imagery.

Victory in race one for Tom Onslow-Cole and British GT debutant Kevin Tse in the RAM Racing Mercedes





Michael Igoe and Phil Keens WPI Lamborghini, airbourne at the chicane

© Motorsport Imagery



Matt Cowley and Will Moore, in the Academy Motorsport Ford Mustang GT3

© Motorsport Imagery

British GT at the park  
 The Corona virus pandemic continued to affect the racing calendar, with the late start to the season delaying the Oulton Park round of the championship until the second weekend in September, from the traditional Easter weekend season opener. In a topsy turvy season highlighting the competitive nature of British GT GT3 racing, Kelvin Fletcher scored Paddock Motorsports maiden pole position in the Bentley Continental, beating Kevin Tse in his debut race meeting in the GT Championship in the



© Motorsport Imagery

Scott Malvern took pole position for the second race in the Team Parker Racing Porsche

RAM Racing Mercedes AMG. Scott Malvern in the team Parker Porsche was third, with title contender Dennis Lind in the Barwell Lamborghini Huracan fourth.

At the end of the qualifying session, Andrew Howard in the Beechdean Aston Martin Vantage put a wheel on the grass on the run up to the Shell Oils corner which sent him across the circuit and into the armco barrier on the lake side of the track. Although he was unscathed, the car was

badly damaged and the session was effectively ended.

Race day saw the guest entry of Tom Onslow-Cole and Kevin Tse in the RAM Racing Mercedes take the race one GT3 victory, whilst in the GT4 class, pole sitters, Matt Topham and Darren Turner in the Newbridge Aston Martin Vantage took GT4 honours. Second place for Century Motorsports BMW pairing of Will Burns and Gus Burton was almost enough to ensure they would win the GT4 title. In the GT3 race, Kelvin Fletcher in the Bentley led at the start of the race, but after taking action to avoid battling



Will Burns and Gus Burton in the Century Motorsport BMW clinched the GT4 title over the weekend

© Motorsport Imagery

GT4's at Old Hall, the Bentley ran wide and Tse, the Mercedes driver from Macau assumed the lead. From the pit stops, the two GT3 Mercedes of Tom Onslow-Cole (RAM) and Sam Neary (Abba) emerged together, but the RAM driver built up a slender lead and eventually won the

Pole position in race one for ex Emmerdale Farm star Kelvin Fletcher in the Paddock Motorsport Bentley.



race by five seconds. Title Contender Dennis Lind in the Barwell Lamborghini benefitted from a mistake by Martin Plowman in the Paddock Bentley to take third place. At the end of the first race the result went from bad to worse for the Bentley pairing who were given a 30 second post race

© Motorsport Imagery



Championship leaders, 63 Leo Machitski and Dennis Lind didn't secure the title at Oulton Park



Ian Loggie and Yelmer  
Buurman, RAM Racing  
Mercedes AMG GT3



Stewart and Lewis Proctor, Balfe Motorsport McLaren 720S GT3



Richard and Sam Neary in the Team Abba Racing Mercedes, disqualified from the results after the meeting due to a technical infringement

penalty for multiple track limit offences, dropping them to 10th place.

The GT4 title was sealed by Will Burns and Gus Burton in

Morgan Tillbrook and Marcus Clutton, Enduro Motorsport McLaren 720S GT3



the Century Motorsport BMW by taking victory in the very wet second race. Although there was a possibility that the GT3 title could be decided at Oulton, the results didn't go the way of the contenders and the title would be decided at the Donington Decider in mid-October. At the start of the Oulton weekend, five teams had a mathematical chance of taking the title, at the end of the weekends two races, the same five teams were still in contention.

Adam Balon and Sandy Mitchells Barwell Motorsport Lamborghini Huracan



Scott Malvern in the Team Parker Racing Porsche led from pole and maintained this lead through until the pitstops in very wet conditions, with the two Barwell Lamborghini's of Sandy Mitchell and Dennis Lind completing the top three places at mid-race. A safety car period to recover the stranded RAM Mercedes of Tom Onslow-Cole allowed the top six to bunch up and pit together. Emerging from the pits, the second RAM Racing

Dave Whitmore and Jake Giddings in the Ciceley Motorsport Mercedes AMG GT4



Mercedes of Ian Loggie was in the lead, from Michael Igoe's WPI Lamborghini and Nick Jones in the Team Parker Porsche. However a pit stop infringement landed the RAM Mercedes with a drive through penalty, effectively ending their chance of a race victory. Race victory went to the local WPI Lamborghini team of Michael Igoe and Phil Keen, with Sandy Mitchell and Adam Balon's Barwell Lamborghini second and RAM Racings Mercedes of Ian Loggie and Yelmer Buurman third.

The Beechdean Aston Martin of Andrew Howard and Jonny Adam struggled on race day as a result of the accident during qualifying. The team managed to complete repairs to the car at around 3:00 am on race day morning but weren't able to test the car and complete the full set up routine, the car therefore wasn't at its best for the race and eventually finished 9th.



# Shenstone & District Car Club Sprint.

5th September 2021.

Curborough single lap.

By Simon & Janet Wright.

**Curborough  
Sprint  
Champion 2021  
Steve Barrows  
MG ZR**



The final round of the Curborough Sprint Championship was held round the single lap of Curborough at the beginning of September. A large entry saw three competitors fighting for the title split by just half a point.

© Janet Wright  
**Jack Twomey MG ZR won class SA and was 4<sup>th</sup> overall in the Championship and 2<sup>nd</sup> in class.**



**Class SA for Standard Production Cars up to 1400cc** saw Jack Twomey win with a time of 39.83 seconds, also breaking the 23 year old class record in his MG ZR. His class win was by just 0.03 of a second from Steve Barrows MG ZR, who also equaled the existing class record. This was enough to clinch the championship for Barrows, by just half a point.

**Class SB for Standard Production Cars over 1400cc up to 1700cc** only had a single entry with Robert M Smith in his Citroen Saxo set a best time of 39.64 seconds.

© Simon Wright  
**Robert Smith Citroen Saxo was fastest in class SB**



**2<sup>nd</sup> equal in the championship, Paul Glendenning Renault Clio Sport**



**Class SC for Standard production Cars over 1700cc up to 2000cc** was home to another title contender, Paul Glendenning in a Renault Clio Sport. He won the class with a type of 37.55 seconds, but he needed another 0.3 of a second to have taken the title. Wayne Parke took 2<sup>nd</sup> and John Adams was 3<sup>rd</sup>, both also in Renault Clio Sports.

**Class SD for Standard Production Cars over 2000cc** had just a couple of entries, with John Williams in his Nissan 350Z going fastest over the first two runs with a time of 39.53 seconds. Most drivers managed a third run and Patrick Johnston in his BMW M140i did beat that time on his third run with a time of 39.19 seconds, but I believe results were only based on the first two runs.

© Janet Wright



**Over two runs, John Williams was fastest in his Nissan 350Z in class SD**

**2<sup>nd</sup> Equal in the Championship Stuart Ballinger Austin Mini**

Then final title contender, Stuart Ballinger, was in **Class 1A for Road Going Modified Saloons and Sports cars up to 1400cc**. He won the Mini battle in his Austin Mini 1275 with a time of 38.71 seconds, to beat Graham Harvey in his Mini. This tied him on points in the championship with Glendenning. Even using count back, it was impossible to split them, so they were the first ever joint 2<sup>nd</sup> in the championship.

**Class 1B for Road Going Modified Saloons and Sports Cars over 1400cc and up to 2000cc** was won by Geoff Hedges in his Renault Clio 172 Cup with a time of 37.50 seconds. Although Lee Willars MG ZR was only 3<sup>rd</sup> in class, it was enough for him to get the Championship class win and also best Novice award.

© Simon Wright

**Geoff Hodges Renault Clio 172 Cup winner class 1B****Graham Woodcock Westfield Megabusa was 2<sup>nd</sup> in class 2A**

In **Class 2A for Road Going Modified Kit Replica and Space-framed Cars up to 1700cc** was the domain of Simon Radnor in his Westfield Se with a time of 33.64 seconds, beating Graham Woodcock in his Westfield Megabusa.

**Class 2B for Road going Modified Kit Replica and Space-framed cars over 1700cc** had victory for the Golf R of Roger Banks with a time of 32.68 seconds.

© Janet Wright

**Roger Banks VW Golf R won class 2B**

David Whiteley Lotus Elise S1 was 2<sup>nd</sup> in class 2L

© Simon Wright



**Class 2L for Road Going Lotus Cars up to 2200cc and Vauxhall VX220 and Opel. Speedsters, the Elise class, was won by John Caldicott, whose Elise went round in 35.44 seconds. He was only 0.08 of a second faster than David Whiteley in his Elise S1. The victory gave Caldicott the class win in the Championship.**

**Class 3A for Modified Production Cars excluding kit replica and space framed cars up to 1400cc saw Karl Dickinson in his 1293cc Austin Mini take victory with a time of 38.89, which he actually improved on his third run, to 38.62 seconds.**

Lyam Ulyatt Peugeot 106 Gti winner Class 3B

© Janet Wright



**Class 3B for Modified Production Cars excluding Kit replica and space framed cars over 1400cc up to 2000cc saw the victory on the day go to Lyam Ulyatt in a Peugeot 106 GTi by just 0.26 of a second from The Renault Clio of Mark Williams. The 2nd place was enough to give Williams the championship class win.**

**Class 3C for Modified Production cars excluding kit replica and space framed cars 2001cc and over only had a single car entry. Bev Fawkes in a Reliant Scimitar set a best time of 34.15 seconds.**

© Janet Wright

Karl Dickinson Austin Mini winner Class 3A



© Simon Wright

Bev Fawkes Reliant Scimitar was fastest in class 3C



John Bradburn Radical Prosport was fastest in class 6A



In Class 6A for Sports Libre Cars up to 1700cc, John Bradburn also took a class win from Colin Quigley, who was sharing the Radical Prosport. This also confirmed Bradburn as class champion.

© Simon Wright

Fastest Time of Day (FTD) went to Stuart Bickley in his Jedi Tdf



Class 7B for Racing Cars over 600cc and up to 1100cc saw Stuart Bickley in his Jedi Tdf set overall Fastest Time of Day (FTD) with a 28.10 second run, beating Glyn Sketchley by just 0.02 of a second.

Formula Ford Class championship winner Christopher Horton Van Diemen RF88



Class 7C for Formula Ford 1600 Kent engine racing cars had Sarah Bosworth take the Formula Ford class win on the day in her Van Diemen RF84 with a time of 33.95 seconds. But 2nd place was good enough to give Christopher Horton the championship class win in his Van Diemen RF88.

Class 7D for Racing Cars over 1100cc and up to 1600cc was another single car class. Oliver Sammons in a Beagle 5 set a best time of 30.43 seconds.

© Simon Wright

Oliver Sammons Beagle 5 was fastest in class 7D







**Class 7E for Racing Cars over 1600cc and up to 2000cc** only contained Glyn Sketchley in a Force PT. His best time of 28.12 seconds was only 0.02 of a second slower than Class 7B and overall winner Bickley in the Jedi.

After the fast boys in the single seater racing cars, the pace was slowed down by **Class 8A for Period Defined (Historic) Road Going Production cars**. Simon & Daniel Cooper shared the Ford Anglia, with Simon winning with a time of 43.29 seconds, ahead of Daniel, whose best time of 43.96 seconds was actually set on the third run.

© Simon Wright



Simon Cooper Ford Anglia winner Class 8A



The final class to run was **Class 8B for Period Defined (Historic) Racing Cars**. This was a clear victory for Keith Wilford, driving a Lotus 23B to a best time of 35.30 seconds.

So the final placing in the Championship were 1st Steve Barrow with 141.5 points. In equal 2nd place were Paul Glendenning and Stuart Ballinger on 141 points and 4th was Jack Twomey on 140 points. In the Championship, the Ladies award went to Rosemary Collins in her MG ZR.

© Simon Wright



Ladies Champion award winner Rosmary Collins MG ZR

**Mark Williams Renault Clio Class 3B Champion**

© Simon Wright



**Patrick Johnston BMW M140i Lieline Award (Spirit of the Championship) winner**

© Janet Wright



**Lee Willars MG ZR class 1B Champion and Best Novice driver 2021**



© Janet Wright

**Class 2L Champion John Caldicott Lotus Elise.**

© Simon Wright



© Simon Wright

**Graham Cherry Royale RP24 Class 7C 5<sup>th</sup>.**



**Paul Cheshire Triumph Spitfire 1500 class 8A 3<sup>rd</sup>**



© Simon Wright

**Rod Law Terrapin 10F class 8B 2<sup>nd</sup>**



© Simon Wright

# Pendine Straightliners

Pendine Sands, South Wales

September 2021,

By Syd Wall



This Jaguar XJ did run on Sunday reaching over 100mph



The half mile course on Sunday was underwater about 6 hours before this photo was taken

© Syd Wall

In 2014, I flew to the USA for Bonneville Speed Week, only for the whole event to be cancelled due to the salt flats being flooded. But at the end of this September, when I travelled to the UK's own Bonneville, Pendine Sands in South Wales, it was safe in the knowledge that even though the track was underwater 6 hours before the event, it was still going to take place.

However, it was actually touch and go whether it would go ahead what with very high winds coming in from the sea and poor sand conditions. But the enthusiastic organising team from Straightliners set to after the tide had gone out and cleared a ton of seaweed and other debris from the competition area. The conditions meant that only a half mile course could be used, while a mile had been available the day before when there was little wind and more sun. So there was going to be no chance of the 200+mph records set on the sands in 2019 by the late Zef Eisenberg.

The entry was mostly bikes and because of the reduced



Unfortunately the shorter course meant the car couldn't run on Sunday

© Syd Wall

© Syd Wall

course length, the car I really wanted to see couldn't run. This was the Series 3 Jaguar XJ6 of Kevin Bourne. It's no ordinary XJ6 though. Starting with three donor engines,



© Syd Wall

Venturi and a large wing to keep the car on the ground



**A one-off 8.73 litre Quad Cam V12 engine. Two straight six Jag engines mounted on a common crankcase.**

Kevin has mounted two Jaguar straight six cylinder heads onto a home built common crankcase to make an 8.73 litre Quad Cam V12 and placed it in a stiffened and strengthened bare shell with a hand built roll cage, all carried out by Kevin himself.

The biggest problem during the build was the engine - it would not fire even though he had fuel, compression and spark. He had reached the stage of considering making a glass-topped display table out of the engine when a conversation with a drag racing friend suggested he was suffering from spark knock-out, due to the high compression pressure. Using the ignition system from the drag car, the engine started. It's naturally aspirated and runs on pump fuel and staying true to its roots, everything on the car down to the last nut and bolt is Jaguar.

The initial aim is to take the car to Elvington to break the

225.68mph record set by a modified Jaguar XFR (now in the Gaydon museum) at Bonneville in 2009, ultimately taking the car to Bonneville for Speed Week where it can really stretch its legs. His best on Saturday was 100mph for a standing start mile, way short of the distance needed



**Fastest of the weekend, this Suzuki GSXR 998cc reached 154mph**

for him to up build speed. We can't wait to see Kevin fulfil his dreams

Back to the action and a couple of road cars took part, mainly because their drivers had trouble with their bikes and just had to get some time in the sands. Fastest bike of the weekend was in the P-AG-1000 Production Modified Gas 1000cc class, the Suzuki GSXR 998 of Simon Frary who was just short of his 167mph record, crossing the



**Kevin Nicks flat out in his 4.2litre Audi RS V8 powered Shed**

47mph probably feels very fast for Kevin Nicks hanging on to his Wheelbarrow.



© Syd Wall

timing beam at 159.929mph. Kevin Nicks with his 4.5 litre V8 Audi RS powered special, the famous Shed, reached 98mph for the standing start mile and a scary 45mph on his Wheelbarrow!

Trying to establish the first record for the Special Partial Streamlining Modified Gas class was Paul Milbourn with his new Yamaha R1 Streamliner which will normally run with a beautiful mirror polished aluminium 'dustbin' fairing. While wearing the fairing on Saturday, he hit 111mph but



© Syd Wall

This 125cc AJS Tiger races over the sand to a 49.7mph best

127mph was the best for this Yamaha special, running without the dustbin fairing due to the high winds



© Syd Wall

unable to wear the fairing in the Sunday winds, he was down to 104mph on the following day. If you're visiting Pendine, you must visit the speed museum - a new one is under construction at the moment but the opening has been delayed to 2022 due to Covid of course. Here, if she isn't out at an event, you'll be able to see Babs, the Land Speed Record car famous for being buried in the sand after the 1927 fatal accident involving J.G. Parry Williams during his attempt to take back the World Land Speed Record from Sir Malcolm Campbell. The record had see-sawed between the two and with the



© Syd Wall

108mph best for this 1000cc Royal Enfield

record at 174.223 mph, Parry Williams died in his attempt to regain it. Soon afterwards, Sir Henry Seagrave pushed the record to over 200mph at the Daytona Beach road course and it spelled the end for any further LSR attempts at Pendine, but the sand is still suitable for lower speeds.



Yes - a diesel kart! It reached a best of 59.98mph  
© Syd Wall

In 1967, Owen Wyn Owen had a dream to find, excavate and restore Babs. It was more than two years before the car was found and longer still for the restoration to be completed but the car is now regularly seen at Goodwood and VSCC meetings.

Look out for any events at Pendine - it's so different to anything else in the UK and a taster for a visit to Bonneville!

# HSCC Finals Weekend, Silverstone. 16th-17th October 2021. By Simon & Janet Wright with additional photos by Stuart Yates of Motorsport Imagery

© Janet Wright



Phil Attwood Crossle 32F was 17<sup>th</sup> in the  
Classic Formula Ford first race, chased by Mike  
Saunders PRS RH01 (18<sup>th</sup>) and Chris Porritt  
Lola T202 (9<sup>th</sup>)



Completing the 2021 season for the Historic Sports Car Club, the Silverstone Finals weekend ran races for most HSCC series and Championships.

© Simon Wright

Horatio Fitz-Simon Lotus 22 won the first Formula Junior race on Saturday...



While Clive Richards Lotus 22 won the second Formula Junior race on Sunday

Starting off a sunny and warm Saturday afternoon racing was the first of two FJHRA/HSCC Silverline Formula Junior Championship races. Pole position was taken by Horatio Fitz-Simon in a Lotus 22 and he led the first race from start to finish. He was put under pressure throughout most of the race by Clive Richards in another Lotus 22 who finished just 0.658 of a second behind at the end of the twelve lap race. Ray Mallock bought the distinctive U2 Mk2 home 3rd to win class B2 for Front-engined Formula

Ray Mallock U2 Mk2 won class B2 in the first race



While Nic Carlton-Smith Kieft FJ won class C2 in both races

© Janet Wright

Junior cars built before 31/12/1960 fitted with engines of 1100cc or less but in excess of 1000cc. He was nearly thirteen-seconds behind the winner. In 4th place was Nic

Carlton-Smith in a Kieft FJ, winning class C2 for rear engined Formula Junior cars built before 31/12/1960 fitted with engines of 1100cc or less but in excess of 1000cc. The winner of Class D2 for rear and front engined Formula Junior cars built between 1/1/1961 and 31/12/1963 fitted with drum brakes on all four wheels and engines between 1000

and 1100cc was 5th placed Robin Longdon in a Lola Mk3.

Moving down the large field, Class B1 for front engined formula Junior cars before 31/12/1960 with engines less than 1000cc, was won by Graham Barron in a Gemini Mk2 in 17th position. The final class winner in this race was 21st

Robin Longdon Lola Mk3 won class D2 in both races

© Janet Wright





**Graham Barron Gemini Mk2 won class B1 in the first race.**

© Simon Wright

placed Bill Cowing in a Ginetta G8, who won Class G1 for Non-series production Formula 3 1000cc cars built between 1/1/1964 and 31.12.1965 and series production Formula 3 1000cc cars fitted with side draft or two-stroke engines built between the same dates.

Their second outing was Race 10 on Sunday morning on a wet track. Fitz-Simon started from pole position but the more experienced

Richards took the lead and stayed there until lap nine, when Fitz-Simon managed to get back in front. Richards maintained his position right behind Fitz-Simon until on the last lap he took the lead to win the race by just 0.801 of a second. Adrian Russell took 3rd in another Lotus 22. Class B2 was won by Charlie Besley in an Elva 100 in 4th.



**Bill Cowing Ginetta G8 won class G1 in first race**

© Janet Wright



**Charlie Besley Elva 100 won class B2 in the second race.**

© Janet Wright

Longdon in 8th took his second class win of the weekend in Class D2. The final two class winners in this race were 18th placed Bernard Brock in a Class B1 Elva 100 CG, and Tony Pearson driving a Bandini to 19th place to win Class A for Front engined Formula Junior Cars fitted with Fiat or Lancia engines built before 31/12/1960.



**Bernard Brock Elva 100 CG won class B1 in the second race**

© Simon Wright



**Tony Pearson Bandini won Class A in the second race**

© Simon Wright



**Tom McArthur Titan Mk4 winner first Historic FF race**

After the lunch break, racing resumed with the first of two HSCC Historic Formula Ford 1600 races of the day, with a third race on Sunday morning. Starting what was a good weekend for him, Horatio Fitz-Simon was out again and got pole position in his Merlyn Mk20A. Tom McArthur in a Titan Mk4 lined up behind Fitz-Simon on the grid and slipstreamed him to lead at the end of the first lap. Fitz-

**Race two winner Horatio Fitz-Simon Merlyn Mk20A leads Cam Jackson Winkelmann WDF2 who finished 2nd**



© Simon Wright

Simon then got to the front of the five car battle for the lead. By lap five it was Cam Jackson in the lead in his Winkelmann WDF2 for a couple of laps, before Fitz-Simon retook the lead for several laps while battling with Jackson and they started swapping the lead, but on the lap that mattered McArthur slipped through to take the win by just 0.052 of a second from Fitz-Simon, with Jackson only a further 0.134 of a second behind and Linton Stutely in a Royale RP3, who had made up the rest of the leading bunch, taking 4th, only 0.509 of a second behind the winner. The 50 class for Drivers over the age of fifty was



© Simon Wright

**Tim Brise Merlyn Mk20 (22) runs wide on his way to three class 50 victories**

**Linton Stutely Royale RP3 won the third race**

© Simon Wright



won by 8th placed Tim Brise in a Merlyn Mk20 and the final Novice class winner was Nikki Cottrill in a Lotus 61M in 26th position.

The second race was 8 on the programme and was the closing race on Saturday and yet another slipstreaming battle between the top four again. With the top three all taking a turn at the front, this time it was Fitz-Simon who took victory by just 0.108 of a second from Jackson, with McArthur 3rd and Stutely in 4th only 1.065 seconds behind the winner. Brise took his second class win of the day in 8th as did Cottrill in 26th.

The Historic Formula Fords were first out again on Sunday morning, but what a difference a day makes. The track was wet and Jackson, from the front row managed to lead from start to finish with Fitz-Simon slowly dropping back behind him. At the flag they were nearly twelve seconds apart. Then they were both disqualified for failure to

© Simon Wright



**Novice class winner in all three races Nikki Cottrill Lotus 61M**

© Janet Wright



**Matthew Wrigley Merlyn Mk11A/20 2<sup>nd</sup> in race three**

comply with yellow flag signals. This gave the win to Linton Stutely in the Royale RP3, with Matthew Wrigley 2nd in a Merlyn Mk11A/20 and Samuel Harrison 3rd in an Elden Mk8. Brise took another 50 Class win in 6th and Cottrill took the final class win again in 19th.

**Ross Drybrough March 709 3<sup>rd</sup> in 50 class & Kevin Stanzl Crossle 16F 2<sup>nd</sup> 50 class first race**



**Samuel Harrison Elden Mk8 3<sup>rd</sup> in third race**  
© Janet Wright

© Simon Wright



**David Squire Hawke DL2 14<sup>th</sup> in third race**

© Janet Wright



**Zoe Newall Palliser WDF2 2<sup>nd</sup> in Novice class race 3**

**Stuart Dix Cooper Chinook 9<sup>th</sup> in 50 class race 1**



© Janet Wright



Winner of both Classic Formula 3 races was Andy Smith in a March 783, ahead of Keith White in a Ralt RT1 ,2<sup>nd</sup> in the first race, Fraser Gray in a Ralt RT3 and David Thorburn in another Ralt RT3

Next out was the first HSCC Classic Formula 3 race of the weekend, with a reasonable twenty car grid for the twenty minute races. Andy Smith claimed pole position for the first race in a March 783. He led the first race from start to finish, winning by almost forty-seconds from Keith White in a Ralt RT1 and David Thorburn in a Ralt RT3. Class C for Formula Ford 2000 cars built before 1980 was won by 9th placed Andrew Storer in a Reynard SF79. Class D for



Stephen Barlow Van Diemen RF82, winner of class D for Formula Ford 2000 80-83 in both races.

Formula Ford 2000 cars built between 1980 and 1983 was won by 11th placed Stephen Barlow in a Van Diemen RF82.

The second race on Sunday took place on a damp track and Smith again dominated the class, winning by over forty-two seconds from White and Thorburn. Storer took a second class win of the weekend in 4th along with Barlow in 6th.



Andrew Storer Reynard SF79 won class C for Formula Ford 2000 pre 1980 in both races



Classic Formula Ford race 2 winner Henry Chart Van Diemen RF81 (39) ahead of race 1 winner Jordan Harrison Lola T540E

HSCC Classic Formula Ford 1600 saw a twenty car field take to the circuit. Pole position went to Jordan Harrison in a Lola T540E and he led almost all the way to the flag, winning by 1.870 seconds from Ben Tinkler in a Van Diemen RF80. The only other driver to have officially lead a lap was 3rd placed Henry Chart in a Van Diemen RF81. The Historic Class for cars built before 1974 was won by Simon Toyne in a Lola T200 in 5th place, with Chris Porritt 2nd in class in a Lola T202, who was 9th. The second race, 14 on the programme, on Sunday was held on a damp track. Harrison started from pole position, but Chart took the lead from the front row. The battle at

the front was intense with Harrison only 0.003 of a second behind at the end of the first lap and Tinkler right there in the thick of the battle as well. The front three were separated by less than half a second and all three took a turn at the front of the train. At the end of the fifteen minute race, it was Chart taking the victory in the Van Diemen,

© Janet Wright



Historic class winner in the first race was Simon Toyne Lola T200

© Janet Wright



Historic class winner in second race was Chris Porritt Lola T202

from Harrison in the Lola by just 0.067 of a second. Rick Morris was a distant 3rd, just over three seconds behind, with Tinkler in 4th. This race saw Porritt in a Lola take the Historic class in 6th, while Peter Hannam 2nd in class in a Nike Mk6 who finished 9th.

Rory Smith Formula Atlantic Ralt RT4 won the first Aurora Trophy race and took a class win in the second



© Simon Wright

The HSCC Aurora Trophy with Geoff Lees Trophy race saw the usual mix of Formula 5000, Formula 2, Formula Atlantic and other associated single seaters in a pair of 20 minute races. With Michael Lyons not in attendance, the race was wide open. Rory Smith took pole position in his Formula Atlantic Ralt RT4 (HSCC Geoff Lees Trophy Class B for Formula Atlantic cars between 1979 and 1989). At the start of the first race it was Mark Charteris in his Formula 2 March 742 which went in to the lead from the front row of the grid. It took until lap seven for Smith to pass him for the lead of the race, which he held to the flag. So Smith won the race and Class B in the Geoff Lees

© Janet Wright

Martin Wood Formula Atlantic March 78B won The Ray Mallock Trophy class B in both races.



Trophy category. Charteris was 2nd overall, over fifteen seconds behind, winning Class C, The Brian Henton Trophy for 2 litre Formula 2 cars between 1972 and 1979 - Non-Ground Effects. In 3rd place was Clive Wood in a Formula 2 Chevron B29. Martin Wood in a March 78B, 5th, won the Ray Mallock Trophy class for Formula Atlantic Cars between 1972 and 1979 - Non-Ground effects. In 6th place was Alex Summers in a Formula 5000 Lola T140, winning the Howden Ganley Trophy for Formula 5000 cars pre 1972 class. The second race on Sunday took place on a damp circuit. Smith started from pole and led the first six laps before he

© Simon Wright



Mark Charteris Formula 2 March 742 (42) was 2<sup>nd</sup> and won class C in the first race and Clive Wood Formula 2 Chevron B29 (30) was 3<sup>rd</sup> in both races and won class c in the second race.



Alex Summers Lola T140 (77) won the Howden Ganley Trophy class E in both races

© Simon Wright

was passed by Samuel Harrison in a Formula 3 Dallara 389. The damp conditions obviously suited the lighter more nimble Formula 3 car from Class C of the Geoff



Judy Lyons Gurney Eagle FA74 won the Tony Trimmer Trophy class for Formula 5000 cars in the second race

© Janet Wright

Lees Trophy for Formula 3 cars between 1985 and 1989. Harrison won the race outright by just over one second from Smith in the Formula Atlantic Ralt, who won the Geoff Lees Trophy Class B. Clive Wood 3rd, Martin Wood 4th and Alex Summers 5th all won their respective classes again in the second race. The final class winner in this race was Judy Lyons driving the Formula 56000 Gurney Eagle FA74, taking class F for the Tony Trimmer Trophy for Formula 5000 cars which competed between 1972 and 1977.

© Simon Wright



Formula 3 cars won second Aurora Trophy race outright. Samuel Harrison Dallara 389 won, taking the Geoff Lees Trophy class for Formula 3 cars between 1985 and 1989





**HSCC 70's Road Sports race winner William Plant Morgan Plus 8**

HSCC 70s Road Sports were the only non-open wheeled race on Saturday. The twenty-two car field saw a variety of sports cars lined up on the grid behind the all Morgan front row of William and Richard Plant in their pair of Morgan Plus 8 open sports cars. The pair were split by just 0.702 of a second. Before the race started Nic Strong had



**3<sup>rd</sup> and class C winner Jim Dean Lotus Europa**

withdrawn the Marcos 3000GT, after qualifying in 11th position. The twenty-five minute race was a demonstration for the Morgan pair, with William leading from start to finish and Richard holding station behind in 2nd place, just over seven seconds back at the flag. Way back in 3rd place was the Lotus Europa of Jim Dean, nearly forty seconds behind the winner. Dean won his class, as did 4th



**4<sup>th</sup> and class B winner John Williams Porsche 911SC**

placed John Williams in a Porsche 911SC. Only seven cars were on the lead lap at the finish. The next class winner was 9th placed Tim Child in an Alfa Romeo 2000

**9<sup>th</sup> and class D winner  
Tim Child  
Alfa Romeo  
2000 GTV**



GTV, one lap down. The only other class winner was also Alfa powered, Ben Brian was 13th in his Alfa Romeo 1750 GTV, winning class I.



**13<sup>th</sup> and class I winner Ben Brain Alfa Romeo 1750 GTV**

**Race winner Graham Fennymore Reynard SF81 ahead of Stephen Glasswell Reynard SF79**



SF81 in pole position. In the first race, Fennymore led from start to finish, but he had no time to relax as Benn Simms in a Reynard SF77 was on his gearbox for the entire race. They finished just 0.575 of a second apart at the flag. In 3rd place was Tom Smith in a Reynard SF78. Class C - Invitation class for air-cooled Formula Super Vee cars built before 1978, was won by 13th placed John Stapleton in a Tui BH2 and Class B for cars built before 1979 went to 18th placed Dave Margetts in a Dulon MP21.

The second race was on Sunday afternoon on a drying track. The race had to be restarted, with 16 - John Moore, 33 - Nick Haryett, 58 - Greg Robertson and 88 - Jennifer Ridgway not taking the restart. This time Simms made the best of the start and led the entire race, except for the last lap! Fennymore pipped him on the line to win by 0.083 of a second to take his second victory of the weekend. Simms took his second successive 2nd and Ian Pearson too 3rd in a Royale RP30. In this race Class B went again to 17th placed Margetts in the Dulon MP21. There was no Class C finisher in the race.

**HSCC Historic Formula Ford 2000s first race was 7 on the programme, and saw Graham Fennymore in a Reynard**



© Janet Wright

**Class B winner Dave Margetts Dulon MP21**



© Janet Wright

**Class C winner John Stapleton Tui BH2**



**Tim Sims Austin Mini Cooper S**

After a wet and raining qualifying session for the HSCC Historic Touring Cars, it was the Morris Mini Cooper S of



**Peter Hallford Ford Mustang**

Nick Paddy on Pole position next to the mighty Ford Falcon of Dan Williamson. When the race started it was still overcast and damp. The Falcon tentatively put down its power to lead at the end of the first lap but then Tim Sims used the superb handling of the



**Bob Bullen Ford Lotus Cortina**

Austin Mini Cooper S to get passed the Ford Falcon and on to victory. He was challenged by the Ford Lotus Cortina of Bob Bullen but he had dropped to 3rd at the



**Dan Williamson Ford Falcon**



**Mike Gardiner Ford Lotus Cortina**

finish. Peter Hallford in a Ford Mustang challenged Sims for the lead but failed by just 0.154 of a second at the finish. Sims 1st, Hallford 2nd and Bullen 3rd all won their respective classes. The Class K1 winner was 5th placed Williamson, while Class I went to Mike

**Nick Paddy Morris Mini Cooper S**



Gardiner in a Ford Lotus Cortina in 8th. Nick Paddy won class K3 driving a Morris Mini Cooper S to 9th overall. In 10th was the K2 Class winner Allan Ross-Jones in a Ford Lotus Cortina. The Singer Chamois of Steve Platts was 12th and won class E. The final class winner was 15th



**Allan Ross-Jones Ford Lotus Cortina**

placed Paul Wallis in an Alfa Romeo Giulia Sprint GT. The second touring car race closed the meeting on Sunday afternoon on a drying track. Sims started the Mini from pole position, but the more powerful cars engulfed



**Steve Platts Singer Chamois**

him immediately, with the Mini down in 7th at the end of the first lap. Williamson used the power of the Ford Falcon to get the lead, but the other American muscle car, the Mustang, stayed with him with Hallford right behind him. Gardiner was quickly in to 3rd and the order remained fairly constant with the gap opening up between all three. Gardiner had a bit of a battle with Bullen for 3rd before Bullen retired on the ninth lap. So after thirteen laps, Williamson in the Falcon won by over eighteen-seconds from Hallford in the Mustang. Gardiner made it an all Ford podium with 3rd in the Lotus Cortina. All three won their respective classes. Ross-Jones was 4th in another Lotus Cortina and Paddy was 5th in his Mini Cooper S, both taking second class wins of the day. In 6th place was Neil Wood in A Ford Anglia 105E, winning Class C and first



**Paul Wallis Alfa Romeo Giulia Sprint GT**



Neil Wood Ford Anglia

race winner Sims was 9th, taking a second class win of the day. The Class E winner was Adrian Oliver in a Hillman Imp who finished 11th and finally Wallis took a second class win in his Alfa Romeo in 14th.



John Davison Lotus Elan S1

The HSCC Historic Road Sports had their only race on Sunday. After a wet and raining qualifying session, it was Tim Pearce in a Morgan Plus 8 on pole position. When the cars came out to race on Sunday afternoon, the weather had changed and it was sunny for the twenty-five minute race. From his front row start, it was the nimble Lotus Elan S1 of John Davison that took the lead and led from start to



Tim Pearce Morgan Plus 8



Adrian Oliver Hillman Imp



Roger Sparrow Porsche 911

© Motorsport Imagery

finish. Pearce slowly dropped back in 2nd place and eventually finished 2nd, some thirty-five seconds behind, but still taking the Class A win. John Shaw was only just behind to take 3rd in another Morgan Plus 8. Class D was won by 7th placed Roger Sparrow in a Porsche 911 Class G was won by 8th placed Martin Rumble in a Lotus Elan and Class B was won by 11th placed Martin Pratt in a Morgan Plus 4. The final class winner was 20th placed Mark Soley driving an MG Midget.



Mark Soley MG Midget

© Motorsport Imagery



Andy Newall Chevron B6

The HSCC Guards Trophy was the longest race of the day, at forty minutes. The Lenham P69 Spyder of Robert & Benjamin Tusting started from pole position after wet qualifying. But it was the other front row starter, the Chevron B6 of Andy Newall that stormed off in to the lead on a drying track for the race. He was never headed and



**Robert Tusting / Benjamin Tusting  
Lenham P69 Spider during Qualifying**

lapped the entire field by the end of the forty minute race. David Forsbrey finished 2nd in a Chevron B8, one lap down but just over five seconds ahead of the Chevron B6 of Nick Thompson & Sean McClurg. The pole position Lenham of Robert & Benjamin Tusting finished 4th, another lap behind, winning the SRE class for Sports Racing, Sports prototype and Competition GT up to 1600cc and raced before 1969. Finishing in 7th place was



**John Davison  
Lotus Elan 26R**



**Ashley Hudson/ John Devlin  
Lotus 23B**

the class A for Standard, Competition GT & GT Prototype cars winning Lotus Elan 26R of John Davison, who was two laps down on the winner. The Lotus 23B of Hudson & Devlin was 9th, winning class SRB for Sports Racing cars under 1600cc built between 1960 and 1965, 3 laps down and the final class winner was the MGB of Chris & Stephen Reece, who won class B for metal bodied standard and competition GT cars up to 2000cc, 7 laps behind the winner and the last classified finisher.



**Chris Reece/ Stephen Reece MG B**

# The New Volkswagen Polo

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The Volkswagen Polo is one of Britain's most popular cars, thanks to its reliability and high quality build. The model has now had a refresh and has been enhanced with new trim levels and a facelift. The new Polo offers more equipment and technology, including in the new Life trim, the Digital Cockpit, Travel Assist and Adaptive Cruise Control. It also includes intelligent IQ.Light LED matrix headlights. With a 95 PS TSI engine, prices start from £17,885 OTR.



This is the sixth generation of the Polo, which was first introduced to the UK market in 1975. Over 18 million have been produced during its 46 year lifespan. The latest version is the mid-life enhancement to the sixth iteration. It rationalises the models trim range with the usual Volkswagen Y structure. Starting with the Polo Life, and moving up to either the comfort focused Style or the sporty R-Line, with both ranges starting from



£20,785 OTR. A Polo GTi will arrive at a later date. There are four engine and gearbox configurations across the standard Polo line-up, all 1 litre, three cylinder petrol engines, ranging from 80 PS to 110 PS. The entry level 80 PS model has a five speed manual gearbox, while the 95 PS model is available with either the five speed manual transmission or the seven speed DSG transmission system. This model has the lowest CO2 emissions of 118 g/kg and gives 54.3 mpg. The top of the range 110 PS engine is exclusively available with just the seven speed DSG transmission. This will accelerate from 0-62 mph in 10.4 seconds.

The technology features included Travel Assist as standard on the 95 PS model and above, making the Polo

one of the first vehicles in its segment to offer partly automated driving. An 8 inch Ready 2 Discover infotainment system Digital Cockpit is another enhancement and is built on the third generation modular infotainment matrix, which brings App-Connect, using either a USB or Bluetooth link to activate smartphone mirroring via the central touchscreen. Also the Style has 2 zone climate control.

The Style trim includes IQ.Lighting intelligent LED matrix headlights which allow individual settings for different driving conditions. Also standard fit on the Style are parking sensors front and rear and 16 inch 'Palermo' alloy wheels.



The Polo R-Line is identifiable with its 16 inch 'Valencia' alloy wheels and bespoke bumpers, with distinct styling at the rear incorporating exhaust trim mimicking a trapezoidal quad tail-pipe setup. Inside the model features sporting black roof-lining, stainless steel pedals and sports comfort seats for the driver and front passenger. It also features Dynamic Road Sign Display and High Beam

Assist.

The new Polo can also be personalised further with a range of carefully selected options, including new paint shades Vibrant Violet for an additional £595 or Kings Red for £695. A rear view camera can be added for £250 and a sports suspension pack for £360.



# CCRC Autumn Classic

Castle Combe,  
Saturday 2<sup>nd</sup> October 2021.

By Peter McFadyen.



The Haxton/Rawles Austin Healey 3000 splashes through the puddles at Quarry

Race winner Tom Waterfield  
(Cooper Norton Mk 9)



### Castle Combe Autumn Classic

For a time, as the morning practice sessions drew to a close, it looked like this year's one-day Autumn Classic race meeting at the Wiltshire circuit might suffer the same



With no windscreen, Michael Brough's BJR left him very exposed to the wet .....

fate as the second of last year's two days and be called off due to heavy rains swamping the track. Thankfully the rain eased and, although it never stopped, all seven races went ahead as planned. Racing began with a 15 minute race for the 500cc F3 machines of the 500 Owners Association which was led throughout by Tom Waterfield who, being used to racing Frazer Nashes with their chain driven solid rear axles and resultant tail-wagging characteristics, was revelling in the conditions and took the Norton engined Cooper Mk 9 belonging to Tim Ross to a well deserved victory.



but it did not deter him from following other cars closely, in this case Alex Wilson's Mackson which finished third In the 500cc F3 race

Mark Brett (Ballamy Ford V8 LMB) finished second in class in the ODM race



Jeremy Flann (Frazer Nash), Tim Kneller (Riley TT Sprite Replica), Oliver Llewellyn (Bentley 4½ Litre) and Ewan Cameron (Morgan Aero Supersports) in the Owner-Driver-Mechanic race



© Peter McFadyen

The Owner-Driver- Mechanic race for pre-war sports cars was the first of three races provided by the Vintage Sports Car Club and three driver had the chance to seal the season long championship. In the end it was Frazer Nash driver Simon Blakeney-Edwards, step-father of Tom Waterfield, who won the race and the championship after an entertaining tussle with Tim Kneller's Riley and Jeremy Flann's Frazer Nash. Championship contender Max Sowerby (Talbot Lago T120) duly won his class but, with fewer entries in the class, scored fewer points while his other rival, Ian Standing, was unable to start, his Riley Brooklands having suffered big-end bearing failure at an earlier event.

© Peter McFadyen



Winning the 2021 Owner-Driver-Mechanic Award as well as the race, Simon Blakeney-Edwards leads Tim Kneller and Jeremy Flann at Quarry

Graham Love's XK150 and Nigel Webb's class winning XK120

© Peter McFadyen

© Peter McFadyen



The Norman Dewis Trophy race for pre-1966 Jaguars lacked its usual phalanx of E-Types due to the competing event at Spa in Belgium which allowed the Mk 1 and Mk 2 saloons and XKs to take the limelight. The 40-minute race was eventually won by Richard Butterfield/James Dorlin from John Young, Tom Barclay and Grant Williams.



The Lewis/Marshall Mk 1 takes the inside line alongside Bruce McWhirter's rather battered Mk 2. Neither finished the race

© Peter McFadyen

Grant Williams leads John Young

© Peter McFadyen



Roger Cope's Jaguar S Type and Tom Smith's Mk 2 Saloon in the Norman Dewis Trophy race

Tom Waterfield (Frazer Nash Super Sport) won the VSCC's Frazer Nash / GN race



Tom Waterfield was out again for the VSCC Frazer Nash race and took his second win of the day when his only close rival, Dougal Cawley dropped out when his Ford-engined 'Nash threw one of its drive chains. David Wylie took a distant second place in his Frazer

James Parker in the famous Basil Davenport GN BHD unfortunately retired from the FN/GN race



Nash Super Sports. Simon Blakeney-Edwards started from the back of the grid, having missed practice, but worked his way up to finish third to conclude a very successful family day out. Tom Walker was the first GN to finish, in 4<sup>th</sup>, with Big Yellow.



The Lotus Elites of Robin Ellis and David Alexander lead the Jaguar XK150S of Marc Gordon and the John Ure/Nick Wigley Cooper Bristol on the opening lap of the Historic Intermarque race



© Peter McFadyen



Alex Quattlebaum's Leco MG leads a mixed group of cars in the Historic Intermarque race.

© Peter McFadyen



© Peter McFadyen

Christopher Mann's Alfa Romeo 6C 3000PR

David Alexander's 1217cc Lotus Elite hanging on to second place ahead of Marc Gordon's Jaguar XK150S, a class winner in the earlier Jaguar race.

Also starting from the back of the grid but working their way right up to first place on the final lap of the 30-minute FISCAR Historic Intermarque race were father and son team of Tim and Oliver Llewellyn in their 6.6 litre Allard J2,

The Jowett Jupiter of Harry Naergar and Thomas Leopold in the Historic Intermarque race



© Peter McFadyen



© Peter McFadyen

Oliver Llewellyn's race winning Allard J2



Hughie Walker (GN Thunderbug) drives like this even in the dry



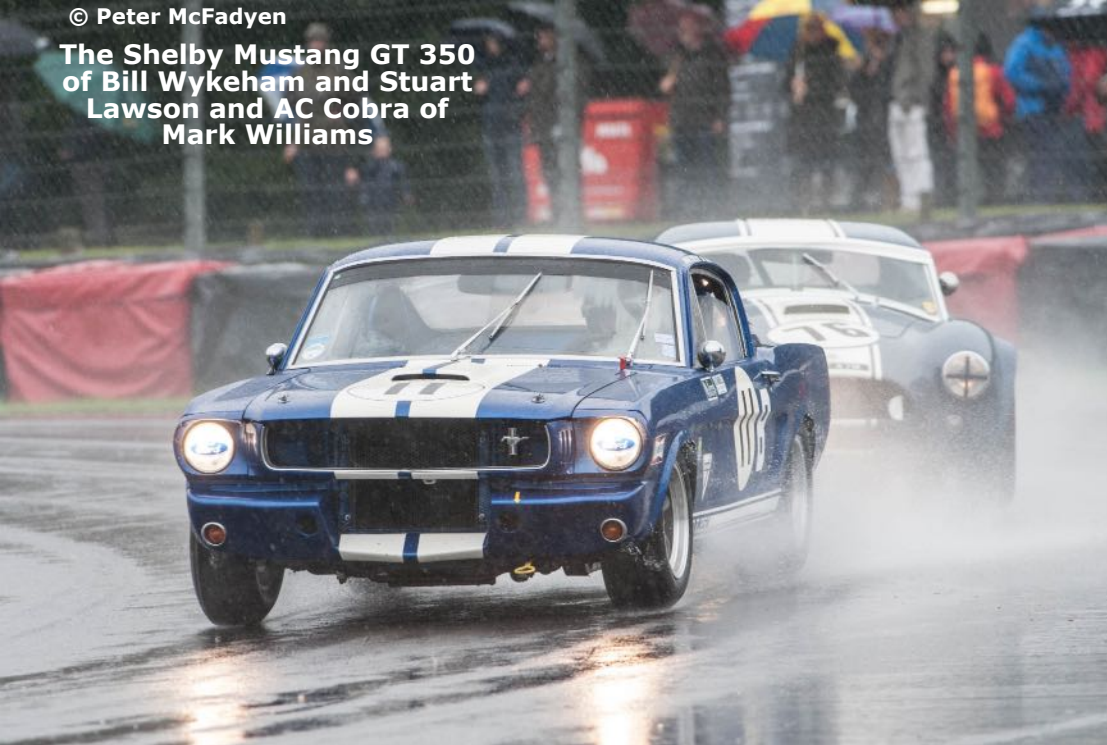
Tom Walker (Amilcar Hispano) and race winner Dougal Cawley (GN-Ford) with third placed James Painer's MG Kayne Special following

The VSCC Allcomers Scratch Race was won by Dougal Cawley's GN-Ford once again with its full complement of chains and gears from Tom Walker's Hispano aero-engined Amilcar and James Painter's MG Kayne Special.



Mike James' Riley went off at the first corner of the VSCC Allcomers race; although he rejoined, the race was red flagged and he wasn't seen again

The Shelby Mustang GT 350 of Bill Wykeham and Stuart Lawson and AC Cobra of Mark Williams



The GT&SCC winning Austin Healey 3000 of Mark Holme and Jeremy Welch

The final race of the day and at 90 minutes by far the longest, was the GT & Sports Car Cup in which Jeremy Welch finished both first and second by dint of sharing the driving of two Austin Healey 3000s with Mark Holme and Doug Muirhead respectively. Mark Williams was third in his AC Cobra.

The Robin Ellis / Clive Richards Shapecraft Lotus Elan leads Jaguar E-Type and Ford Mustang in the GT & Sports Car Cup race



Two AC Cobras of Audi / Dowd and Mark Williams



Andrew Morland (MG PA) and Mark Hayward (FWD Alvis) in the VSCC Owner/Driver/Mechanic race.



Max Sowerby (Talbot Lago) and Mark Brett (Ballamy Ford) were first and second in their class in the ODM race. Jeremy Flann's Frazer Nash takes a wider line at Quarry



Mark Morgan's AC Ace Bristol ahead of the Naergar/Leopold Jowett Jupiter in the Historic Intermarque race



The Greg Audi / Mike Dowd AC Cobra finished fifth overall in the GT&SCC race



Kidderminster driver Darryl Woods in his Staride Mk 5 F3 car, 4th in the 500 Owners race



# Footman James Coffee & Chrome

Impney Estate, Droitwich,

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

By Simon and Janet Wright.





Chrysler Crossfire

© Simon Wright

Returning to Chateau Impney, now called Impney Estate, the Footman James Coffee & Chrome Breakfast meeting drew a huge attendance to this very popular midland venue. A vast variety of hundreds of cars filled the former hotel car park, were lined up alongside the former hill climb course across the front of the hotel and on the grass verge to the side of the hotel. Then beauty of these types of meetings is the diverse

© Simon Wright



types of vehicles they attract. You get everything, from vintage classics to modern supercars and everything in-between. Even enthusiasts with more modern, normal cars are welcomed, though whether these vehicles will ever obtain classic status in these political times, is another matter for the future.

© Simon Wright



Ancient and Modern - Midget with Porsche and BMW Mini

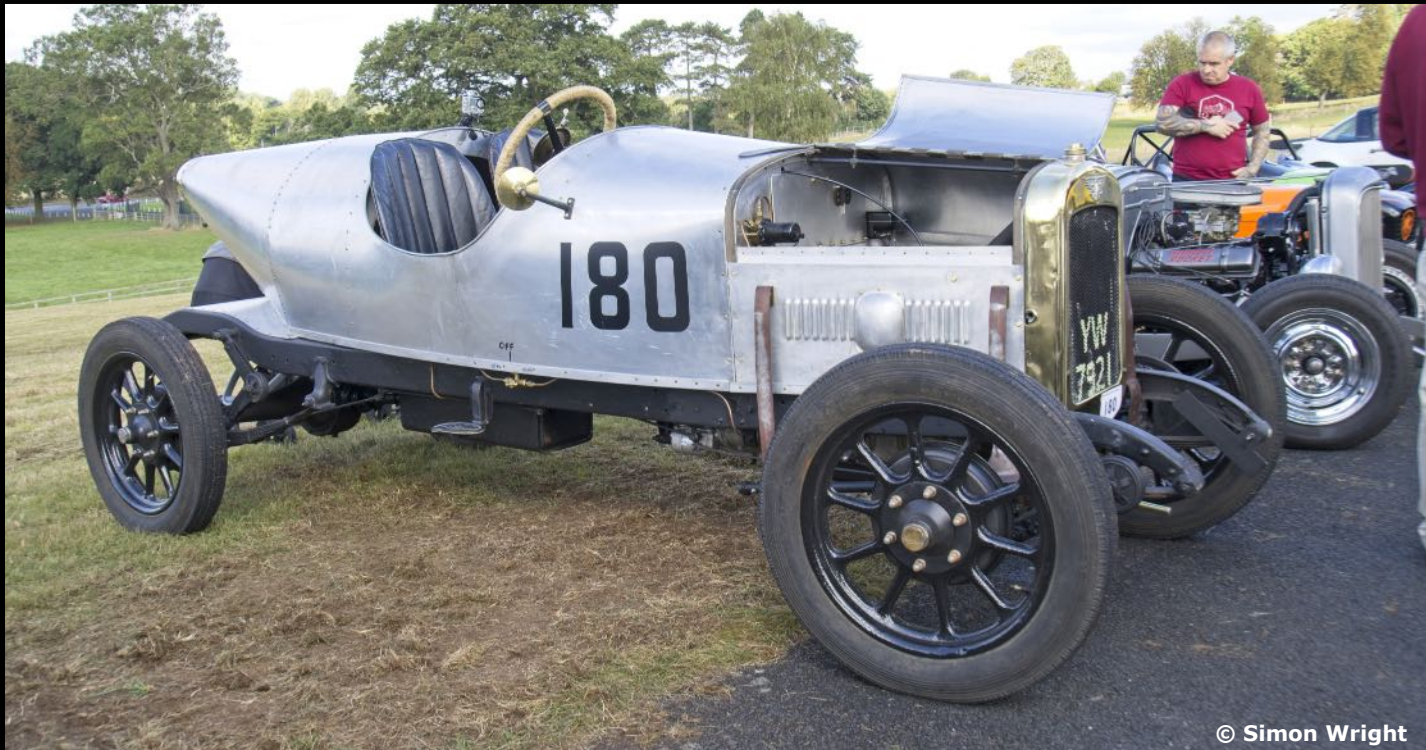


© Simon Wright



© Simon Wright

One of the oldest cars there was also one of the most unusual, in that it looked a little like a banana! The 1928 Austin Heavy 12/4 Racing Special had recently been in action at the VSCC Prescott Long course hill climb (See report in this issue). This car is unique, hand built on a rolling chassis by Ex-Austin



© Simon Wright

Apprentice Rob Lewis. No one has ever built a racer based on an Austin 12/4 before. The original Austin 12 was first launched in 1921, the second Austin model launched after the first World War, with either a 1661cc or 1861 cc engine with a choice of Saloon, Tourer or Coupe body.



© Simon Wright



© Simon Wright



© Simon Wright

A few hundred yards away was one of the latest supercars, a 2016 Lamborghini Aventador Roadster SV, 1 of 500 (not sure if this meant it was the first of the 500 or 1 of the 500), making it a very rare and special car. Powered by a V12 6.5 litre engine, producing 740 bhp, it can accelerate from 0-62 mph in just 2.9 seconds and has a top speed of 217 mph.



© Simon Wright





Quite a few car club members or owners of similar vehicles, arrange to arrive together so they can park as a group. There were several nice line-ups, including Wolseley, Triumph, BMW and MG owners.



© Simon Wright



© Janet Wright



© Janet Wright

You do not need to belong to a club to attend, and some fantastic cars were parked next to each other.



© Simon Wright

American cars are popular, as they usually offer large engines with plenty of power for a relatively modest price for the performance. They usually stand out as being larger cars, with older models often sounding incredible from V8 engines. The Chevrolet Camaro Z28 from the early 1970s was a typical 5 litre V8 two door coupe, which starred in the British Saloon Car Championship of the period. This was a second generation model, which was



© Simon Wright

produced between 1970 and 1981. The Camaro was originally designed to compete with the Ford Mustang and shares many major components with the Pontiac Firebird. The Ford Mustang was the original pony car that was introduced in 1964 and we had an early example at Droitwich. This was eye-catching in white with the iconic red strips running along the length of the vehicle. Designed as a sporty coupe or convertible. It was initially available with a six cylinder or V8 engine. This car has the 3.3 litre 6 cylinder engine which produced 120 bhp.



© Janet Wright

The Mustang story continues and there was a lovely red 2018 car, the sixth generation, which first appeared in 2015. There were three engine options, 2.3 litre EcoBoost 4 cylinder producing 310 hp, a 3.7 litre V6 producing 300 hp and this one is the 5 litre V8 engine producing 460 hp. The automatic transmission option is a 10-speed Ford 10R80. By 2018 the 3.7 litre V6 engine had been dropped.

Not all cars have to be exotic to be interesting. The Triumph Toledo was the fore-runner for the successful Triumph Dolomite range. The Triumph Toledo was produced by British Leyland between 1970 and 1976. It was available with two engine options, 1300 cc or 1500 cc, both straight four cylinder engines with a manual 4-Speed gearbox driving the rear wheels. It replaced the earlier Triumph 1300 and 1500 which were both Front Wheel Drive. The 1296cc Standard SC engine produced 58 bhp, with drum brakes all round and a live rear axle and coil spring suspension.

Initially the Toledo was just a 2 door model but a four door version was launched in March 1971 with the 1500cc engine. Fitted with twin SU carburetors, it produced 64 bhp. The 4 door model also came with Radial ply tyres to compensate for the additional 50 weight from the two rear doors. By October 1972 front disc brakes were fitted on all models and heated rear windows were added by 1974.



© Simon Wright 1974 Triumph Toledo 1300 4 door saloon.



Oldest vehicle on the day was a 1900 640cc De Dion Bouton

© Janet Wright



1973 Porsche 914 mid-engined sports car produced between 1969 and 1976. Powered by a 2 litre flat 4 boxer engine producing 99 hp, giving a top speed of 118 mph and do 0-62 mph in 10.5 seconds.



1961 Porsche 718 RSK Spyder

© Simon Wright



Matching pair:  
1967 Volkswagen Variant 1600L Estate car and  
1970 Volkswagen Beetle



1977 BMW 1502

© Simon Wright



Austin Atlantic

© Simon Wright



Lotus Esprit

© Janet Wright



1982 Dutton Ford

© Simon Wright



Daimler Dart

© Simon Wright



TVR line-up

© Janet Wright



1976 Citroen Ami 8

© Janet Wright



Ford Capri

© Simon Wright



1993 Nissan 300ZX

© Simon Wright



**BAC Mono**

© Janet Wright



**Wolseley pair**

© Janet Wright



**1955 Alvis TC21 Grey Lady**

© Simon Wright



**1937 Fiat Topolino 500**

© Simon Wright



**Triumph TR3**

© Janet Wright



**A pair of Ford Hotrods**

© Simon Wright



© Simon Wright

Alvis line-up



© Simon Wright

1933 Alvis Firefly  
Type SB Tourer



© Simon Wright  
1940 Alvis Speed 25 Type SC Sports & 1937  
Alvis Speed 25 Type SB Drop Head Foursome  
Coupe



1950 Alvis TB 14 Compact

© Simon Wright



© Simon Wright



1932 Alvis Speed  
20 Type SA Tourer

© Simon Wright



1969 Maserati Ghibli



Fiat X1-9



1924 Wolseley AC7





# Archive Photo of the Month

By Pete Austin



Last month (October) at Brands Hatch Ash Sutton won his third BTCC Championship in the Infiniti Q50. 49 years ago Bill McGovern in his diminutive George Bevan Sunbeam Imp achieved the same feat having previously taken the title in 1970 and 1971. In those days the series (known as the British Saloon Car Championship) was run in 4 classes which meant that smaller capacity saloons had an equal chance of taking the title. McGovern is shown here at Brands Hatch in 1972 leading the Ford Escort 1300GT of Brian Peacock.

# BARC Race Meeting

Mallory Park.  
17th October 2021  
By Simon & Janet Wright.



Start of the first Pre 66 race

Winner of Both BOSS & Thundersaloon race was Jason West in a BMW E46 M3



© Janet Wright

The British Automobile Racing Club (BARC) made their second visit of the year to the friendly circuit, Mallory Park with a Sunday saloon spectacular. After wet morning qualifying, racing started slightly behind schedule before the lunch break, with the first of two races

MALLORY PARK

Class winner in both races Jason Hughes Vauxhall Vectra 888 ST was 3<sup>rd</sup> in the first race and 2<sup>nd</sup> in the second race



© Simon Wright



Class CT A winner in the first race - Andy Robinson Ford Falcon was 5<sup>th</sup> in both race.

for Classic Touring Car Racing Club (CTCRC) Edmundson Electrical Classic Thunder Saloon Championship & Burton Power Products Blue Oval Saloon Series (BOSS).With

Class CT H1 winner in both races - Samuel Wilson Aston Martin V8 Vantage in first race and Rikki Cann in second race



© Simon Wright

very wet qualifying, pole position went to Jason West in his BMW E46 M3, who was almost three seconds faster than his nearest challenger, the Honda Civic Type R of AJ



© Janet Wright

Class CT H3 winner in both races Joss Ronchetti Talbot Sunbeam Lotus



**Class CT H3 winner in both races Colin Voyce Ford Escort Mk1 Zakspeed.** The race started on a wet track with just slight fine drizzle at the start. West made the best of his clear view to lead the race from start to finish. Coming straight through from the second row behind West was the BOSS class Ford Escort Mk2 Zakspeed of Malcolm Harding who was close behind the BMW for the first few laps before slowly dropping back as they lapped slower cars. At the end of the fifteen minute race, West won by over six seconds from Harding who was 1st BOSS S. In 3rd was Jason Hughes in his Vauxhall Vectra 888 ST, winning CT C. Owen bought the Honda home in 4th, while Andy Robinson was 5th in the 7 litre Ford falcon, winning CT A. In 6th was Samuel Wilson in the Aston Martin V8 Vantage which had a most impressive spray trail behind the car on its way to winning class CT H1. Joss Ronchetti in the

© Simon Wright

**Class CT S winner in both races Steve Waterman Toyota Starlet**



**First BOSS finisher in both races -2<sup>nd</sup> in first race Malcolm Harding Ford Escort Mk2 Zakspeed BOSS S**



© Janet Wright

Talbot Sunbeam Lotus won class CT H2 in 8th, followed by 9th placed Martin Reynolds in a 2.5 litre Ford Anglia that won class BOSS B. In 10th place was Colin Voyce in his Ford Escort Mk 1 Zakspeed, winning class CT H3. The next class winner was William Hunt, 13th in a 2 litre Ford Fiesta, winning BOSS D. Another Fiesta took BOSS C with Sam Daffin in 15th. Making it a trio of Fiesta victories, Dan McKay in 19th took BOSS E in his Fiesta RS1600.



**BOSS B class winner in both races Martin Reynolds Ford Anglia**

© Simon Wright



**BOSS D winner in both races William Hunt Ford Fiesta**

The final class winner was Steve Waterman in his 2.3 litre Toyota Starlet who won class CT S in 21st position. The second race was held half way through the afternoon on a dry track. With West starting in pole position, the right



**Class CT A winner in second race Andrew Wilson Holden Monaro**

to 2nd in the race. The gap remained just under two seconds throughout the entire race with West taking a second victory in the BMW by just over two seconds from Hughes in the Vauxhall Vectra, with both drivers winning their respective classes CT B and CT C. Harding in the Escort had shadowed the pair throughout the race taking 3rd and winning the BOSS S class. Andy Wilson was 4th in the Holden Monaro taking class CT A, just ahead of Andy Robinson in the 7 litre Ford Falcon. Ronchetti in 7th, Voyce in 8th, Waterman in 12th, Hunt in 15th, McKay in 16th and Reynolds in 18th all took second class wins of the day. The Aston Martin V8 Vantage took its second class win of the day, this time it was driven by Rikki Cann to 11th. The other class winner of the day was Tom Abbott in a Ford Capri, who finished 14th to win class BOSS C.



© Simon Wright

**Sam Daffin Ford Fiesta BOSS C winner in first race** side of the grid made the most of the dry track and Hughes in the Vectra followed West, from 3rd on the grid



© Simon Wright

**BOSS E winner in both races Dan McKay Ford Fiesta RS1600**



© Simon Wright

**BOSS C winner in second race Tom Abbott Ford Capri**

**BOSS S Michael Thurley 2.0 Ford Escort**



© Simon Wright

**BOSS S Ford Escort Mk2 Darren Owen**



© Janet Wright

**Clive Haynsord mazda RX8 3<sup>rd</sup> in class CT-B**



© Janet Wright

**BOSS S Steven Goldsmith Ford Anglia 105e**



© Simon Wright

**Class CT C AJ Owen Honda Civic Type R**



© Simon Wright

**BOSS B Jack Gadd Ford Escort**



© Simon Wright

**Despite a spin Craig Owen Ford Sierra Cosworth still managed 3<sup>rd</sup> in class BOSS S in first race.**



© Simon Wright

**Colin Claxton Ford Escort Mk1 BOSS B - 3<sup>rd</sup> in class in second race.**



© Janet Wright



© Simon Wright

**Both rear wheels came off this Ford Fiesta BOSS D car of James Dunkley, who was still classified 2<sup>nd</sup> in class.**



First Pre 66 race winner and class A winner in both races, Robyn Slater Ford Anglia

The first Poultec Classic Race Engines Pre '66 Touring Cars race was also before the lunch break. In wet qualifying, the Ford Anglia pair of Robyn Slater and Kevin Swann locked out the front row of the grid. The track was still wet when they came out to race and Slater made the most of the clear view to lead the race from start to finish. James Ibbotson in a Hillman Imp Super made a great start



James Ibbotson Hillman Imp Super class E winner in both races ahead of 2<sup>nd</sup> placed Kevin Swann Ford Anglia first race



Second Pre 66 race winner Alan Greenhalgh Ford Falcon, class A winner both races.

and snatched 2nd on the first lap before Swann made the most of the extra power in the Ford Anglia to take 2nd. At the finish, he was over ten seconds behind race winner Slater, who also took Pre '66 class C. Ibbotson held on to 3rd place in the Imp, winning Pre '66 class E. In 4th overall was Alan Greenhalgh in the mighty 4.7 litre Ford Falcon, winning Pre '66 class A. Down in 10th place was Roger Stanford in a Ford Lotus Cortina Mk1, winning Pre '66 class F, with 12th placed Adam Gittings in a Morris Minor winning Pre '66 class D. The final class winner was



Roger Stanford Ford Lotus Cortina Mk1 class F winner first race



Adam Gittings Morris Minor class D winner first race

© Janet Wright

19th placed Stuart Radford in a Triumph Vitesse, winning Pre '66 class B.



© Janet Wright

Another spinner Stuart Radford Triumph Vitesse won class B in the first race

The second race had to be re-started, with Stanford in the Ford Lotus Cortina and Gittings in the Morris Minor not making the restart. The now shortened five lap race saw

© Simon Wright



David Hall Ford Lotus Cortina class F winner in second race



Despite a spin Stephen Evans managed a class D win in the second race

© Simon Wright

Slater hold the lead for the first lap in the Anglia, but the now dry track was ideal for Greenhalgh to use the power of the Ford Falcon to take the lead on the second lap and hold the Anglia behind him, taking victory by just 1.179 seconds. He also won Pre '66 Class A. Slater took 2nd overall and won Pre '66 class C in the Ford Anglia. With Stanford out, David Hall took an excellent 3rd overall in his Ford Lotus Cortina Mk1 to win Pre '66 class F. Taking a second class win of the day was Ibbotson in the Hillman Imp Super in 9th. The other two class winners in this race were 12th placed Brian Bedford in an Austin A40 Farina who won Pre '66 class D and 15th placed Nathan Berrisford in a BMW 1800ti who took Pre '66 class B.



Nikki Berrisford BMW 1800 ti won class B in second race.

© Janet Wright





Patrick Harris Morris Minor 1000



Kevin Swann Ford Anglia



Michael Loveland Hillman Imp Deluxe



Piers Grange Ford Mustang



Keith Wright Morris Minor



Eric Walker Ford Anglia 105e



Paul Cooper Ford Cortina Mk1 GT



Nathan Williams Austin Mini Cooper



Double race winner Tom Robinson Jaguar XJR6

After lunch the racing recommenced with the CTCRC - Jaguar Enthusiasts' Club (JEC) Saloon & GT Championship first race of the day. The relatively small field of twelve cars saw Tom Robinson claim pole position driving his Jaguar XJR6 in a wet session. When the race

© Simon Wright



Micael Seabourne Jaguar XJ40 class B winner first race

started after lunch, the rain had stopped, but the track was still damp in places. Michael Seabourne in a Jaguar XJ40 made the most of his front grid row spot and took the lead of the race from the start. He held off for the first ten laps before Robinson came storming through to lead the last four laps and take the win by just 1.080 seconds from Seabourne, with both drivers winning their respective classes. In a distant 3rd place was Guy Connew in a



Michael Holt class C winner in both races

Jaguar XJS, over fifty seconds behind the winner. In 4th place was Michael Holt, who won his class in a Jaguar XJ300. The final class winner was 6th placed Simon Lewis in a Jaguar XJ6.

The second race on a completely dry circuit and saw Robinson lead from start to finish. He was chased for the entire race by Connew in his XJS, who was just over four

© Simon Wright



Simon Lewis Jaguar XJ6 class A winner first race



Tom Lenthall Jaguar XK8 won class B in the second race.

seconds back at the chequered flag. Seabourne, who had started from the front row of the grid, had dropped back to 6th on the first lap and stayed there for the whole race. In 3rd place was Tom Lenthall in a Jaguar XK8 who took the Class B win. Holt took a second class win in 5th and the final class winner in this race was Simone Dunford driving a Jaguar XJS, who was 8th, one lap behind the winner.



David Ringham Jaguar XK-S



Michael Atkinson Jaguar XJ300



Simon Dunford Jaguar XJS class A winner in the second race



Guy Connew Jaguar XJS

Pre 03 Class B winner in both races - Simon Ward Vauxhall Astra GTE and first race winner and Pre 03 class D winner Andrew Neal Peugeot 106



The Laser Tools Pre-1993 Touring Car Championship & Simply Serviced Pre-2003 Touring Car Championship contenders were out next for their first race. Gary Prebble in a Pre 03 Honda Civic EG took pole position in wet qualifying, with the only lap under the one minute mark in the session. Next fastest was the quickest of the Pre 93 cars, the Vauxhall Astra GTE 16v of Simon Ward. The race took place in bright and drying conditions which saw Prebble lead the first couple of laps before Andrew Neal in

a Peugeot 106 and James Everard in a BMW M3 E30 got passed him. Neal quickly opened up a lead of around four seconds. Prebble retook 2nd place on lap six and started to close the gap of the leader to around the two second

© Simon Wright



Pre 93 D class winner David Griffin BMW E36 M3 first race

© Simon Wright



Pre 93 C winner and 2<sup>nd</sup> overall in both races James Everard BMW M3 E30

Pre 03 C class winner in both races John Hillyer BMW E36 Touring



© Simon Wright

mark, while battling with Everard. On lap fourteen Everard retook 2nd place and despite a lap last charge Neal took victory by 0.659 of a second and won the Pre 03 race and class D. Everard was 2nd, winning the Pre 93 category and class C, with Prebble 3rd overall and second in the Pre 03 class D. David Griffin was 4th overall in his BMW E36 M3 winning the Pre 93 class B. Ward in the Vauxhall Astra finished 7th, winning Pre 03 class B, while John Hillyer in a BMW E36 Touring was 9th, winning Pre 03 class C. The Ford Escort RS2000 of Steve Cripps was 12th, winning Pre 93 class D and the final class winner was Alan Hersey in a BMW Compact who was 14th, winning Pre 03 Class A.

The second race took place towards the end of the afternoon on a dry track. Neal started from pole but Everard got the better of him on the first lap to lead the race. The second time round, Neal got in front and stayed

Pre 93 D class winner in both races Steve Cripps Ford Escort RS2000.



© Simon Wright

Pre 03 A class winner in both races Alan Hersey BMW Compact.



© Simon Wright

there until the chequered flag, winning by 6.822 second in the Honda Civic EG, also taking Pre 03 Class D for the second time in the day. Everard bought the BMW M3

Second race winner and Pre 03 D class winner Gary Prebble Honda Civic EG



© Janet Wright

home in 2nd, winning the Pre 93 category and claiming Pre 93 class C. Only just behind at the flag was 3rd placed Ian Bower in a BMW M3 who won Pre 03 class B. Ward in the Vauxhall Astra took a second class win in 7th, along with Cripps in 10th, Hillyer in 13th and Hersey in 16th.



© Janet Wright

Pre 93 B class winner Ian Bower BMW M3 second race

© Janet Wright



Paul Hinson Pre 03 BMW Compact

© Janet Wright



Pre 93 B Graham Myers BMW M3 E36



Pre 03 Ross Craig Honda Civic Type R

© Simon Wright

© Janet Wright



Pre 93 C David Nixon Rover Tomcat

© Simon Wright



Pre 93 C Matthew Howarth Vauxhall Astra GSI

© Simon Wright



Pre 93 D Andrew Sheraton BMW 325i E30



Pre 93 B Andy Cripps BMW E36 M3

© Simon Wright



**Thomas Harvey**  
BMW E21 320 won  
the first race

The final series out was the Shell Oils Pre '83 Touring Car Championship. In their wet qualifying session it was the BMW E21 320 of Thomas Harvey that took pole position. The race took place on a dry track and it was Stephen Primett in a Ford Escort Mk1 that took the lead and led every lap but one. His battle with Harvey was close for the entire race, but Harvey timed it to perfection, leading the only lap that mattered, the final lap. Harvey in the BMW

**David Howard**  
Jaguar XJ12 won  
class A in both races



**Peter Millington Hillman Avenger** won class D in both races.

320 won by 0.589 of a second from Primett in the Escort. Just behind was 3rd placed Mark Osborne in a Triumph Dolomite Sprint. In 6th place, David Howard in the Jaguar XJ12 won Pre '83 Class A, while 7th placed Peter Millington in a Hillman Avenger won Pre '83 class D. The second race closed the meeting and saw Osborne in the Dolomite Sprint lead the first six laps. Then Primett got in front and opened up a slight lead, to avoid the disappointment of the first race. This time Primett won by 3.6 seconds from Osborne, while first race winner Harvey retired from 4th place on lap ten. In 3rd place in the race was Mark Cholerton in a Ford Escort RS2000 Mk2. Howard in 5th and Millington in 7th both took second class wins of the day.



**Stephen Premett Ford `escort Mk1**  
won the second race.

Mark Osbourne Triumph Dolomite Sprint



© Janet Wright

Mark Cholerton Ford Escort Mk RS2000



© Simon Wright

Keith Evans Alfa Romeo Alfasud



© Simon Wright

Mark Lucock Ford Escort MK1 ahead of Stephen Primett Ford Escort Mk1



© Janet Wright

© Janet Wright

Colin Claxton Triumph Dolomite sprint



© Simon Wright



Martin Reynolds Ford Taunus P7



# VSCC Welsh Trial

Presteigne  
9<sup>th</sup>-10<sup>th</sup> October 2021.  
By Syd Wall



Simon Bowyer clinched the Harry Bowler Memorial Trophy in the popular 1930 Ford Model A



© Syd Wall

The 2nd weekend of October saw hordes of Vintage Sports Car Club competitors descend on the welcoming town of Presteigne for the annual Welsh Trial. One hundred and twenty one cars, dating from 1930 back to 1903 along with upwards of five hundred drivers, bouncers

The Smatcher Trophy went to Rachel Blake and the 1929 Austin 7 Ulster Replica



© Syd Wall

and supporters were in attendance to compete and spectate on 15 tough sections over two days.

The unseasonably fine weather brought spectators in their hundreds to Badlands where the mostly dry ground ensured many competitors made better progress up the section than could normally be expected at this time of year.

The awards were as follows:



© Syd Wall



© Syd Wall

The Presteigne Trophy was won by Peter Batty in the 1930 Ford Model A Special

Rufus Flann was awarded the Judge's Gavel



© Syd Wall

Charlotte Bowyer stopped off at Halfords for her 1928 Ford Model A's must-have accessory

© Syd Wall



The Harry Bowler Memorial Trophy for the best overall performance in any class was awarded to Class 2B's Simon Bowler in a 1930 3.3litre Ford Model A. The Presteigne Trophy for best performance in the opposing class, 1B, went to Peter Batty and his 1929 3.3litre Ford Model T.

Austin 7 Ulster Replica. Finally, the Judge's Gavel went to Rufus Flann in the 1930 747cc Austin 7 Ulster, awarded for the best performance by the youngest competitor not winning any other trophy.

© Syd Wall



Alistair Littlewood misjudged the Great Rift Valley section of Badlands

The Smatcher Trophy for the best performance by a competitor who has won no other award on the day or previously was won by Rachel Blake and her 1929 747cc



© Syd Wall



© Syd Wall

Duncan Pittaway and his 1921/28 GN Anzani plays Where's Wally with the spectators



© Syd Wall

It appears that Robert Hodgkinson's 1929 Ford Model A was hijacked by garden gnomes at Badlands



© Syd Wall

Christopher Cook's 1930 Ford Model A almost reached the top of Badlands 1



© Syd Wall

Quintessential historic British motor sport at Badlands

# Rallye Prescott

Prescott Hill Climb  
3<sup>rd</sup> October 2021  
By Simon & Janet Wright.



Best Time of Day Rally Car - Stephen Moore  
1999 Mitsubishi Evo 6 at 46.74 seconds.



Fastest Time of the day went to Murray Wakeman in the OMS CF 96 with a time of 45.04 seconds.

The Bugatti Owners Club had a new event to close the hill climb season at Prescott this year, Rallye Prescott. There is a long history of Rallying at Prescott, with the RAC rally using the venue as a stage in the past. This new event was to allow Rally cars to tackle the venue as a hill climb, at competitive speeds, against the clock. As the event was a hill climb, only the driver could be in the car, no navigators allowed. The event wanted to show the evolution of the rally car over the decades, so cars were parked in the paddock relative to their age, but competed relative to engine size. The event also incorporated some classes from the final round of the Prescott Hill climb championship, to add a little variety to the event. This did mean that the Fastest Time of Day (FTD) did go to a single seater racing car, but the Best Time of Day for a Rally Car was also listed. This went to Stephen Moore in a 1999 Mitsubishi Evo 6 with a best time of 46.74 seconds, which was only slightly slower than the Fastest Time of the Day recorded by Murray Wakeham in his OMS CF 96 racing car in a time of 45.04 seconds.

As with all hill climb events, the entry was split in to different classes to allow every one to compete against similar vehicles. **Class F(i) and (ii) for Modified**



David Wheeler 1969  
Renault R8 Gordini

**Production Cars up to 2000cc from 1950-1969** saw the 1969 Renault R8 Gordini of David Wheeler take 1<sup>st</sup> place with just a single timed run at 57.54 seconds. In 2<sup>nd</sup> place was the 1969 Lancia Fulvia Rallye of Timothy Cotgrove with a best time of 58.90 seconds.

Timothy Cotgrove 1969 Lancia Fulvia Rallye -2<sup>nd</sup> in class.

© Janet Wright



© Simon Wright

Steven Harkness 1978 Ford Escort RS2000 2<sup>nd</sup> in class



Alan Watkins 1977 Ford Escort RS1800 3<sup>rd</sup> in class.



© Janet Wright



Tim Jeffrey 1987 Alpine Renault GTA Turbo 2<sup>nd</sup> in class

© Simon Wright



Mark Linforth 1973 Ford Escort

**Class F (iii) Modified Production Cars up to 2000cc 1970-1979** was classic Ford Escort territory. In 1<sup>st</sup> place was the 1973 Ford Escort of Mark Linforth with a time of 50.71 seconds. Nearly two seconds behind was 2<sup>nd</sup> placed Steven Harkness in a 1978 Ford Escort RS2000 with a time of 52.47 seconds. There was also an award for 3<sup>rd</sup> in class which went to Alan Watkins in a 1977 Ford Escort RS1800 with a time of 52.98 seconds.

The next class was **Class G (iii) for Modified Production Cars over 2000cc 1970 - 1979** with just three entries. In 1<sup>st</sup> place was the 1979 Porsche 911 of Matthew Pearce with a time of 56.51 seconds.

© Simon Wright



Matthew Pearce 1979  
Porsche 911

Steve Bailey 1990 Peugeot 205 GTi



Class F (iv), F (v) and G (iv) was for Modified Production Cars up to 2000cc 1980-1999 and over 2000cc 1980-1989. In 1<sup>st</sup> place was the 1990 Peugeot 205 GTi of Steve Bailey with a time of 51.39 seconds. He was followed by the 2<sup>nd</sup> placed 1987 Alpine Renault GTA Turbo of Tim Jeffrey with a time of 53.01 seconds. Finally in 3<sup>rd</sup> was the 1980 Ford Escort s2000 of Christopher Wigmore with a time of 53.86 seconds.

© Janet Wright



George Harding 2000 Mitsubishi Evo  
6

Moving on to Class F (vi) and G (v) Modified Production Cars up to 2000cc 2000-2009 and over 2000cc 1990-1999 saw George Harding 1<sup>st</sup> in the 2000 Mitsubishi Evo 6 with a time of 50.12 seconds. In 2<sup>nd</sup> place was John Harding in the same car with a time of 52.34 seconds.



Kevin Knight 1978  
Talbot Sunbeam Lotus



Martyn Ferris 1984  
Renault 5 Turbo 2



Johnny Hulme 1973  
Alpine Renault A110



Paul Tebbett 1977 Rover SD1

2<sup>nd</sup> in class Lee Kedward 1994  
Mitsubishi Lancer Evo 3

© Janet Wright



**Class G (vi) Modified Production Cars over 2000cc 2000-2009 and 4x4** produced the fastest rally car time of the event, with Stephen Moore in the 1999 Mitsubishi Evo 6 setting a 46.74 second run. 2<sup>nd</sup> in class went to another Mitsubishi, this time it was a 1994 Mitsubishi Lancer Evo 3 driven by Lee Kadward who set a time of 49.59 seconds. The next class **SLC Sports Libre Cars** contained a couple of interesting 'Rally cars' but it was the 1988

Derek Kessell 1988 Maguire Mini Cooper S

© Simon Wright



Maguire Mini Cooper of Derek Kessell that was 1<sup>st</sup> with a time of 49.43 seconds. The unusual and striking 2014 Mitsubishi Mirage R5 might have been quicker if Graham Middleton hadn't decided to go in to Rally Driver mode and cut all across the grass in the middle of Ettories corner, leaving him with a best time of 52.10 seconds.



Jason Brayshaw  
BMW Mini Cooper S

© Simon Wright

The meeting was also running the final round of the Bugatti Owners club Handicap with four classes. The first to run was **class BOC (i) for Bugatti Owners Club Handicap saloon Cars**. In 1<sup>st</sup> place was Jason Brayshaw in a BMW Mini Cooper S. Closest to his handicap time, he was just 0.47 of a second over his set handicap target time. In 2<sup>nd</sup> place was Mark Hobbs in a Ford Escort Mk2 who got to within 1.5 seconds of his handicap target time.



1958 Austin A40



Tim Bendle 2007  
Toyota Corolla S2000



Subaru Impreza



Porsche 911

Neil Kirkham 1983 Ford Escort Gartrac

© Simon Wright



© Simon Wright

Sheridan Bell 1984 Renault 5 Turbo 2



Skoda Favorit 1990

Graham Middleton 2014 Mitsubishi Mirage R5

© Simon Wright



Mark Bendle 2003 MG ZR

© Janet Wright



© Janet Wright

George Anderson 1989 Toyota Celica ST165 GT4 Turbo



© Simon Wright

Ford Escort Mk2

© Janet Wright



Josh Taylor 2003 Subaru Impreza N10



Nick Wilkins 1981 Volkswagen Golf Mk1 GTi

© Simon Wright



Carl Talbot Buckler Mk5

© Simon Wright

**Class BOC (ii) Bugatti Owners Club Handicap** saw some intense action with 1<sup>st</sup> going to Carl Talbot in a Buckler Mk5. He beat his handicap time by 2.80 seconds. In 2<sup>nd</sup> was Oscar Harding driving a Jaguar E-Type, who was only 0.11 of a second over his target time. In 3<sup>rd</sup> was Austin Weltman in a Lotus Elise S1 who was 1.66 seconds over his handicap target and finally in 4<sup>th</sup> was David Roberts in a Triumph TR4a who was only 1.88 seconds over his handicap time.



Kerry Waine Magnum 843  
2<sup>nd</sup> in class

© Simon Wright

**Class BOC (iii) Bugatti Owners Club Handicap Racing Cars** was won by Murray Wakeman in the OMS CF 96, who also set the Fastest Time of the day with a time of 45.04 seconds. This was 0.16 of a second under his handicap time. In 2<sup>nd</sup> on handicap was Kerry Waine in a Magnum 843, just 1.04 seconds under handicap time. In 3<sup>rd</sup> place on handicap was Mark Puddle in a RM Lakota S1 who was 2.03 seconds over handicap. The final category was **Class Z Bugatti Williams Trophy** which saw 1<sup>st</sup> go to Tim Dutton in a Bugatti Type 51. He was closest to his handicap time by just 1.31 seconds with a best time of 55.31 seconds.



Tim Dutton Bugatti Type 51

© Simon Wright

© Simon Wright



Rupert Marks McLaren M12

© Simon Wright



Mark Puddle RM Lakota S1 3<sup>rd</sup> in class

Michael Preston  
Bugatti Type  
35B



© Simon Wright



Ian Beveridge 1959 Lotus Elite

© Simon Wright



Joe Mackrell Holden VE Commodore

© Simon Wright



Sophie Lane Porsche 924

© Simon Wright



Maxwell Brierley Jones Triumph TR7 V8



Terry Mould RAW Striker  
© Simon Wright