



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

Classic and Competition Car

Founded 2010

Issue 135 December 2021

VSCC Cotswold Trial



Walter Hayes Trophy

Classic Motor Show



BTCC Silverstone



CSCC Silverstone

Contents

- Page 4** **Photo of the Month.**
- Page 5** **News**
- Page 9** **The Marshals Post.**
- Page 10** **CSCC Silverstone Spectacular.**
- Page 32** **Book Review - Buckler**
- Page 34** **British GT - Donington Decider.**
- Page 40** **Classic Motor Show.**
- Page 62** **Silverstone Auction at Classic motorshow**
- Page 66** **Archive Photo of the Month.**
- Page 67** **BTCC Silverstone.**
- Page 73** **Ferrari Daytona SP3.**
- Page 76** **HSA Sprint, Curborough.**
- Page 84** **VSCC Cotswold Trial.**
- Page 92** **Walter Hayes Trophy, Silverstone.**
- Page 104** **Boxengasse Oil-Cooled 2021 Porsche.**



Classic Motor Show Page 40



BTCC Silverstone Page 67



CSCC Silverstone Page 10



Boxengasse Porsche Page 104

Our Team

Simon Wright-Editor.

Janet Wright-Staff Photographer.

Independent Freelance contributors.

Pete Austin, Peter McFadyen, Syd Wall, Plus

David Goose & Stuart Yates of Motorsport-Imagery.

Front cover:

VSCC Cotswold Trial: David Rushton MG M Type through the woods on the way to a 3rd Class award © Peter McFadyen.

Walter Hayes Trophy -Maxwell Esterson passing the BRDC about to win the Walter Hayes Final © Motorsport Imagery

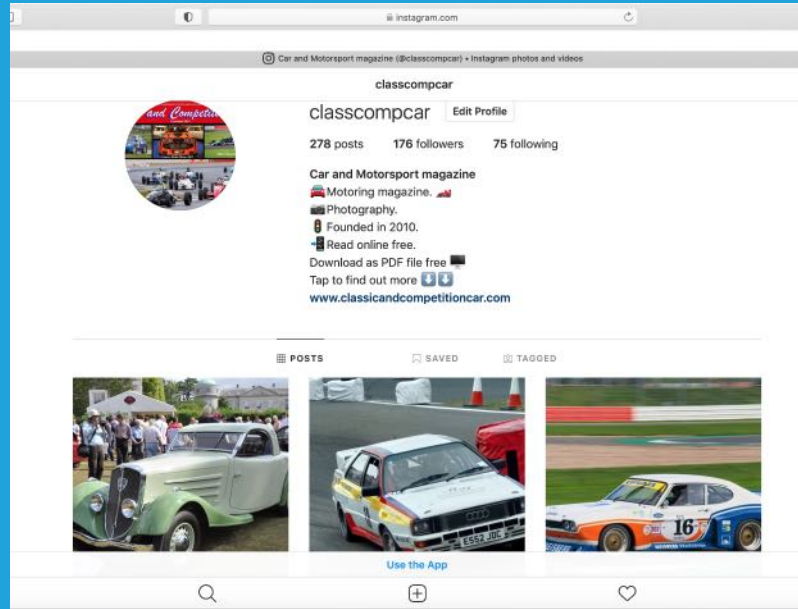
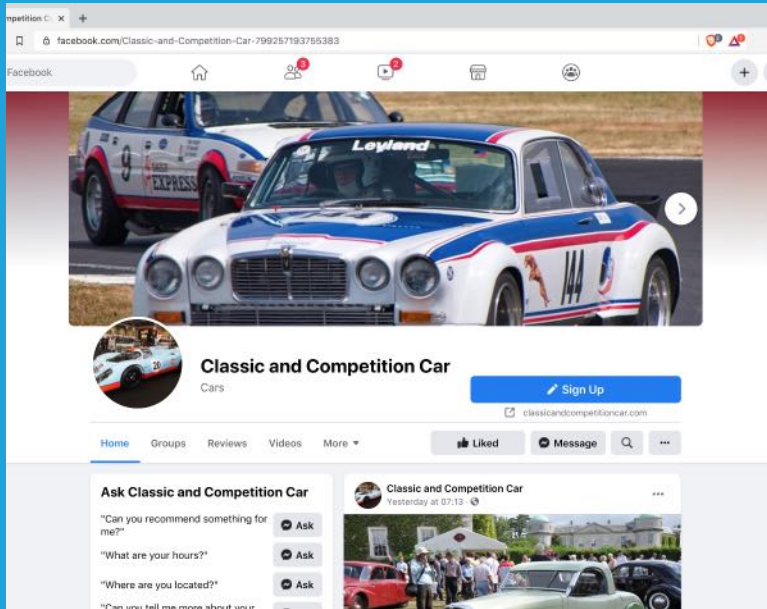
Classic Motor Show Jensen display © Janet Wright.

BTCC Silverstone - Dan Lloyd, Power Maxed Vauxhall Astra © Motorsport Imagery

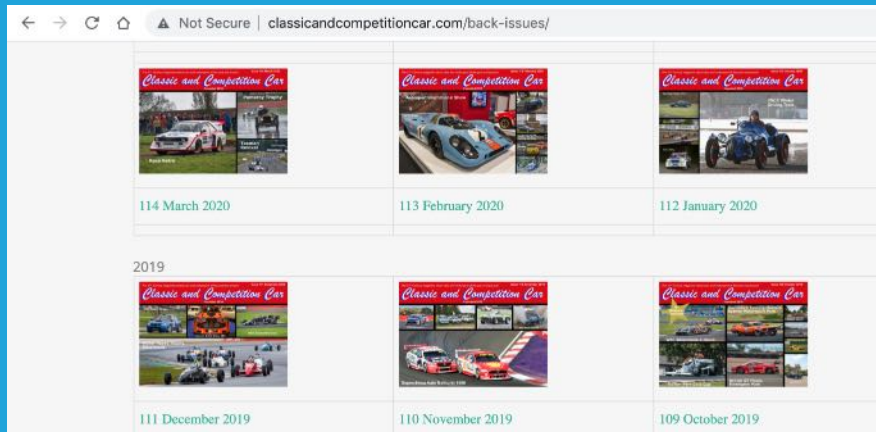
CSCC Silverstone - Martin & Morgan Short in the race winning Mosler MT900 GT2 © Simon Wright

Follow us on Social media.

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



All our Previous issues are available to read on our Previous issues page on our web site classicandcompetitioncar.com



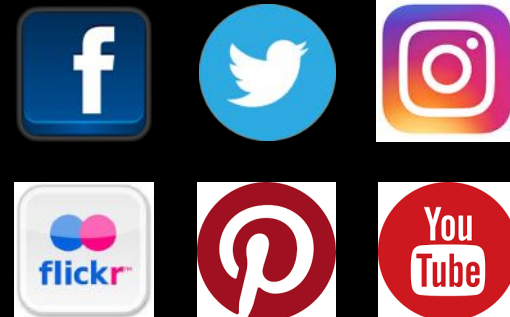
We do not organise any events which are mentioned and we are not responsible if the event does not take place or is cancelled. Please contact the event organiser before making a long trip.

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

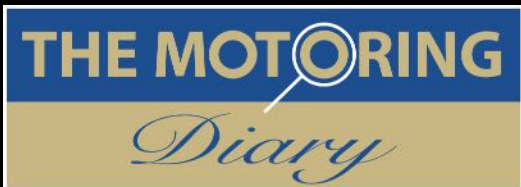
Classic and Competition Car
High View Drive, Kingswinford, West Midlands DY6 8HT

E-mail simon.wright@classicandcompetitioncar.com
As well as this magazine, you can follow us on Twitter [@classcompcar](https://twitter.com/classcompcar) and join our Facebook Group : [Classic and Competition Car](https://www.facebook.com/ClassicandCompetitionCar)
Instagram : [Classcompcar](https://www.instagram.com/classcompcar)
Flickr: [Classcomp](https://www.flickr.com/photos/classcomp)
You Tube: [Classic and Competition Car](https://www.youtube.com/channel/UC...)

Click link below:



To Subscribe for free and be notified when the next issue is published please email classicandcompetitioncar@hotmail.com
To check out our web site with additional photos please visit www.classicandcompetitioncar.com





Jake Hill and Dan Lloyd fought for the full 3rd race for the victory at the BTCC race meeting, Silverstone. Report on page 67



Salon Privé have announced a new international luxury car event for 2022 at the Royal Hospital Chelsea. The Luxury Car Event will take place from the 21st to the 23rd April 2022 at the iconic Royal Hospital Chelsea. It will occupy the main South Lawn of the Grade I and Grade II listed property. This means that Salon Privé London and Salon Privé Blenheim will now be at the start and end of the British social calendar.

Where Salon Privé at Blenheim Palace centres of the Concours d'Elegance, for Salon Privé London will focus on creating an environment where simply everything on display is for sale.

Salon Privé is one of the UK's oldest and most respected automotive events and is now in its 17th year based at Blenheim Palace. It attracts some of the World's most prolific classic car owners and is known as a key event for private collectors as well as premium automotive brands such as Aston Martin, Rolls Royce, Ferrari, Lamborghini, McLaren, Porsche to name just a few. Where as Salon Privé at Blenheim Palace offers a more gentele garden-party experience, Salon Privé London is an entirely new event which aims to be more energetic and vibrant, high on style and with a party atmosphere.

First Female Ferrari Champion.

Michelle Gattling has become the first female racer to be crowned champion of Ferrari Challenge Europe Trofeo Pirelli. She finished 4th at Mugello in Italy, to claim the title with one race still to go. She is part of the Iron Dames project designed to support women in motorsport, whether as a driver, mechanic, engineer or in management. Michelle will have her name in the history books as the first female to be crowned overall champion of Ferrari Challenge Europe Trofeo Pirelli, by bringing her Ferrari 488 Challenge Evo home in 4th position at Mugello. Commenting on her title she said "I am over the moon at today's result, we are the champions. I am super pleased with how the car and team have performed throughout the whole season and I am of course humbled to be the first female driver to be champion of the series. I think this is a very important step for women in motorsport."



MOTOR RACING LEGENDS

2022 Calendar

30 April – 1 May	Donington Historic Festival
11 – 12 June	Thruxton Historic
16 – 17 July	Snetterton
26 – 28 August	Classic Silverstone
30 Sept – 2 Oct	Spa Six Hours
22 – 23 October	Silverstone GP



Skoda Enyaq named Car of the Year at Parkers New Car Awards 2022. The fully electric SUV was also named Best Large Electric Car.

David Brown Automotive Speedback GT
Showcased at the 2021 Riyadh Car Show, the Speedback GT marks the British manufacturers public debut in Saudi Arabia. The Speedback GT is fully bespoke, allowing customers to personalise their vehicle.





© Motorsport Imagery

BTCC enters new era with Hybrid power

The Silverstone round of this year's British Touring Car Championship heralded the dawn of a new era for the UK largest motorsport championship. For the first time the hybrid power technology developed by Cosworth paired with the brand new 2022 TOCA engine developed by M-Sport, was actively involved in a race weekend. Prior to this, the hybrid test car had undergone exhaustive testing on test days and on simulation runs, but the new car, driven for the weekend by 2013 BTCC Champion Andrew Jordan, ran in a non competitive basis in practice, all qualifying sessions and all three races.

It was stressed by TOCA, that the car must start from the pit lane and must not be involved in any dicing with other cars. The car was described as being 75% complete, in the speed traps it did not produce the fastest laps, but was third fastest in race 1, fastest lap overall in race two but unfortunately retired after three laps of their fourth race



© Motorsport Imagery

when an exhaust weld failed. The hybrid power can be deployed for ten seconds on all laps, giving an increase in power of 10% during deployment. The power can only be deployed when the car has full grip and is disabled when the brakes are on. The exhaust manifold weld that had failed in race three had completed the equivalent of two complete seasons of racing and the failure was unrelated to the hybrid systems of the car.

The new hybrid system will be run on all BTCC cars from the 2022 season. Currently the system is installed in a Toyota Corolla run by the Speedworks team, a second test car, a rear wheel drive BMW will be fitted with the same hybrid system and testing will be continued with both cars, with the technology being introduced into all BTCC cars for the 2022 season. The Silverstone race weekend test was described as being a critical part of the testing programme, with the car being subjected to the same levels of stress that it will be subjected to during the racing season.

Research conducted by Kwik-Fit shows that race fans are significantly influenced by racing technology. The adoption of hybrid systems in the 2022 cars is expected to result in

increased interest from race fans in high performance road cars in the future. This has been seen in the past with rally success for Subaru and Mitsubishi resulting in increased sales of road cars, Mercedes in Formula One has generated interest in new generation smaller Mercedes cars. All parties concerned were keen to stress although they are very pleased with the results of the hybrid test so far, there is a long way to go to make the system competitive and reliable before the BTCC season starts in the second quarter of 2022.



Morgan Plus Four makes racing debut.

Two all-new Morgan Plus Four race cars successfully completed the 12-hour Race of Remembrance at Anglesey circuit, the first competitive event for the Morgan Plus Four. Mission Motorsport beneficiaries took the wheel and supported the cars, continuing Morgan's support of the Forces' charity.

An automatic Plus Four was fitted with hand controls, allowing drivers with disabilities to take the wheel. The cars were developed and supported by the University of Wolverhampton as part of Morgan's championing of education and training. Data and feedback collected from the race will be used in the development of current and future vehicles. The manual car driven by Shane Kelly/James Taylor/ Tom Richards/Tony Hirst finished 14th and the automatic version finished 40th driven by Lionel O'Connor/Linda Noble/ Steve Binns/John Hogan



The Marshals Post

© Simon Wright



Becketts, Walter Hayes Trophy, Saturday Heat two



Hare today, Gone tomorrow. CSCC meeting Club corner Silverstone. Clean-up required after hitting Hare

© Simon Wright



© Simon Wright

Luffield, Walter Hayes Trophy, Saturday Janet Cesar Trophy race 1.



© Simon Wright

HSA Sprint Curborough. Cleaning up after a spinning car at the cross-over.

CSCC Silverstone Spectacular GP Race Meeting.

Silverstone.

Sunday 24th October 2021

By Simon & Janet Wright.



Joe Ward Vauxhall Firenza Baby Bertha 2nd in class Special Saloons & Modsports.



The Classic Sports Car Club (CSCC) held their final meeting of the year at the end of October round the full Silverstone Grand Prix circuit, operating out of the International pits at the Wing. They took very clever advantage of the large grid sizes available (maximum 61) using the 3.66 mile Grand Prix circuit and managed to get thirteen of their series in just five race formats, giving everybody a forty minute race during the day. By mixing different series in the same race, it gave drivers opportunities to race against different drivers, and with careful organisation, the drivers didn't have dangerous speed differences and it allowed drivers to stretch out round the full Silverstone Circuit.

© Janet Wright



Martin & Morgan Short Mosler MT900 GT2

After morning qualifying, the first forty minute race was after the lunch break. This was for the **Liqui Moly Slicks Series / JMC Racing Special Saloons and Modsports / Bernies V8s**, which had attracted a great entry of forty six cars. Fastest in qualifying was the 7 litre Chevrolet V8 powered Mosler MT900 GT2 driven by Martin & son Morgan Short, who claimed pole position by over two seconds from Kevin Jones in a turbocharged Noble M12

RSR. The fastest of the JMC Racing Special Saloons & Modsports cars was the Danny Morris Peugeot 309 GTi & Clive Anderson BMW E30 (2 car team). The fastest of the Bernie's Sports Racing & V8's class was Mat Holben driving a TVR Tuscan in 34th position.

Three cars were withdrawn before the race, the Special Saloons Talbot Sunbeam Lotus of Joss Ronchetti & Julian Westwood, who had qualified fastest in their class in 35th position, the Slicks Dodge Viper GT3 of Wayne Marrs and the Special Saloons Ford Escort Mk2 of Dan & Steve Minton. We also lost another car when Alastair Mowat in a Volkswagen Golf GTI Mk1 was disqualified for failing to comply with a yellow flag signal.

With most special saloon races normally being around 15 minutes, the CA class cars had all doubled up to 2 car teams.

The race at the front was dominated by the Mosler of the Shorts, only losing the lead for a couple of laps after their pitstop. This briefly gave the lead to the Lotus Motorsport Elise of Rob Fenn & Paul Whight before they made their pit stop. At the chequered flag, Martin & Morgan Short won by over fifty five seconds. In 2nd place and winning class SB was Dominic Malone in a BMW M3 E90 WTCC, well ahead of 3rd placed Darren Fielding in another BMW M3 E46 GTR. In 4th place and winning class SC was the



© Simon Wright

Class winner Dominic Malone BMW M3 E90 WTCC



Class winning Lotus Motorsport Elise of Fenn/Whight

Lotus Motorsport Elise of Fenn & Whight. The next slicks class winner was 7th placed Andrew Christopher in a Ferrari 430 Challenge, who took the class SA2 award. The first of the Special Saloons & Modsports cars was the Aston Martin V8 Vantage of Rikki Cann & Samuel Wilson, who won class CB in 9th position. In 2nd place in class CB was the iconic Vauxhall Firenza Baby Bertha driven by Joe Ward in 17th place. Winners of class CA was the first of the 2 car teams of Danny Morris in the Peugeot 309 GTi & Clive Anderson in the BMW E30 who finished in 13th



Class winning Ferrari 430 Challenge of Andrew Christopher



Class winning Aston Martin V8 Vantage of Cann/Wilson position. Class MB was won by Malcolm Harding in the Ford Escort Mk2 in 22nd position. Class MA went to Rod Birley in his BMW E36 in 25th position.



Class winning duo of Morris Peugeot 309 (top) and Anderson BMW E30 (bottom)



Class winner Malcolm Harding Ford Escort Mk2

© Simon Wright

The first of Bernie's V8's was the Ram Cobra SC of Andy Lambert & Sam Callahan in 29th position, with 2nd in class going to Matt Snowball in the 6.6 litre Plymouth Cuda in 31st position, the last of the classified finishers, two laps behind the race winner.



Class winner Rod Birley BMW E36

© Janet Wright



Class winning RAM Cobra SC of Lambert/Callahan

© Janet Wright

© Janet Wright



**Darren Fielding BMW M3 E46
GTR 2nd in class**

© Janet Wright



David Foster McLaren 570S GT4 4th in class

© Simon Wright



**Jonny Heynes Maserati Granturismo MC GT4
7th in class.**

**David Harvey
Lotus 340R 3rd in
class**



© Simon Wright

© Janet Wright



**Alastair Mowat VW Golf Gti MK1 ahead of
Jack Gadd SHP RSR Escort both DNF**

© Simon Wright



**Ian Hall Darrian Wildcat
T98 GTR DNF**

© Janet Wright



Matt Snowball Plymouth Cuda 2nd in class.

© Simon Wright



Perry Waddams TVR GTF Sagaris DNF

© Simon Wright



Kevin Jones Noble M12 RSR 2nd in class



Winner Nigel Reuben TVR Griffith

The second race was for the **Adam & Page Swinging Sixties Series & the Mintex Classic K Series**. A massive sixty-four cars took part in qualifying and at the end it was the Swinging Sixties Group 2 TVR Griffith of Nigel Reuben that was on pole position by over three-seconds from Jamie Keevill in a Lotus Elan S2. The first of the Mintex Classic K cars was another TVR Griffith of



2nd placed Jamie Keevill Lotus Elan S2 class winner



3rd placed Datsun 240Z of Halsey/Gillam - class winners

Graeme Langford and Michael Whitaker, 4th fastest overall on the second row of the grid. The enormous sixty-one car grid lined up round club corner for the start of the



5th placed Lotus Elan of Whight/Fenn - class winners.

forty minute race which was dominated at the front by Reuben who won by over twenty-five seconds, taking class SV. In 2nd place was Keevill in the Lotus Elan, who



Class winner Jamie Boot TVR Griffith (72) battling with Dave Roberts Datsun 240Z 2nd in class.



Chris Watkinson Austin Mini Class winner.

won class SL, while not far behind in 3rd was the Datsun 240Z of Dean Halsey & Scott Gillam, winning class SG. First off the Mintex Classic K cars was 5th placed Lotus Elan of Paul Weight & Rob Fenn, winning class CA, who were over a minute had of the next Mintex Classic K car, 7th placed Jamie Boot who won class CB in a TVR

Class winner Tim Cairns Austin Healey Frogeye Sprite



Griffith. The other Swinging Sixties Class winners were led by Class SC winner, 15th placed Chris Watkinson in an Austin Mini, followed by Class SD winner Tim Cairns in



Neil Howe Triumph TR4 Class winner

16th driving an Austin Healey Frogeye Sprite. Class SE went to Richard Merrell in an Alfa Romeo Giulia GT in 17th place and Class SB went to the 19th placed MG Midget of Steven & Adam Chaplin. The other Mintex Class K class winners were 18th placed Neil Howe who won class CC in a Triumph TR4, 20th



Richard Merrell Alfa Romeo Giulia GT class winner.



MG Midget of S & A Chaplin - Class winners.

© Janet Wright



Harry Barton BMW 1800 TISA - Class winner

© Janet Wright

Mintex Classic K class winners were the 36th placed MG B Roadster of Mark Prutton & Simon Skentelbery, who

© Simon Wright



Class winning MG B Roadster of Skentelbery/Prutton won class CM and finally the Class CE winning Porsche 356 Coupe of Bill & Will Stephens in 38th position overall.

© Simon Wright



Simon Evans Austin Mini Cooper S - class winner.

© Simon Wright



Class winning Porsche 356 Coupe of S & W Stephens.



John Leslie Reliant Sabre 6 GT 5th in class.



Lotus Super 7 S3 of John & Tom Muirhead



Tom Plead BMW 1600 Ti DNF



Mark Cloutman Austin A40 6th in class



Ian Stains MG Midget DNF



Rochdale Olympic Phase 1 of Smith/
Lambert DNF



Glenn Canning NSU TTS 3rd in class



Billy Nairn Morris Mini Cooper S spinning
as Graeme Brown Lotus Elan avoids



Chris Blewett Ginetta G12 5th in class.



Race winner Manoj Patel Honda Civic Type R



© Janet Wright Class winning Honda Civic Type R of Ludlow/Emmett

The third race was for the **Motorsports School Turbo Tin Tops / Co-ordSport Tin Tops / Mr Tyre Motorsport Puma Cup series**. This had a massive entry, with sixty one cars taking part in qualifying. Pole position went to Andrew Windmill in the Co-ordSport Tin Top Honda Civic Type R Leggera. Fastest of the Turbo Tin Tops was Keith Issatt in a BMW Mini Clubman in 3rd position, while the fastest Ford Puma was the Jon Glover & Chris Fantana car in 40th on the grid. Fifty nine cars formed up on the grid with the James Slater & Richard Harmann Honda

Civic Type R and the Mark & Lewis Alexander-Williams Citroen Saxo both withdrawn before the start of the race. From the start, Windmill made the best of pole position and led the first five laps until his pit stop. Due to previous win penalties applied, Windmill had to remain stationary for an extra two minutes. This handed the lead to the Turbo Tin Top Honda Civic of Dan Ludlow & Stuart Emmett who swopped the lead with Tin Tops Tom Mensley in his Renault Clio Cup 172 before they both made their pit stops. This left Manoj Patel in a Honda Civic Type R leading, which he managed to maintain after making his pit stop on the next lap. Windmill chased him down but at the end of the race Patel won his first race in the series as well as taking class A, by just over three seconds from



4th and class winner Tom Mensley Renault Clio Cup 172

© Simon Wright



© Simon Wright

Class winning Honda integra DC2 of J & T Dee



© Simon Wright **Class winner Andrew Marson Abarth 595**

Windmill. Making it a Honda Civic lockout on the podium was the 3rd placed Honda Civic Type R of Dave & Tom Hutchins. In 4th place, and winning class B was Tom Mensley in a Renault Clio Cup 172. Class D went to the Honda Integra DC2 of Jonathan & Tom Dee, while Class C was won by Terry Upton, 21st in a Ford Fiesta ST. Taking the honours in Class E was the Alfa Romeo 33 of



Class winner Charlie Newton-Darby BMW Mini Cooper S R53
James & Steve Fletcher, who finished 32nd overall.
The first of the Turbo Tin Tops was the Honda Civic Type



© Simon Wright **Class winner Terry Upton Ford Fiesta ST**

R (T) of Ludlow & Emmett in 5th overall. The second Turbo Tin Top car home was Andrew Marson in an Abarth



© Janet Wright **Class winner John Wyatt BMW Mini Cooper S R56**



© Janet Wright **Class winner Gary Jones Ford Puma**

Class winner Simon Evans Mazda RX-8



595, winning class TE in 7th overall. The next Turbo Tin Top class winner was John Wyatt in a BMW Mini Cooper S R56, who won class TD in 11th. Class TC went to Charlie Newton-Darby who was 18th in a BMW Mini Cooper S R53. Winning class TR was Steve Evans in a Mazda RX8, 35th overall. The final class winner was David Nash in a Smart 4Two(T), who was 44th overall and first in class TS. The winner of the Puma race was Gary Jones, winning class PC in his Ford Puma, who finished 31st overall, only one lap down on the race winner.

Class winner David Nash Smart 4Two



Class winning Alfa Romeo 33 of S & J Fletcher



© Janet Wright

B & A Gray Mazda RX-8 3rd in class



2nd in class Proton Persona Gti Coupe RJ & R Field

© Simon Wright



© Simon Wright

Adam Brown Vauxhall Astra GTE 16V



© Simon Wright

David Cox VW Golf GTi 4th in class



© Janet Wright

Stephen Johnson Honda Civic Type R



© Janet Wright

2nd placed Andrew Windmill Honda Civic Type R Leggera



© Simon Wright

Kev Smith Honda Civic Type R



James Wilson Peugeot 206 Gti 180 DNF

© Simon Wright



Robert Hosier Seat Leon 5th in class

© Janet Wright



Tim Davis Caterham C400 race winner

© Janet Wright

The penultimate race of the day was the **Gold Arts Magnificent Sevens / Verum Builders Open / Liqui Moly New Millennium** which saw sixty one cars out to qualify for the race. Pole position went to Ben Simonds in a Caterham CSR, with the Magnificent Sevens taking the front three grid positions. First of the new Millennium cars was Mark Smith in a BMW M3 E36 in 4th grid position, while the leading Open Series car was the BMW M1 Coupe of Matthew Evans & Ric Wood in 7th. All Sixty one cars formed up on the grid for the forty minute race in the drizzle on a damp circuit. Simonds led the first six laps



Richard Carter Caterham R300 Class winner

© Simon Wright



Class winner Dave Griffin BMW M3 E90

© Simon Wright

until his pit stop, chased by Colin Watson in a Caterham C400. They both pitted together, giving the lead to Hugh Coulter in a Caterham C400 who was battling with Richard Carter in a Caterham R300 who also had the lead for one lap before they both took their pit stops. This promoted Carl Naim in a Caterham 420R in to the lead until he too pitted. Having made an early pit stop it was now Tim Davis, driving a Caterham C400, in the lead for the final three laps. The race was finished seven minutes early as



Class winning BMW M3 E46 of Gurney/Tester

© Janet Wright

it had begun to rain and several cars were stranded around the circuit. Davis taking race victory for the Magnificent Sevens and class M7G victory by just 1.6



Class winning Caterham 420R R & P Green

© Simon Wright



Class winner Philip Knibb Seat Leon Eurocup TCR

seconds from Simonds. Colin Watson took 3rd in another Caterham C400. In 4th place and taking class M7F victory was Richard Carter in a Caterham R300. Class M7D was taken by the 8th placed Caterham 420R of Richard & Pascal Green, while Simon Lancashire in a Caterham 7 Supersport in 20th was the class M7B winner. The next class winners were William & Charles Redman in a Caterham 420R who won class M7E in 24th position overall. Class M7C was won by Alex Harbour in a Caterham Supersport in 27th. The final two Magnificent Seven class winners were 35th placed David Bradley in a Stuart Taylor Locost Seven who won class M7H and finally Cameron & Finlay Cooper in a Caterham 310R who won class M7T in 42nd position. The first of the Verum Builders Open Series was Dave



© Simon Wright

Class winner Dylan Popovic Ginetta G50



Class winner Simon Lancashire Caterham 7 Supersport

Griffin in a BMW M3 E90 who was 5th and won class OD. The other Open Series class winner was Rob Hardy in a

© Simon Wright



Class winner Ashley Muldoon BMW M3 E36

Porsche 944 in 49th position
The Liqui Moly New Millennium runners were led home by the 7th placed BMW M3 E46 of Hugh Gurney & Colin Tester. The second New Millennium runner home was class NB winner Philip Knibb driving a SEAT Leon Eurocup TCR in 9th. Winning class NA in 13th position was Dylan Popovic in a Ginetta G50, while Ashley Muldon



Caterham 420R of C & W Redman class winners

© Simon Wright

Class winner Alex Harbour Caterham Supersport ahead of the Nissan 370Z of W & P Dyrdal



© Simon Wright

© Janet Wright



Class winner David Brailey Stuart Taylor Locost Seven

won class NM2 driving a BMW M3 E36 in 22nd overall. The final New Millennium class winner was David Marcussen in a Renault Clio X85 Cup Car in 41st position, winning class OC.



Class winner David Marcussen Renault Clio X85 Cup Car



Class winning Caterham 310R of C & F Cooper

© Janet Wright



Class winner Rob Hardy Porsche 944

© Janet Wright



Porsche Cayman S of McGloin/Bayliss
© Simon Wright



Paul Boulton Nissan 370Z 6th in class
© Simon Wright



BMW M1 Coupe Wood/Evans DNF
© Janet Wright



Darren Fielding BMW M3 E46 GTR DNF
© Simon Wright



Tim Woodman Caterham 7 4th in class
© Simon Wright



Honda Integra Type R Ainge/Cassar
© Janet Wright



Caterham Superlight R of S & M Lanyon 2nd
in class ahead of Jeremy Adams Caterham
420R 5th in class
© Simon Wright



Paul Pattison Lotus Exige S1 DNF
© Janet Wright



Chris Biglin Caterham Supersport 2nd
in class
© Janet Wright



Race winner Alex Taylor TVR Tuscan Challenge

© Simon Wright

To close off the meeting, race 5 was for **Cartek Motorsport Modern Classics & Advantage Motorsport Future Classics**. This was another large entry with forty-

nine cars taking part in qualifying. Pole position went to the Modern Classics Porsche 964 Turbo of Miles & Piers Masarati who only just pipped the Future Classics Nissan



Class winner Tommy Grout BMW M3 E36

© Simon Wright



Class winner Alan Thompson BMW M3 E36 ahead of David Sharp Lotus Elise S1 2nd in class

© Simon Wright



Class winner Nicholas King Aston Martin DB4

Skyline GTR R32 of Mark Chilton by 0.87 of a second. All Forty-nine cars took to the grid for the start of the forty minute race in the drizzle. Chilton in the Future Classics Nissan who led the first five laps before Alex Taylor in a TVR Tuscan Challenge grabbed the lead just before they both dived in for their pitstop. This handed over the lead to the Future Classic Audi V8 Quattro saloon of Martin Johnson & Andy Woods-Dean for a lap before it also headed for the pits. After the pit stops it was Taylor in the TVR leading until the race was stopped after ten laps with a red flag due to the wet conditions. This gave Taylor the race victory in the TVRTuscan, also taking the Future



Class winning Ginetta G20 of N & R Hamilton



Class winner Ryan Mone Porsche 944 S2

Classic Class A80 win. Over fifty seconds behind on the road was the Porsche 964 Turbo of Miles & Piers Masarati, but they were disqualified for failing to comply with the red flag signal. This gave 2nd place to Chilton in the Nissan Skyline. In 3rd place, despite a 30 second penalty for a pitstop infringement, was Tony Blake in a TVR Tuscan Challenge car. The other Future Classics class winners were 14th placed Nicholas King who won class A70 in an Aston Martin DB4 even after receiving a 30 second penalty for a pitstop infringement, 20th placed Ryan Mone, taking class B80, in a Porsche 944 S2 and 22nd placed BMW E30 M3 of Robert Sadler and Luke Schlewitz who won class C80. Class B70 went to Martyn & Matthew Ellis in a Talbot Sunbeam Lotus in 25th. In 4th and first of the Modern Classics, was Tommy Grout in a BMW M3 E36, who won class MA. In 5th and second of the Modern Classics was Matt Holben in a TVR Tuscan. Alan Thompson in a BMW M3 E36 was 6th and won



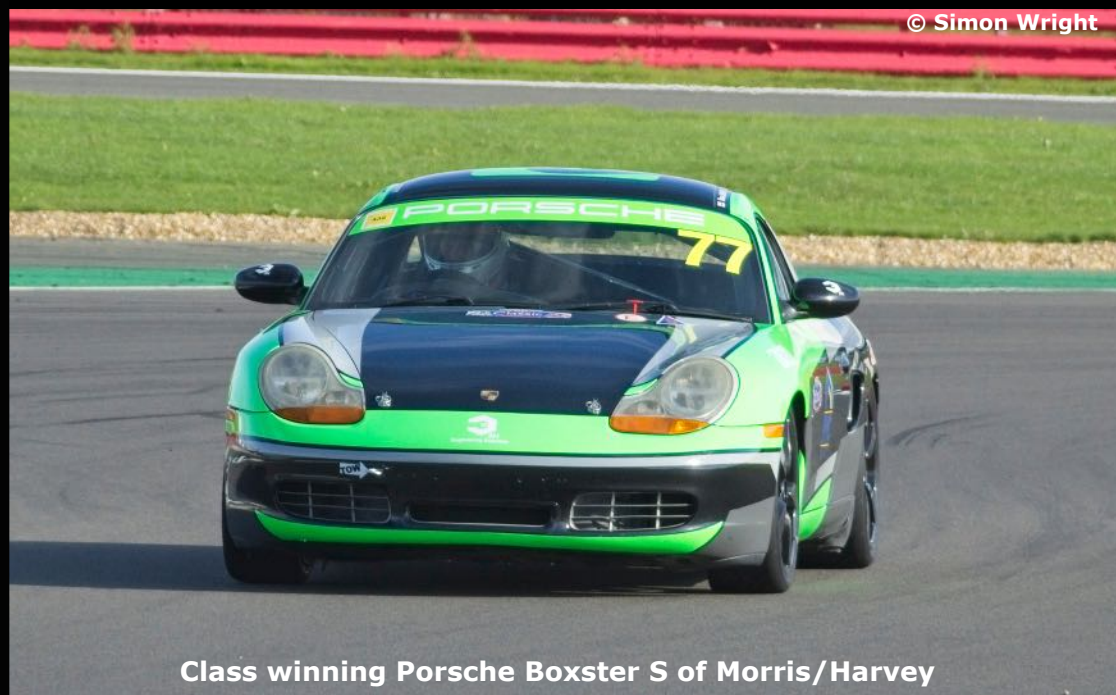
Class winning Talbot Sunbeam Lotus Martyn & Matthew Ellis

Modern Classics Class MB. The other Modern Classic class winners were 18th placed Nick & R Hamilton in a Ginetta G20, winning class MD and the Porsche Boxster S of Morris & Harvey in 32nd place winning class MT despite getting a 43.3 second penalty for a pitstop infringement.



© Simon Wright

Class winning BMW E30 M3 of Sadler/Schlewitz



© Simon Wright

Class winning Porsche Boxster S of Morris/Harvey

© Simon Wright



Karl Cattiff BMW E36 M3 after hitting a Hare in qualifying

© Simon Wright



David Bryant Toyota MR2 Mk II

© Simon Wright



Daniel Birch/Martin Giennie VW Beetle Rsi Cup

© Simon Wright



Martin Johnston/Andy Woods-Dean Audi V8 Quattro saloon 5th in class

© Janet Wright



Aiden Farrell/David Whelan Porsche 911 993 RSR

© Simon Wright



Lawrence Coppock Jaguar XJS 7th in class

© Simon Wright



David Burke Porsche RSR 2nd in class.

© Simon Wright



Simon Spooner Toyota MR2 3rd in class.

© Janet Wright



Bob Searies/Tony Jardine Morgan Plus 8 2nd in class

Book Review
By Peter McFadyen.

BUCKLER – SPORTS CARS SPECIALS AND KARTS

Author: Brian Malin; Forewords by Simon Taylor and Alan Staniforth

Publisher: Greyhound Self Publishing. Available from Aspect Design Ltd, administrator@aspect-design.net

Price: £40.00 plus p&p. Hardback (11½ by 8¼ in), 310 pages, copiously illustrated in colour and b&w

ISBN: 978-1-909219-86-1

Although they were born 18 years apart, Derek Buckler and Colin Chapman were contemporaries when it came to designing and building ground-breaking sports cars in the late 1940s and early '50s. They had much in common. Both were innovators, especially in areas of chassis design and improving the handling characteristics of their cars. Both founded successful companies and both died relatively young, Chapman in December, 1982, at the age of 54, and Buckler in 1964 at just 53 years of age. Yet, while Chapman's Lotus went on to achieve worldwide fame, the name Buckler remains comparatively little known.

Special building was popular in the 1950s, mostly using 'donor' chassis from Austin 7 or Ford or simple 'ladder' frames but Buckler offered a multi-tubular space frame which was both stronger and lighter and, moreover, available in different models to suit different applications.

BUCKLER

SPORTS CARS, SPECIALS AND KARTS
BRIAN MALIN



Forewords by Simon Taylor and Alan Staniforth

He was also always ready to adapt his products to his customers' requirements. In all of this, Buckler's aim was to provide the impecunious enthusiast with a versatile sporting vehicle which could be used as daily transport during the week and, at weekends, in a wide range of motor sporting events from trials and driving tests to out and out racing. Often, however, the resulting Special would carry a name that concealed the Buckler contribution and a major part of the significance of Malin's book and the vast amount of painstaking research put into it by its author is that much of that contribution is now revealed.

Buckler also, of course, made a range of complete cars starting with the versatile Mk5 and 6 and going on to encompass DD1 and DD2 with De Dion rear ends and the BB100 with backbone chassis introduced considerably before Lotus's Elan and their other similarly based models. When karting became popular in the early 1960s, Buckler's space frame technology found another application for which it was ideal and it became a major player in this burgeoning branch of motor sport. Buckler was also successful with its range of accessories including engine and transmission components and most notably its much admired close ratio gears.

Brian Malin, the author, first owned a Buckler car in the 1970s and today competes in his Mk 5 in hill climbs and other events. He is an active member of the Buckler Register as well as the British Historic Kart Club and is often to be seen racing or demonstrating his Buckler kart so he is well placed to compile this comprehensive history of all things Buckler. It was first made available in loose-leaf form as long ago as 1990 but this is its first publication as a fully-fledged book, revised, updated and with additional material. Chassis design guru – and Buckler owner – the late Alan Staniforth provided the original foreword and this has been updated and included along

with a new foreword by commentator and doyen of motor sport journalists, Simon Taylor.

The fourteen chapters begin with 'Buckler and the Company', cover the production and racing cars with some individual histories, the Buckler accessories including one chapter on the badges alone, overseas distribution – New Zealand was a particularly strong market for Buckler – and a fascinating section on the car advertisements before going on to cover the kart story in similar detail. The same number of appendices include reproductions of road tests, articles written by Derek Buckler, specifications of close-ratio gears and Buckler-tuned Ford engines, kart track tests and even one on Buckler letterheads. Malin's work is truly encyclopaedic and therefore remarkable value for money not just as a reference on the Buckler marque but for its entertaining insight into the world of amateur motor sport of its time. The hundreds of illustrations range from reproductions of high quality contemporary and recent photographs to some admittedly lower quality originals, some of them obviously retouched to improve clarity, whose inclusion is well justified for their essential contribution to the Buckler story.

Brian Malin is to be congratulated for his perseverance in finally bringing to publication a book which is, to all intents and purposes, the full Buckler story.

British GT Championship, the Donington Decider.

Donington Park,

October 2021

By David Goose of Motorsport Imagery



Dennis Lind and Leo Machitski in the Barwell Lamborghini on their way to the GT3 title

Morgan Tillbrook and Marcus Clutton, GT3 race winners in the Enduro Motorsport McLaren 720S GT3



© Motorsport Imagery

2021 British GT Championship, The Donington Decider

In a wet / dry race Leo Machitski and Dennis Lind in the Barwell Motorsport Lamborghini Huracan Evo won the GT3 drivers championship for 2021. The end result was close with the champions winning by under ten points from the RAM Racing Mercedes AMG pairing of Ian Loggie and Yelmer Buurman, third overall in the season went to the sister car from the Barwell Lamborghini team driven by Adam Balon and Sandy Mitchell. Rounding out a very strong season for the Lamborghini Evo, Michael Igoe and Phil Keen

in the WPI Motorsport prepared car finished fourth with four time champion Jonny Adam and team-mate Andrew Howard in the Aston Martin Vantage finishing the season in fifth. For Phil Keen, another season had gone by with a strong finish but still the GT3 title still escapes him.

Polesitter, Michael Igoe spun at the Old Hairpin on the opening lap and instantly went from first to last and following a second spin at Coppice corner, effectively ended his and Phil Keen's chances of taking this years



Victory in the GT4 race went to Will Moore and Matt Cowley in the Academy Motorsport Mustang

© Motorsport Imagery



© Motorsport Imagery DoningtonPark

GT3 Champions, Dennis Lind and Leo Machitski

championship. Phil Keen has been so close to winning the championship on many occasions, maybe 2022 will be his year at last.

Following Igoe's spin on the first lap, the Abba Racing Mercedes of Richard Neary took the lead followed by Morgan Tillbrook in the Enduro McLaren, towards the end of the first stint, the Ram Racing Mercedes of Ian Loggie took second place. Behind the leaders,

GT4 Champions, Will Moore and Gus Burton in the Century Motorsport BMW

© Motorsport Imagery



Leo Machitski (Lamborghini), Adam Balon (Lamborghini) and Andrew Howard (Aston Martin), all title contenders at

the start of the day were locked in battle.

© Motorsport Imagery



© Motorsport Imagery



Colin White and Mike Simpson, CWS Ginetta G56 GT4

James Kell and Jordan Collard, cutting corners in the RJN Team Rocket McLaren 570S GT4

Ian Loggie and Yelmer Buurman Mercedes -AMG GT3, so nearly the GT3 champions



© Motorsport Imagery

During the pitstops, the top three emerged clear of the chasing pack of title contenders, with the Enduro McLaren of Marcus Clutton quickly splitting the two Mercedes on track. The hard charging McLaren then caught and passed the Abba Mercedes at Goddards and pulled clear in the lead. Dennis Lind in the Barwell Lamborghini emerged from the pit stops in fourth place in the full



© Motorsport Imagery

Century Motorsport Aston Martin Vantage GT4 of David Holloway and Bradley Ellis

knowledge that 30 seconds ahead of him was Yelmer Buurman in the RAM Mercedes, still in third. At that stage, a win for Buurman would have given the RAM Racing team the championship title, with over half an hour to go he managed to overtake the similar Mercedes of Sam Neary and only Marcus Clutton in the McLaren ahead stood between him and the title. Unfortunately with just 5 minutes to go, the Team Rocket RJN McLaren of James Kell and Jordan Collard suffered a technical failure resulting in the early finish to the race and preventing



Michael Igoe and Phil Keen, WPI Lamborghini

Buurman the opportunity of one chance to claim the victory and the 2021 title.

The race was won by Morgan Tillbrook and Marcus Clutton in the Enduro McLaren 720S GT3, their maiden victory in the class. With Yelmer Buurman finishing only second, that was enough to give a 2nd title to Leo



Kevin Fletcher and Martin Plowman, Paddock Motorsport Bentley Continental GT3

Machitski, last winning the title in 2006.

Victory in the GT4 race went to Will Moore and Matt Cowley who scored their second victory of 2021 in the Academy Motorsport Ford Mustang GT4. Pole position had gone to the Steller Motorsport Audi R8 of Richard Williams and Sennan Fielding, however tyre issues left the Audi struggling for grip at the start, Will Moore in the Mustang clearing the Audi at Goddards. The Team Rocket RJN McLaren of Michael Benyahia also cleared the struggling Audi followed by the newly crowned champion

Team Rocket RJN McLaren 720S GT3 of Mia Flewitt and Euan Hankey



Will Burns in the Century Motorsport BMW M4. The lead trio opened a good gap from the rest of the field.

After the pitstops, the leading McLaren couldn't cope with the added speed of the slick tyre shod Mustang as the conditions favoured the slick tyres at around 3/4 distance.

As the season drew to a close, the teams packed up to prepare for the next season, with a return to Oulton Park for its traditional Easter weekend season opener.

Toyota Gazoo Racing Supra GT4 of John Ferguson and Jamie Caroline



Andrew Howard and Jonny Adam, Aston Martin Vantage



© Motorsport Imagery



Stewart and Lewis Proctor, Balfe
Motorsport McLaren 720S

© Motorsport Imagery



Steller Audi R8 of Richard Williams and Sennan
Fielding

**Back to the Future -
The Classic Motor
Show returns.....**
National Exhibition Centre
12th-14th November 2021.
By Simon & Janet Wright.



The DeLorean Owners Club celebrated
40 years of the DeLorean DMC-12

After a 12 month absence due to the Covid Pandemic, the UK's Biggest & Best Classic Motor Show returned to the NEC, Birmingham from the 12th to the 14th November 2021 for the 37th running of the event. With the NEC providing a Covid safe environment, with checks as people entered on Covid status, the Lancaster Insurance Classic Motor Show with Discovery + attracted 63,328 visitors over its three day run. The show was opened by TV presenter Mike Brewer, who also presented various interviews and question and answer sessions on the main Stage in hall 5. With around 3,000 cars on display, spread across 7 halls, 270 car clubs showcased various marques and

© Janet Wright



audience over the three days of the show. In Hall 4 there was another Restoration Theatre which ran various demonstration workshops.



© Janet Wright

models, from the AC Owners club to the XR4 Register. As in previous years, the show featured a live stage in Hall 5, with various TV stars on stage for talks and presenting cars to the



© Simon Wright

Celebrations of significant anniversaries were carried over from last year, as well as this year, with clubs eager to celebrate milestones in various vehicle histories. These included the DeLorean Owners Club (UK) celebrating 40

years of the DMC-12 and 25 years since the club was formed. Another club celebrating was the Jaguar Enthusiasts' Club who had three anniversaries featured on their stand. Twenty five years of the modern XK era, which started in 1996, plus sixty years of the Jaguar Mk10 and the E-Type.



© Janet Wright



Jaguar Mk10 convertible

© Simon Wright



1972 Morris Marina 1.3 Coupe

© Simon Wright

The Morris Marina Owners Club (MMOC) and Ital Register were celebrating the 50th anniversary of the Marina, which included an attempt at the show to revive a 1971 Morris Marina 1.3 Coupe which has not been run for 30 years. The interior and engine had already been removed before arriving at the show.



© Simon Wright

1974 Morris Marina Estate



1967 Arrow Minx



1934 Hillman Minx

The Hillman Minx was celebrating 90 years of classic motoring, going from 1931 to 1970, including this 1967 Arrow Minx (above), one of the last models of Minx built. The Sporting Bears Motor Club raised £28,913 for charity from its popular Dream Rides out of Hall 5. Bear members gave ten-mile passenger rides in a selection of classic and super cars in exchange for a charitable donation. A new feature for 2021 was 'Our Friends Electric' which

spotlighted electric classic vehicles. The show features three significant award displays which proved to be Triumphant for a former major British Manufacturer. The Lancaster Insurance Pride of Ownership, the Meguiar's Club Showcase trophy and the Bike Pride of Ownership awards all went to Triumph machinery.



Part of the Sporting Bears line-up

Pride of Ownership



1st place Triumph Spitfire 1979
- Jake Clappison



3rd place Austin Maxi 1978
Glyn & Duncan Hurst

© Janet Wright



© Simon Wright

2nd place Ford Sierra Sapphire
Cosworth 1993 - Gideon Mayers



© Janet Wright

1983 Ford Capri 2.0 S
Stuart Turp



Current owner Fay Morgan-Hine with her 1982 Lynx Eventer.

© Janet Wright



© Simon Wright

1982 Lynx Eventer

Possible the most unusual car on the Pride of Ownership was the 1982 Lynx Eventer owned by Fay Morgan-Hine. Developed by Lynx Engineering, from the Jaguar XJS,



© Simon Wright

this car was owned by successful musician and producer Rupert Hine, who used the extra space for carrying musical instruments. After ten years in storage, due to ill health, his wife, current owner Fay had it recommissioned in 2017 by a specialist in Belgium that christened it Briar Rose, like Sleeping Beauty. The engine and gearbox were replaced as well as body corrosion, while the interior was refreshed and new alloy wheels were fitted. Rupert again enjoyed the car before he passed away in the summer of 2020.

This is chassis 001, the first of two prototypes developed by Lynx. Prior to Rupert owning the car it had appeared with actress Penelope Keith in the BBC television series Sweet Sixteen. While in Rupert's possession, it had also carried many famous musical people, including Tina Turner.



© Simon Wright



© Simon Wright
Shane Smith - 1957 Chevrolet
Bel Air Convertible



Paul Edwards - 1990
Toyota Celica 2.0 GT

© Simon Wright



Paul Hart - 1998
Ferrari 355 Berlinetta

© Janet Wright



Mark Nobbs - 1962 Bentley S2
Convertible

© Simon Wright



Jim Smith - 1964 Fiat 1500 Cabriolet

© Janet Wright



Dave
Thunder
1970 Opel GT

© Simon Wright



John Sarrington - 1955
Hillman Husky with 360 bhp
Ford Sierra Cosworth engine!

© Janet Wright



Fabian Steele - 1982 Lotus Esprit Turbo

© Simon Wright



Gareth Jones - 2000 Audi 80 Cabriolet

© Janet Wright



© Simon Wright
Brabham BT21-28

1000cc F3 Historic Racing Association. This club represents the 1 litre Formula 3 'Screamers' which competed between 1964 and 1970. It was the major stepping stone formula for Formula 1 drivers of the period, which included World Champions, Jackie Stewart, Emerson Fittipaldi, Niki Lauda and James Hunt as well as other Formula 1 drivers like Ronnie Peterson and Reine Wisell



© Simon Wright
Chevron B15



© Janet Wright

Alfa Romeo Owners Club. Established in 1964, they are the club for all owners and enthusiasts, covering all Alfa Romeo models. With over £1 million worth of cars on display on the club stand, including a 1931 Alfa Romeo 8C 2300 Touring Roadster, plus several more modern models such as the white Alfa Romeo 156 GTA of Mike Stark.



© Janet Wright



© Simon Wright

MG
The iconic British open top sports cars of the 1960s were MG. The Midget & Sprite Club (left) represented the MG Midget and the identical Austin Healey Sprite. The MG Car Club, (right) covers all types of MG, including the Midget, plus the MG B and MG C, plus more modern MG F and MG TF sports cars.



© Janet Wright



© Janet Wright

Triumph Turbo TR8 Le Mans.

This is a Janspeed modified Triumph TR7, originally for Modsport racing, but a regulation change made it ineligible. So Jan Odor of Janspeed decided to build a car for the Le Mans 24 Hours race. Racing driver John Sheldon introduced the car to ADA Engineering, who developed the V8 Turbo engine with help from the TR Register Car Club, who raised funds to support the project. The car was entered at Le Mans in 1980 in the Group 5 class for Production cars. The car was green at the time and managed over 200 mph down the Mulsanne straight and set a respectable lap time of 4 minutes 37.1 seconds. However, a last minute rule change by the ACO moved the TR8 to the reserve list, and not race, to make way for a French entered Porsche.

After Derek Bell did some testing of the car, it returned in 1981 for the Silverstone 6 Hours. Unfortunately it crashed at Becketts after just a few minutes. After a sponsor pulled out the Le Mans entry was withdrawn. The car did one other race in 1982 at Brands Hatch, where it spun out in the wet. After funding could not be found for a third Le Mans attempt the dream ended. The TR Register stand also won the Best Large Club Stand award at the show.

25th Anniversary 1988 Lamborghini Countach.

The Countach was a rear mid-engined V12 sports car, produced between 1974 and 1990. This is the final version of the iconic Countach, built to celebrate the 25th anniversary of Lamborghini as a car manufacturer.

Mechanically it is based on the Lamborghini Countach 5000 QV, the fastest ever Countach. There are additions to the body that follow both styling trends of the time but also make the car aerodynamically stable at high speed, unlike some other Countach models. These were enlargement and extension to the rear air-box intake ducts, while the rear ducts were brought forward and relocated on top to give better airflow.

This was worked by Horatio Pagani, and featured the first ever use of carbon fibre in a production car, the engine cover.

This car was one of three right hand drive cars supplied to the UK in Silver and is now thought to be the last remaining car in the UK. It is also unique as it features sports seats in place of the standard specification electrically adjustable seats. It also has a sports exhaust.

The 25th Anniversary Edition was the most refined and possibly the fastest variant of the Countach, accelerating from 0-60 mph in 4.7 seconds and achieving a top speed of 183 mph.



© Simon Wright



© Simon Wright

The Bugatti Owners Club.

The club that organise the Prescott Hill Climb venue put on an impressive display of Bugatti Brescias on their stand. They were nominated for the 2021 Best Large Club stand, but were beaten by the TR Register stand this year. There was also a magnificent 1933 Bugatti Type 46S Two-Door Coupé, Coachwork by by James Young Registration no. AGO 37



© Janet Wright



© Simon Wright

Gould GR59J of Scott Moran on MAC stand



© Simon Wright

The Vintage Sports Car Club (VSCC)

The VSCC had several vintage cars on display. One eye-catcher was this 1907/1916 Berliet /Curtiss. It is built on a 1907 Berliet chassis and powered by a 1916 8.2 litre V8 Curtiss Aero engine.



© Janet Wright

Ferrari Owners Club of Great Britain.
Stand had an F40, a 550 Barchetta Pininfarina and this F355 Challenge racer.



© Simon Wright

Sixty years of the DKW Owners Club GB (1951)
On the DKW stand was a 1960 Sauter-DKW Formula Junior from Switzerland. Sauter are a small design company with links to Porsche and the car used many Porsche components including drum brakes, close ratio gearbox, trailing link front suspension, with cantilever coil-over shocks hidden in the nose cone. The engine is a 3 cylinder two-stroke DKW engine which produces around 100 bhp, giving a top speed of 120 mph, with an estimated 0-60 mph in 4.5 seconds. In period it was driven by SamiFehr and Heini Walter.



© Janet Wright

Meguiar's Club Showcase



The Meguiar's Club Showcase winner 2021 was Gary McVeigh and his 1969 Triumph TR6



1979 TVR 3000M



1980 Ford Cortina XR6



1959 Ford Consul Mk2 'Lowline'



1998 BMW E36 M3 Evolution



1971 Jaguar E-Type Coupe



© Simon Wright

1904 Cadillac Model B 8.25 HP Surrey. Having recently completed the London to Brighton vintage car run, this Cadillac is currently for sale for £108,000



© Simon Wright

Jaguar Drivers Club Champion of Champions winning Jaguar S-Type



© Janet Wright

Owen Motor club had this competition Hillman Imp on display. The car had also starred in the TV Series Heartbeat as a normal road car before it was converted to competition use.



Not all Skoda's are small cars. This stretched Skoda Estelle on the Skoda Owners Clb GB stand.

© Simon Wright



© Janet Wright

Polski Fiat 125p Coupe

This is a unique car, built for the TV show “Klimek Kontra Duda”, shown on the Classic Polish Society stand Klasyczna Polonia

Our Friends Electric had daily demonstrations of both modern and classic cars that have been converted to Electric vehicles. These included the RBW Electric Roadster (far right below) which is a brand new electric car that features a MGB heritage bodyshell. The Porsche 911 is also electric.



© Simon Wright



GT40 Enthusiasts Club stand featured several GT40 replicas like this Southern GT40 Mk1

© Janet Wright



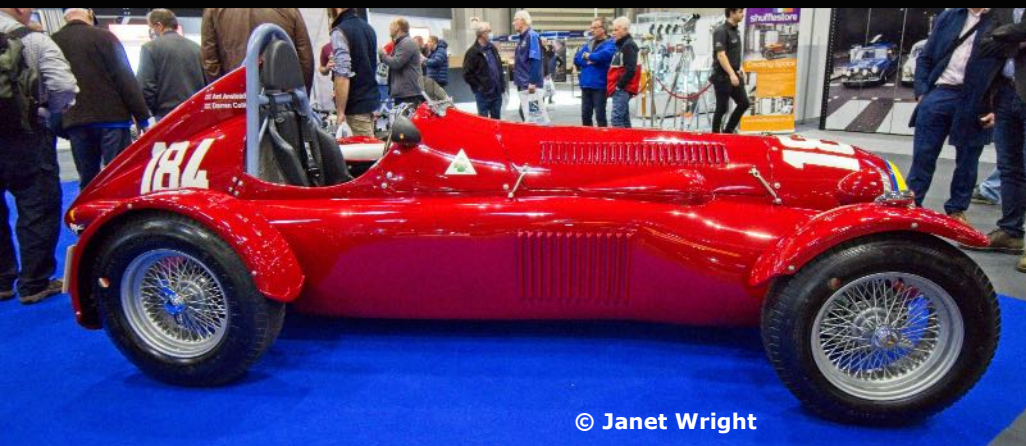
© Simon Wright

300ZX Owners Club stand for the Nissan 300ZX.



© Simon Wright

Tipo 184
If the Iconic Mazda MX5 is not classic enough for you, why not convert it to a Tipo 184. Build a 1930s Grand Prix car from a single MX5 from a bespoke kit, costing around £17,700 +VAT plus shipping costs.



© Janet Wright



© Simon Wright



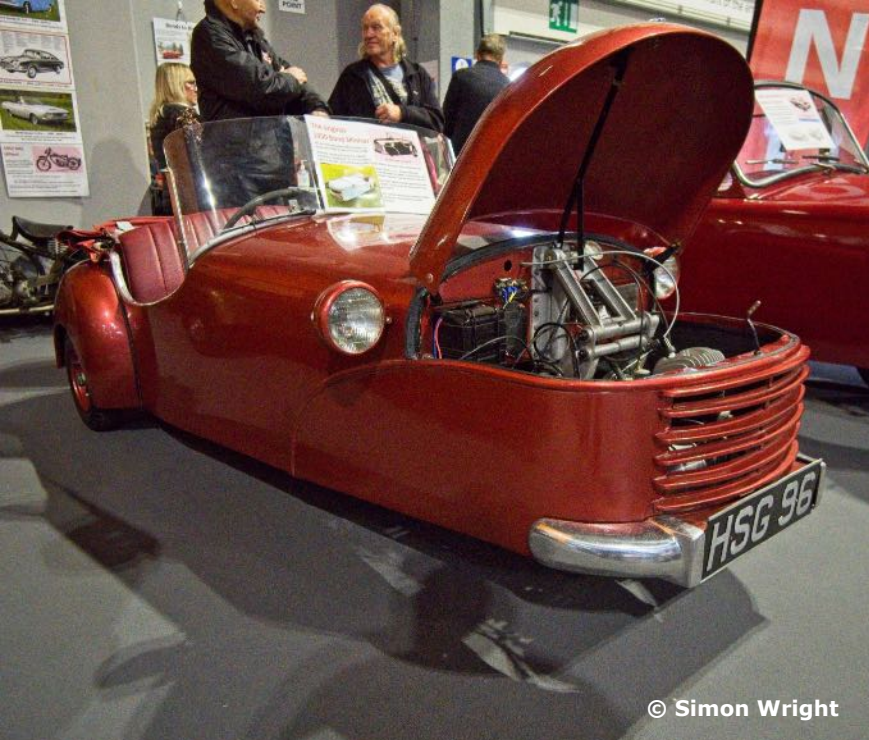
© Simon Wright



© Simon Wright



© Simon Wright



© Simon Wright

Bond Minicar 3-wheeler. The first production car (left) was the 1950 Bond Minicar MkA fitted with a Villiers 125cc engine. It had a top speed of 40 mph and could get 100 mpg. It had no front brake, just two 5 inch rear drums. The 1955 Mk C (right) was the first model that could turn in its own length as they had no reverse gear and could be driven on a motorcycle license. The Mk D added 12 volt electrics which added an electric reverse option by reversing battery polarity.



© Simon Wright



© Janet Wright

1972 FSO 223 built in Poland. Powered by a 2.1 litre 4 cylinder engine which developed around 70 bhp.



© Janet Wright

The Allard Owners Club were celebrating their 70th anniversary in 2021. This is a 1954 Allard Palm Beach Mk1. Powered by a 2.3 litre 6 cylinder engine from a Ford Zephyr, producing 68 bhp Only 80 cars were built.



© Simon Wright

Bristol Owners Driving Association.

A break away from the Bristol Owners club, with a view to broaden the knowledge of Bristol cars to a wider and younger audience. The Bristol car Company hand built their cars to aircraft specification. On the stand was a 411 Series 1 (left). Only 287 of the Bristol 411 were built between 1969 and 1976, with a Chrysler 6.2 litre V8 engine.. The Series 4 (right) had a larger 6.5 litre Chrysler V8 engine fitted. The 411 could achieve a top speed of 143 mph.



© Simon Wright



© Simon Wright

Triumph TR Fury Prototype.

The Triumph Sports Owners Association had a couple of interesting cars on display. The Triumph TR Fury was an attempt to establish a third sports car line between the Spitfire and the TR range in the mid 1960s. Only this prototype was built, using the Triumph 6 cylinder 2 litre engine from the Triumph 2000 saloon and Vitesse. It featured McPherson struts on the front and semi trailing arm independent rear suspension. Designed by Michelotti, it also had pop-up headlights which would later appear on the TR7.



© Simon Wright

Triumph GTR4A Dove.

This was a hatchback version of the Triumph TR4 It was created by Harrington after Dove's of Wimbledon, a Triumph dealer, saw the potential of the Harrington Alpine, and it was marketed with the full approval of Standard Triumph. They were produced between 1963 and 1966. It is thought about 55 were built. This particular car is unique as it is built on a TR250 chassis and body, so it has all round independent suspension, giving greater headroom in the rear. The 2.5 litre 6 cylinder engine has triple SU carburettors. It also featured an electrically heated front windscreen.



© Janet Wright



© Janet Wright

1950 Cadillac Series 61 Le Mans "Le Monstre" Sears Special of Derek Drinkwater



© Janet Wright



BRM Type P15 V16 Chassis 1/04
The first new built P15 V16 Mk 1 since 1953, by Hall & Hall. The 16 cylinder 1.5 litre dry sump engine produces 627 BHP and the car features other innovations from the 1950 car, like disc brakes and a Rolls Royce 2 stage centrifugal supercharger.

© Simon Wright

© Janet Wright



In 2000 it achieved the British Land Speed Record with an average speed of 300.3 mph and a peak speed of 330 mph

Vampire > British Land Speed record holder. Built in the 1980s by Santa Pod Raceway. It could achieve 270 mph in 6 seconds.



Ford Sierra RS500 Cosworth - 1989 Spa 24 Hour race winner. Driven by Gianfranco Brancatelli, Bernd Schneider and Win Percy. The first turbocharged car to win the 24 Hour event.

© Simon Wright



© Simon Wright

Car of the Show - Mercedes Benz W23 130.

Unveiled in March 1934, it was the smallest production passenger car and the first Daimler-Benz with a 4 cylinder engine and also rear mounted. It is a liquid cooled side-valve 1308cc straight 4 engine. It has a novel gear-change, with overdrive 4th selected by shifting sideways from 3rd and up, and just lifting the throttle rather than using the clutch. It included a steering lock that isolated the electrics and also had early cabin heaters. It has coil spring independent rear suspension, while the front used parallel transverse leaf springs and rack & pinion steering. With the German economy in crisis it was an attempt to produce a more affordable car with Mercedes quality, but it was 3.5 times more expensive than the Volkswagen peoples car (Beetle).



© Simon Wright



© Simon Wright



© Simon Wright

The Jensen PW

The Jensen PW was originally known as the Jensen Four Litre was produced between 1946 and 1951. Updated models were shown at the first Post War Motor Show held at Earls Court in October 1948.

The prototype used a newly designed high spec alloy engine, the only straight 8 engine built by Meadows of Wolverhampton. Unfortunately Jensen Motors did not have the funds to use the engine in production, so the cars were built with a variety of different engines. These included left-over Nash straight 8's from the 1930s, a 6 cylinder Meadows engine, a Perkins diesel and several Austin 6-cylinder 3933cc engines. Eventually, all cars without the Austin engine were recalled and converted to the Austin engine by 1953.

A total of just 18 cars were built.

© Janet Wright



© Simon Wright



1936 Aston Martin 2 litre Speed Model 2 seater.. One of two built for the 1936 Tourist Trophy at Ards circuit in Northern Ireland. Neither car finished the race..



1954 Riley Royale. Originally a Riley RME 4 door saloon with a 1.5 litre engine. In 2020 the chassis, suspension, brakes, axle and gearbox were rebuilt and a Riley 2.5 litre engine fitted to a 2 door coupe GRP body designed and built by John Barlow

© Janet Wright

1965 Humber Super Snipe Estate No46. 2.9 litre 6 cylinder engine with front disc and drum rear brakes. Previously owned by John Eric Greenwood, England International Rugby Player 1912-1920.



© Janet Wright



1988 De Tomaso Longchamp GTSE RHD. Reputed one of only 7 RHD models. Ford 351 Cleveland engine producing 330 bhp. Top speed 150 mph, 0-60 in 6.5 seconds

© Simon Wright



Panther De Ville as used by Cruella De Vil

© Janet Wright



1963 Daimler SP252 (SP250 Mark II). William Lyons' Designed variant as a replacement for the SP250 but decided that it would not be economic to produce

© Simon Wright

Silverstone Auctions at the Classic Motor Show

By Simon Wright.



Williams FW14 F1 'Red 5'
Display car, thought to be one of just three built by the factory. Believed to be genuine FW14 bodywork sections and complete with original Brembo Carbon disc brakes on all four wheels (£20,000 at the time). Sold £154,125



© Simon Wright

Silverstone Auctions had sales throughout the Classic Motor Show, totalling £8.5 million of car sales and £550,000 of motorcycle sales with its first dedicated sale. They both sold 81% of their catalogues. Another £180,000 was made in automobile memorabilia sales, achieving 84% conversion rate. The highest price achieved was £540,000 for a 1967 Ferrari 330 GTC, with the highest bike price was £61,875 for a 1939 Brough Superior SS80. Also £15,750 was raised for Prostate Cancer UK with the sale of a 1979 VW Type 2 Camper van.



© Simon Wright

**Cheapest car sold 1985
Trabant P601. Sold £3,150**



© Simon Wright

1968 Mercedes Benz 280SL Pagoda 2+2. Sold £95,625



**2015 Ferrari F12 N-
Largo by Novitec.
Sold £225,000**

© Simon Wright



© Simon Wright
**Back to the Future...
1983 DeLorean
DMC-12. Sold £73,125**



© Simon Wright
**1965 Mini Moke -
The Prisoner. I am
not a number, I'm
£69,750**



© Simon Wright
1950 Healey Silverstone - Not Sold.



© Simon Wright
1983 Maserati Merak SS. Sold £56,250



© Simon Wright
**1972 Citroen
SM 2.7. Sold
£41,062**



© Simon Wright
**Brand new, unregistered 2021 Morgan
Plus Four Auto. Sold £60,000**



© Simon Wright
**1985 Porsche 911 (930) Turbo. Sold
£103,500**



© Simon Wright
**1961 Jaguar
E-Type
Roadster.
Sold
£297,000**



© Simon Wright
**1965 Alfa Romeo
ATL Barchetta
Replica - Not Sold.**



1979 Aston Martin Lagonda. First Lagonda sold to the public. Sold £61,875

© Simon Wright



2018 Dowsetts Comet designed by TV's Ant Anstead. Sold £62,250

© Simon Wright



1991 Ford Sierra Sapphire RS Cosworth 4x4. Sold £28,125

1989 Ford Sierra Cosworth RS500. Sold £110,250

© Simon Wright



1967 Mini Cooper 1275 S. Sold £54,000

© Simon Wright

Archive Photo of the Month

By Pete Austin.

Last month we lost one of the great figures in motor sport, Grand Prix entrant and constructor Sir Frank Williams. His team would go on to achieve multiple world Championships. The first Williams Grand Prix car appeared in 1972 entered as the Politoys FX3. In 1973 following sponsorship from Marlboro and a deal with Iso-Rivolta, Williams cars were run under the Iso-Marlboro name. In the early races the cars used were reworked FX3's (FX3B) and the photograph shows Tony Trimmer who finished 4th in the 1973 Race of Champions at Brands Hatch.



British Touring Car Championship, Silverstone, 25th-26th September 2021. By David Goose & Stuart Yates Motorsport Imagery.



An early race lead for Tom Ingram in the Hyundai

Championship leader Ash Sutton in the Infiniti Q5



© Motorsport Imagery



jack Butel, Jake Hill and Tom Chilton fought hard in race one

BTCC - Silverstone

The last weekend of September saw the British Touring Car Championship return to the Silverstone National circuit with three races that would help to shape the season for the title contenders, but was too early for the top drivers to be crowned.

Earlier in the weekend, Rory Butcher had taken pole position in his Speedworks Toyota Corolla, but at the start of the race he was hampered by oil on the racing line and lost the lead to Hyundai driver, Tom

Ingram. Ingram's lead lasted less than three laps before Butcher made his move into Brooklands corner and took the lead which he managed for the remainder of the race, finishing over three seconds clear. Ingram finished second but complained that the move to take the lead was made under yellow flags after his team mate Sam Smelt and Honda driver Gordon Shedden had tangled at Luffield, eliminating both drivers on the first lap.



Gordon Shedden's fire breathing Honda

© Motorsport Imagery

Throughout the weekend Dan Lloyd in the Power Maxed Vauxhall Astra showed both his and the potential of the car,

qualifying well in 5th place then pushing Tom Ingram hard throughout the first race to finish a creditable third place. Equally strong was Aiden Moffatt in the Laser Tools Infiniti Q50 who ran a strong fourth place behind Lloyd and kept him honest for the full duration. Fifth place was a long fought battle between Josh Cook in the BTC Honda Civic, Colin Turkingtons WSR



Sam Smelt, Toyota Corolla GR Sport

BMW and Ash Suttons Infiniti, Cook holding off the two rear wheel drive cars to take fifth place.

Andrew Jordan ran the full weekend in the new 2022 Hybrid test car, a Speedworks prepared Toyota Corolla fitted with the new Cosworth hybrid system and 2022 M-Sport engine. The car operated in test mode only and was instructed not to compete with other



Dan Lloyd showed great pace all weekend in the Astra



Rory Butcher and Tom Ingram fight for the lead in race 1



Jake Hill, MB Motorsport Ford Focus ST

cars, but in race one the car set the third fastest lap overall, not bad for its first “competitive” outing. Race two saw Jordan take fastest lap overall in the prototype for the



Josh Cook, BTC Honda Civic

next season.

Race two saw Butcher again on pole, but this time a clear get away gave him a healthy lead, followed by Tom Ingram and Josh Cook. After a second safety car period to recover the stranded Honda of Jade Edwards, the leaders were left with a 10 lap sprint race for the victory. Once



Nicolas Hamilton fought well in the Cupra Leon

again Rory Butcher pulled out a 2 second lead over Tom Ingram and Josh Cook, but after a couple of laps Cook in the BTC Honda Civic forced his way through on the national pit straight. With a lap to go Cook was on the tail of Butcher and on the last lap at Brooklands made his move, unfortunately for him he couldn't get the car stopped for the corner and ran wide, Butcher regained the lead and took the chequered flag for victory. Cook did finish second on the road, but was later disqualified during the end of race checks after the car failed the minimum



Not the fight for first place but Ash Sutton continued to collect points for the title race

© Motorsport Imagery



Tom Ingram, Hyundai i30N

ride height measurements. Tom Ingram in the Hyundai inherited second place and Colin Turkington in his BMW third.

The third race with the reverse grid saw Dan Lloyd on pole with team-mate Jason Plato in their Power Maxed Astras

Musician Rick Parfitt Jnr enjoyed a steady debut season in the Hyundai i30N



© Motorsport Imagery



© Motorsport Imagery

Race One podium contenders



Ollie Jackson's Focus ST leads the queue

© Motorsport Imagery

having a front row lock out. Jake Hill in the Focus was third on the grid. At the start Hill jumped in front of Plato and settled down to run behind Dan Lloyd who ran strongly at the front of the field, but Hill was never far behind. Mid way through the race, Hill made his move at Copse and took the lead which he kept to the chequered flag despite a strong challenge from Yorkshireman Lloyd.

By the end of the race , Championship leader Ash Sutton was on the tail of Dan Lloyd but didn't manage to improve on third place at the end of the flag. Overall a steady race weekend for the leader who left with a 36 point lead, 6 races and a maximum of 132 points remain available at Donington Park and Brands Hatch before the title is decided.



Victorious in races 1 and 2, Rory Butcher in the Toyota Corolla GR Sport

Ferrari Daytona SP3





Ferrari Daytona SP3

The new Ferrari Icona has been unveiled at the Mugello Circuit in Italy during the 2021 Ferrari Finali Mondiali. The Daytona SP3 is a limited edition which joins the Icona series which made its debut in 2018 with the Ferrari Monza SP1 and SP2.

The name evokes the legendary 1-2-3 which Ferrari achieved on February 6th 1967 at the 24 Hours of Daytona, the first round of that years International World Sports Car Championship. The three cars took the chequered flag in the legendary side by side finish on rival Ford's home turf. First went to a Ferrari 330 P3/4, second was a Ferrari 330 P4 and third was a 412P.

The new Daytona SP3 reflects the importance of aerodynamics in the design of racers such as the original 330 P4, 350 Can-Am and the 512S. The bold choice of a Targa body with a removable hard top was also inspired by the sports prototype world, giving the Daytona SP3 delivers exhilarating driving pleasure and also useable performance. Both the Daytona SP3's chassis and

bodyshell are made entirely from composite materials, a technology derived directly from Formula 1, that delivers excellent weight and a structural rigidity/weight ratio in order to reduce the car's weight to an absolute minimum. The Daytona SP3 is powered by a naturally aspirated 6.5 litre V12 engine, mid-rear mounted in typical racing car style. It is the most powerful engine ever built by Ferrari, developing around 828 bhp (840 CV) with 697 Nm of torque and maximum of 9500 rpm. To improve weight reduction, the engine has titanium con-rods, 40% lighter than steel. The crankshaft has also been rebalanced and is 3% lighter. Valve opening and closing is by way of sliding finger followers derived from Formula 1 and developed with the aim of reducing mass. Combined with optimised cam profiles, the variable valve timing system creates unprecedented system of equal height pressure peaks required to obtain power at high revs without sacrificing any torque at low or medium revs. Power is delivered via a 7-Speed gearbox.

The chassis is made entirely from composite materials



using Formula 1 technologies and have not been seen on a road car since the LaFerrari. The seat is an integral part of the chassis to reduce weight and guarantee the driver a driving position similar to that of a racing car. The aerodynamic research focused on achieving the maximum efficiency using just passive aero solutions. It has various unprecedented features such as chimneys that extract low-pressure air from the car underbody. This makes the Daytona SP3 the most aerodynamically efficient car ever built by Ferrari without having to resort to

active aero devices. These innovations allow the car to accelerate from 0-62 mph in just 2.85 seconds and from 0-124 mph in just 7.4 seconds, with a maximum speed of 211 mph. The wraparound windscreen makes the Daytona SP3's cockpit look like a dome with wings emerging either side, styled with a nod at the likes of the Ferrari 512 S, 712 Can-Am and the 312P racing sports cars. It has butterfly doors which have an air box integrated in to them top channel air to the side mounted radiators. The wing mirrors have been moved ahead of the doors and mounted on the top of the front wings, similar to the racing prototypes of the 1960s. Their location allows better visibility and reduce the impact the wing mirrors make to the airflow to the side radiators.



A specific tyre was developed with Pirelli for the Daytona SP3, the new P Zero Corsa, optimised for both dry and wet performance, with a particular focus on the cars stability in low grip situations.

Hill Climb & Sprint Association Sprint meeting.

Curborough,
10th October 2021
By Simon & Janet Wright.



Fastest time of Day (FTD) went to Pete
Goulding in the Mygale FF200

The Hill Climb & Sprint Association held a two day meeting at Curborough on the 9th and 10th October. On the 9th they ran a two lap sprint, while on Sunday the 10th they ran a figure of eight sprint. On the Sunday they also hosted the Pirelli Ferrari Hill Climb Championship. On Sunday the Fastest Time of the Day (FTD) was set by Pete Goulding in his Mygale FF200 with a best time of 52.73 seconds, just ahead of Graham Blackwell in a Mygale Ecoboost G21 and 3rd overall was Stuart Bickley in a Jedi tif.

As usual the event was split in to multiple classes.

Class S1 Standard road going series production cars up to 2000cc. This was dominated by Jay Elliot in a Honda with a time of 64.45 seconds, over four and a half seconds faster than his nearest rival Rob Thomas in a Renault Clio 200 Cup.

Jay Elliot Honda S2000
1st Class S1

© Simon Wright



Class A2 Road going series production cars over 1400cc and up to 2000cc was a victory for Dean Cubitt in

Dean Cubitt Mazda MX5
1st Class A2



a Mazda MX5 with a time of 68.41 seconds. He beat his rival David Smith in a Renaultsport Clio 182 by over five seconds.

Class A2.1 for Road going Series Production MX5s up to 2000cc only had a single entry, Pete Taylor, who got his Mazda MX5 round in a best time of 67.69 seconds.

Pete Taylor Mazda MX5
1st Class A2

© Janet Wright



© Janet Wright

Carole Nicholls Nike Mk 4
13th Class J1



Russell Mason MG ZS 180
4th Class A3



© Simon Wright

© Simon Wright

Laurence Marks Van Diemen RF84
12th Class J1



© Simon Wright

Melanie Horner Mini Cooper
4th Class S1



© Simon Wright

Richard Brant Audi A8L
3rd Class A4



© Janet Wright

Ben Bonfield Jedi Mk
2nd Class I



© Simon Wright

Simon Andrews Van Diemen RF90
2nd Class J1



© Janet Wright

Paul Talbot Rover Mini
2nd Class C1



© Janet Wright

Les Buck Pringett Mistrale
7th Class J1



© Janet Wright

Nick Bayldon Porsche 911 C2 1st Class A3



Class A3 was for Road going Series production Cars over 2000cc had a reasonable entry and Nick Bayldon in a Porsche 911 C2 was a clear winner by over a second, with a time of 68.41 seconds.

Class A4 for Road Cars Series Production 4WD any capacity belonged to Phil Darbyshire, who at 68.44 seconds was almost three seconds clear of Gordon Hicks in their shared VW Golf 310R.

**Phil Darbyshire
VW Golf 310R
1st Class A4**



© Janet Wright



Andrew Webber Lotus Elan 2 1st Class U1

Class U1 for Classic Saloon and Sports Cars built up to 31/12/1975 just had a single entry for Andrew Webber in a Lotus Elan 2, who set a best time of 67.35 seconds.

**Stephen Laing
Caterham R500
1st Class B2**



© Simon Wright

Class B2 for Road going Specialist production Cars over 1700cc, was another single entrant with Stephen Laing in a Caterham R500. His best time came on his first run, with a time of 65.07 seconds.

Class C1 was for Modified Series Production cars up to 1400cc, had Eric Morrey fastest with a time of 63.39 seconds in his rapid Hillman Imp.

**Eric Morrey Hillman Imp
1st Class C1**



© Simon Wright

Paul O'Connor Westfield Se 1st Class D

© Simon Wright



Class D For Modified Specialist Production Cars only had a couple of entries. Peter O'Connor was fastest with a 58.61 seconds first run in his Westfield Se, beating Martyn Turner in his MNR Vortx.

Class F was for Hill Climb SuperSports Sports Libre Cars and was dominated by David Bickley in the Radical SR1 with a time of 61.10 seconds, over three and a half seconds faster than his nearest opponent in class.

© Simon Wright



David Bickley Radical SR1 1st Class F

Christopher Guy Jedi Mk IV 1st class H

© Simon Wright



Moving in to the single seater racing cars, **Class H was for Racing Cars up to 600cc.** Christopher Guy in a Jedi Mk IV set a fastest time of 52.99 seconds to win by almost ten seconds in class.

Stuart Bickley Jedi Tdf 1st Class I



© Simon Wright

Class I Racing Cars over 600 cc and unto 1100c was won by Stuart Bickley in his Jedi Tdf with a best time of 53.42 seconds, fastest for 3rd overall.

Class J for Racing Cars over 1100cc up to 1600cc was another single competitor class. Nicholas Scott was driving a Force Ta to a time of 58.61 seconds.

© Janet Wright

Nicholas Scott Force Ta 1st Class J



Tom Morgan Van Diemen RF89 - Spun off



Anthony Brown Audi TT 3rd Class F

© Simon Wright

© Janet Wright

Stephen King RoTor JT7C 2nd Class F



Kieran Thomas OMS RA Failed run.





Richard Summers Van Diemen RF80
1st Class J1

The Formula Ford class J1 for Formula Ford 1600 Racing Cars manufactured before 1/1/1994 had a large entry and proved to be very competitive. Richard Summers in a Van Diemen RF80 was fastest with a time of 63.36 seconds, only 0.19 of a second faster than Simon Andrews in a Van Diemen RF90.

Class L for Racing Cars over 2000cc was another closely fought class which also had the fastest two cars of the day. Pete Goulding in a Mygale FF200 set Fastest Time of the Day overall with a time of 52.73 seconds. He was only 0.2 of a second ahead of Graham Blackwell in another Mygale Ecoboost G21.

2nd fastest overall, Graham Blackwell
MyGale Ecoboost G21



Alan Goodwin Aldon AL3 Sports racer. 1st Class W.

The final class W for Classic Racing Cars and Sports Racing Cars built up to 31/12/1975 had just one car in the class. Alan Goodwin, driving the Aldon AL3 Sports Racing car did a best time of 66.77 seconds. Invited Ferrari Championship **Class F1 for Ferrari cars entered in the Pirelli Ferrari Hill Climb Championship** saw an interesting twelve car entry. Fastest by a large margin of over three seconds was David Snelson in a Ferrari F430, with a best time of 64.63 seconds. In 2nd was John Kennedy in a Ferrari California T and Chris Hitchman in a Ferrari F355 GTS. For me, the high-light of the class was Jon Goodwin in his fabulous Ferrari Lusso 250 GT who was 7th in class with a best time of 73.33 seconds.



David Snelson Ferrari F430
1st Pirelli Ferrari Hill Climb class.

© Simon Wright

John Kennedy Ferrari California T
2nd Pirelli Ferrari class



© Simon Wright

Chris Hitchman Ferrari F355 GTS
3rd Pirelli Ferrari Class



Richard Preece Ferrari F360 Modena
4th Pirelli Ferrari class.



© Simon Wright

© Janet Wright

Peter Hitchman Ferrari F430 Coupe
7th Pirelli Ferrari class.



© Janet Wright

Mark Wibberley Ferrari 360 Spider
5th Pirelli Ferrari class.



© Simon Wright

Pauline Mary Goodwin Ferrari 328
6th Pirelli Ferrari class.



Anthony Attwood Ferrari Dino 308 GT4
9th Pirelli Ferrari class.



Lorraine Hitchman Ferrari F430 F1 Spider
8th Pirelli Ferrari class.



Jon Goodwin Ferrari Lusso 250 GT
10th Pirelli Ferrari class.



© Simon Wright

© Janet Wright

© Simon Wright

VSCC Cotswold Trial

Prescott
20th November 2021
By Peter McFadyen.





Winner of the LWB Modified class was Geraint Owen in his Ford Model A

© Peter McFadyen

After cancellation due once to Covid and once to the weather, the Vintage Sports Car Club's Cotswold Trial made a triumphant return to the Club's calendar on 20th November. Competitors faced the challenge of twelve hills to climb, three of them at the event's base at Prescott Speed Hill Climb, home of the Bugatti Owners Club, the



© Peter McFadyen



Autumn leaves outshine the high-vis vests of the marshals as Fred Waite (Austin 7) comes to the end of another successful climb

© Peter McFadyen

Peter Garland's 1929 Lea-Francis 12/40 going well at the new hill for this year, 'Woodpecker'



© Peter McFadyen



Alison Smith in the Ford Model A usually driven by her daughter reaches the top of Ettore's Lookout with the Prescott hillclimb commentator's box in the background

rest scattered amongst the beautiful Cotswold countryside around Winchcombe, Gloucestershire. The Cotswold Trial was conceived as a novice-friendly event designed to introduce new competitors to the sport and following this tradition the major award, The Cotswold Cup is awarded to the winner of Class 0, the novice class and this year's winner was Georgie Talbot driving her



© Peter McFadyen

Always an astonishing performer in VSCC trials, the 1927 Trojan Utility of Louis Parkin just keeps on climbing



Winner of the LWB Modified class was Geraint Owen in his Ford Model A

© Peter McFadyen

1930 747cc Austin Seven Gordon England. From the start, the Cotswold Trial has also attracted an enthusiastic entry from the club's more experienced trialists and this year's was no exception. As is usually - though not always - the case, the highest scores came from the class for Short Wheelbase Modified and Special Cars where no fewer than eight drivers and their crews



© Peter McFadyen

Humorous millinery seems to be a family trait – this is James Hodgkinson in his Ford Model A Phaeton

Martin Quilter's Singer Junior Special about to be greeted by the marshals at the top of Breakheart hill

© Peter McFadyen



scored the maximum of 300 points. Fortunately, there was a section on one of the hills where the time taken from a compulsory stop/restart to the finish could be used to resolve the tie. Out of it all, William McVicker (Austin 7



© Peter McFadyen

Luc Slijpen and his bouncer look happy as their Austin 7 Chummy successfully reaches the top of 'Breakheart 87



Gillian Carr (Vauxhall Super G) received the 'Derek Howard-Orchard Spirit of the Cotswold Award'

© Peter McFadyen

Chummy), a previous winner of the Cotswold Trial, emerged victorious with the next fastest full points scorer, Matt Price's 1930 Ford Model A Special, gaining the trophy for top vintage car.

The highest score in the Long Wheelbase classes was Geraint Owen's 286 points in his 1928/31 Ford Model A, two points ahead of Simon Bowyer's similar car, both drivers receiving 1st Class awards. Among the standard i.e. unmodified cars, another Ford Model A, this one driven by Matthew Roberts, was the winner of the LWB category while Paul Holmes Austin 7 Chummy, took the SWB class.

One further award is given at the organisers' discretion and that is the 'Derek Howard-Orchard Spirit of the Cotswold Trial' award. Derek was Clerk of the Course on the Cotswold Trial from its inception until 2016 but sadly lost his life while doing what he loved to do, competing in a vintage car rally. Deservedly for her spirited approach to competing in the trial Gillian Carr, driving a borrowed Vauxhall Super G with her mother, a competitive trials driver in her own right, alongside and her brother and sister in the back, became only the third driver to receive this award.

Nearing the top of 'Woodpecker' is the overall winner of the 2021 Cotswold Trial, William McVicker in his Austin 7 Chummy



© Peter McFadyen

© Peter McFadyen

Russell Hennessy's 1923 Morris Cowley Tourer tackles one of the hills at Prescott, always popular with spectators



Startline banter between the marshals and race organiser Duncan Wiltshire in the back of the Bentley driven by Eddie Williams who has fellow racing driver Charles Gillett alongside



© Peter McFadyen

Rufus Flann – his red number indicating a driver not yet old enough to take to the road – takes his Austin 7 Ulster on a successful climb of the revised Nigel's Navigation at Prescott



© Peter McFadyen

Secretary of the VSCC Tania Brown (Austin 7 Ulster) gets away from the start while other competitors await their turn



© Peter McFadyen



Second overall, Matt Price (Ford Model A Special) nears the top of Breakheart hill

© Peter McFadyen

Sophie Flann's concentration is clearly visible through the open windscreen as she guides her Austin 7 Chummy up 'Woodpecker'



© Peter McFadyen

© Peter McFadyen



Some crews enhance the fun of the Cotswold Trial by adopting funny headgear – this is Robert Hodgkinson's crew in their Ford Model A

Some crews enhance the fun of the Cotswold Trial by adopting funny headgear – this is Robert Hodgkinson's crew in their Ford Model A



© Peter McFadyen

Walter Hayes Trophy

Silverstone

6th-7th November 2021

Bu Simon & Janet Wright

with additional photos by Stuart Yates - Motorsport Imagery.



Maxwell Esterson in his Ray GR18 had a perfect Walter Hayes, winning Heat 1, Semi Final 1 and the Grand Final.

Megan Gilkes Spectrum KMR leads the second heat at the start, with Tom Mills Spectrum KMR in 2nd and heat winner Chris Middlehurst in 3rd in the Van Diemen LA10 (#42)



© Simon Wright

When November arrives, it's time for the annual HSCC Walter Hayes Trophy meeting at Silverstone, to complete the seasons racing activity. This year the weather was bright and dry, but very cold. As usual the competitors were placed into four heats via a random draw, with the opportunity to progress towards the grand final run on the Sunday afternoon. For competitions with older cars, there was also the chance to compete for the Janet Cesar Trophy for Pre 93 cars and/or the Carl Hamer Trophy for Pre 82 cars. After morning qualifying, the first eight lap heat was run on Saturday morning before the lunch break. Maxwell Esterson driving a Dempsey Low USA Scholarship Ray

© Simon Wright



Darwin Smith Van Diemen RF90 Janet Cesar Class winner Heat 1

GR18 started from pole position. Esterson led from the start, with Matthew Cowley in a Van Diemen RF15 and Luke Cooper in a Swift SC20 all within a second of the leader. Esterson and Cowley swapped the lead frequently, with Cooper remaining less than a second behind the leader. At the finish Esterson won by just 0.015 of a second from Cowley, with Cooper only 0.582 of a second further behind. The Janet Cesar class was won by 5th placed Darwin Smith in a Van Diemen RF90 and the Carl Maher class was won by Samuel Harrison driving a Merlyn Mk20 in 14th. Heat 2 saw Tom Mills in a Spectrum KMR start from pole position but it was Megan Gilkes in a Spectrum KMR taking the initial

advantage. Chris Middlehurst in a Van Diemen LA10 then led with Gilkes and Joey Foster in a Firman RFR21 all covered by less than a second. At the flag, Middlehurst won by 1.583 seconds from Foster with Gilkes 3rd. The Janet Cesar class was won by Cam Jackson in a Van Diemen RF90 in 8th overall and the Carl Hamer class was won by Ed Thurston driving a Merlyn Mk 20 A in 15th.

© Simon Wright

**Michael Moyers Spectrum 011
won Heat 3 and Semi Final 2**



Heat 3 saw previous winner Michael Moyers in a Spectrum 011 on pole position. He led the race from start to finish, always battling with Oliver White in a Medina JL17, who was only 0.231 of a second behind at the flag. By Formula Ford standards, a distant 3rd was Ben Cochran at the wheel of a Van Diemen BD21, over five and a half seconds behind. The Janet Cesar class was won by James Tucker at the wheel of a Van Diemen RF92 in 6th and the Carl Hamer class was won by Henry Chart in a Van Diemen RF81 in 12th overall.

Heat 4 pole position went to Rory Smith in a Medina Sport. From the start Smith led the first lap but Ben Mitchell Van Diemen JL16 was at the front of the leading quartet by the second lap and by lap three it was Josh Fisher Van Diemen VD99 in the lead. He managed to stay

**Heat 4 was won by Josh Fisher
in a Van Diemen VD99**



ahead of the pack each lap over the finish line, while Mitchell and Smith were around 0.2 of a second behind for the entire race. At the finish Fisher won by 0.293 of a second, with Smith grabbing 2nd on the last lap, beating Mitchell in 3rd by just 0.712 of a second. The Janet Cesar class was won by Jordan Harrison in a Reynard 89FF in 7th place, while the Carl Hamer class was won by 15th placed Patrick McKenna in a Crossle 35F.

**Carl Hamer class winner in Heat 4 was
Patrick McKenna in a Crossle 25F**



© Janet Wright

Peter Barrable in his Royale RP26 leads the field at the Progression Race start



© Motorsport Imagery

Moving to Sunday, with only the first few in each heat going forward to the Semi-Finals, the next chance for drivers to progress towards the final was the ten lap Progression race. Six cars were non-starters, Richard Tarling in a Jumin T2, Paul Unsworth in a Palliser WDF3, Warren Hughes in a Royale RP26, James Maitland-Cook in a Merlyn Mk20A, Kelvin Burt in a Van Diemen RF80 and Christopher Perkins in a Van Diemen RF87. In pole position was Daniel Mavlyutov in a Van Diemen RF00, who went out on the first lap, along with Peter Sikstrom in a Van

© Janet Wright



Felix Fisher won the Progression and Last Chance races in his Ray GR05

Diemen RF79 From the start Peter Barrable in a Royale RP26 from the Carl Hamer Class, led the first couple of laps before Derek Palmer in a Ray GR10 had his moment of glory at the front. Thomas McArthur Medina JL17 who had been in 7th place for the first three laps, now powered in to the lead for a couple of laps before Felix Fisher in a Ray GR05 grabbed the lead for the last four laps, winning by just 0.418 of a second. McArthur was 2nd and Palmer 3rd, nearly four seconds further back. The first Janet Cesar class car was Mark Armstrong in a Van Diemen RF85, who was

4th, while Barrable was the first Carl Hamer class car home in 5th.



Andrew Schofield using the full width of the track in the Last Chance race on his way to 1st in the Janet Cesar class

© Motorsport Imagery

For anyone still not qualified for a Semi-Final, the Last Chance race saw thirty six cars on the grid, with Andrew Ian Schofield in a Reynard 89FF, from the Janet Cesar class, starting from pole position. He led the first lap before being passed by Callum Grant in a Van Diemen RF08 who was locked in battle with Thomas McArthur in a Medina JL17 and Felix Fisher in a Ray GR05, the trio separated by less than half a second. With two laps to go McArthur took the lead, but went too early as Fisher snatched the win on the last lap with McArthur just 0.270 of a second behind, and Grant only another 0.522 of a second behind in 3rd. Pole man Schofield finished 5th, first of the Janet Cesar Class cars, while Molly Dodd in a Merlyn Mk20 in 11th was the first Carl Hamer class car.

The first twelve lap Semi-Final saw Heat 2 winner Chris Middlehurst in the Van Diemen LA10 start from pole position thanks to a faster race time, with Heat 1 winner Maxwell Esterson in the Ray GR18 along side him on the front



© Simon Wright

Chris Middlehurst Van Diemen LA10 started the semi Final from pole after winning the first heat

of the grid. From the start Esterson headed the four car train that was battling for the lead with all four less than a second apart from each other. Middlehurst got in front on lap five for a couple of laps before Esterson retook the lead and managed to stay there to the finish, winning by just 0.138 of a second. Only 0.283 of a second back was Tom Mills, 3rd in the Spectrum KMR and Lucas Romanek in a Van Diemen JL13 in 4th only 0.784 behind the winner. However, Mills was given a 13 second penalty which dropped him down to 12th overall, making Romanek 3rd. The first Janet Cesar class car was 16th placed Brandon McCaughan in a Mondiale M89S, while Molly Dodd was the 1st Carl Hamer class car in her Merlyn Mk20 in 30th position.

Ben Tinkler Reynard 89FF was 1st in Janet Cesar Class in the second semi-final



© Janet Wright

The second twelve lap Semi-Final saw Heat 3 winner Michael Moyers in a Spectrum 011 start from pole position with Heat 4 winner Josh Fisher in a Van Diemen VD99 next to him. For the first six laps Fisher led a five car train consisting of Rory Smith in a Medina Sport, Moyers, Ben Mitchell in a Van Diemen JL16 and Oliver White in a Medina JL17. On lap seven

Smith hit the front as Fisher dropped down to 12th. The next lap it was Moyers in front and he managed to hold it to win by 0.109 of a second. Michell took 2nd and Smith was 3rd, with White in 4th only 0.495 of a second behind the winner. Ben Tinkler in a Reynard 89FF in 10th was the first Janet Cesar class car, while Henry Chart took the Carl Hamer Class in his Van Diemen RF81 in 20th.

© Motorsport Imagery



Michael Moyers spins out during the WHT Final

This brought us to the conclusion of the day the fifteen lap Grand Final. Thirty six cars lined up on the grid with Esterson in the Ray GR18 in pole position with Moyer in the Spectrum 011 lined up next to him on the front row. From the official lap charts this race was dominated by Esterson who lead every lap to victory. But it was a tough fought race with Moyer pushing hard for the first four laps before dropping back to eventually finish 29th. This left Middlehurst in his Van Diemen LA10 in 2nd and slowly he closed the gap to the leader, but he was part of a five car train slipstreaming each other. On the last lap he lost out and ended up in 4th at the flag. In 2nd was White, just 0.249 behind winner Esterson, with Mitchell 3rd, only

0.628 of a second behind the winner and Middlehurst 4th, 0.844 of a second behind. Fisher was in 5th only 0.972 of a second back and the last of the leading train was Romanek in 6th, still only 1.083 seconds behind the race winner. Winning the Janet Cesar class was 22nd placed James Tucker in a Van Diemen RF92, who was only 0.191 of a second ahead of Ben Tinkler in a Reynard 89FF. There were no Carl Hamer class cars in the final.

Oliver White Medina JL17 was 2nd in the Grand Final



© Simon Wright



© Janet Wright

Ben Mitchell van Diemen JL18 was 3rd in the Grand Final

Carl Hamer Trophy winner Samuel Harrison Merlyn Mk 20 battles with 4th placed Patrick McKenna Crossle 35F



© Simon Wright

The Carl Hamer Trophy for Pre 82 cars race 1 was the seventh race on the program and took place on Saturday Afternoon. The eight lap race was won by Samuel Harrison in a Merlyn Mk20. He finished over two seconds ahead of Richard Tarling in 2nd, driving a Jamun T2. In 3rd was Patrick McKenna in a Crossle 35F. The Carl Hamer Trophy for Pre 82 Cars twelve lap Final took place on Sunday, the first race winner Harrison starting from pole position. Patrick McKenna was leading



Richard Tarling Jamun T2 was 2nd in the Carl Hamer Trophy final.



© Janet Wright

at the end of the first lap, having started from 4th on the grid. By the second lap, Harrison had got in front of a five car break away group at the front, which were covered by just over a second. The order remained fairly static for the first seven laps, then Ed Thurston in a Merlyn Mk20A leapfrogged from 5th to 1st on lap eight, followed next lap by Tarling leading before Harrison re-established his lead. At the flag the first two crossed the line together with Harrison in the Merlyn Mk20 taking victory by just 0.004 of a second from Tarling in the Jamun T2. Thurston was 3rd,



© Simon Wright



Ed Thurston Merlyn Mk20A was 3rd in the Carl Hamer Trophy final

0.142 of a second behind, followed by McKenna in 4th, 0.227 of a second behind the winner and Warren Hughes was 5th in a Royale RP26.



Janet Cesar Trophy Final winner Brandon McCaughan in the Mondiale M89S ahead of 14th placed Gaius Ghinn Van Diemen RF91



Thirty two competitors lined up for the eight lap Janet Cesar Trophy for Pre 93 Cars race 1, held on Saturday afternoon. It was won by James Tucker in a Van Diemen RF92 from Ben Tinkler in a Reynard 89FF and Brandon McCaughan. This race result gave the grid line-up for the twelve lap Janet Cesar Trophy for Pre 93 cars Final on Sunday. Tinkler made the most of his front row start to lead at the end of the first lap but was passed by Tucker, who led for the next couple of laps, with Tinkler on his gearbox. There was a nine car train at the front of this race, all separated by just 1.8 seconds. Tinkler led on lap four then McCaughan on laps five and six. Tucker re-took the lead on lap seven and by lap eight the first six had opened up a slight gap to the rest of the field. On the penultimate lap McCaughan got back in front and opened up a very slight lead on the last lap to win by just over a second. The rest of the leading bunch were swapping positions every lap. At the flag it was Tinkler in 2nd, just ahead of 3rd placed Cam Jackson in a Van Diemen RF90. Tucker finished 4th, with Jordan Harrison 5th in a Reynard 89FF and Nathan Ward 6th in a Swift SC92. In 7th was Benn Tilley in a Van Diemen RF86, 8th was Robert Wainwright in a Mondiale M90S and 9th was Richard Higgins in a Van Diemen RF88. The top nine were all within 2.6 seconds of the race winner.

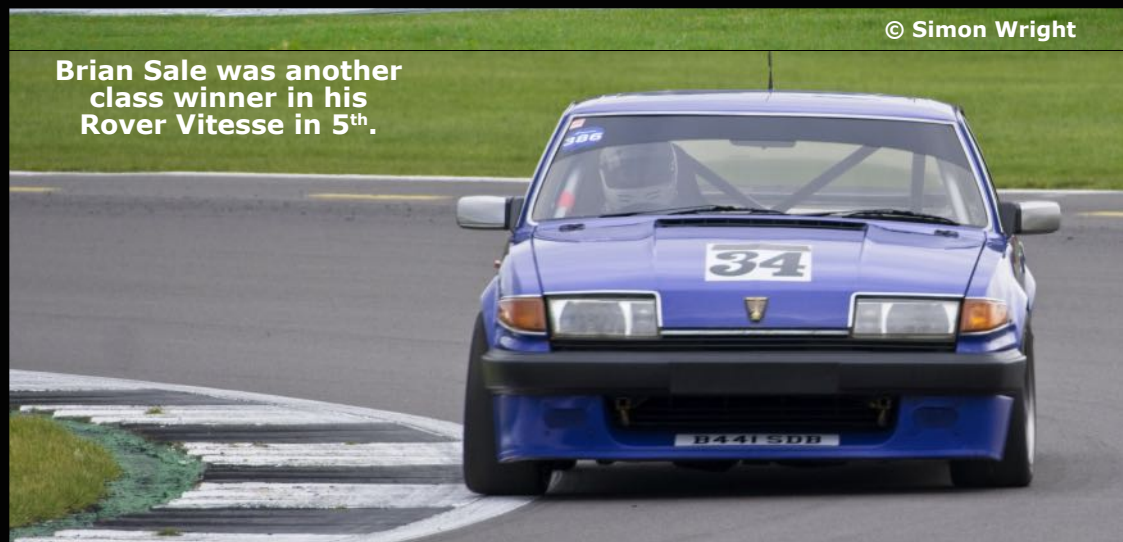
John Muirhead won his class in the Lotus Super & in 4th place.



The support races on Saturday were a HSCC Allcomers Closed wheel race for twenty five minutes or twenty laps on Saturday afternoon and to close the days action there was a Production Endurance 1 Hour Pit Stop race. Sunday saw two twenty minute Monoposto races, and a second HSCC Allcomers Closed wheel race.

© Simon Wright

Brian Sale was another class winner in his Rover Vitesse in 5th.



© Simon Wright

Tony Hunter won the HSCC Allcomers Closed Wheel race on Saturday in his Renault Clio.

The first HSCC Allcomers closed wheel race saw Myles Castaldini start from pole position in his Davrian Mk8. He led the first half of the race before dropping back and eventually finished 3rd. The race was won by Tony Hunter in a Renault Clio. At the end of twenty laps he was over 45 seconds clear of 2nd placed Philip Barak who won his class in a Lotus XI. In 4th place was the class winning Lotus Super 7 of John Muirhead. In 5th and winning his class was Brian Sale in a Rover Vitesse, who was a lap

down on the winner. Photographer Jakob Ebrey won his class in 6th place in his Porsche 944, two laps down on the race winner. The final class winner was Roger Godfrey in an Austin Mini Cooper S in 7th place.

© Janet Wright



Philip Barak Lotus XI was 2nd and won his class.



The last class winner on Saturday was Roger Godfrey in his Austin Mini Cooper S in 7th.



© Janet Wright

The second HSCC Allcomers Closed wheel race on Sunday was a completely different field and saw just eight cars start the twenty lap race. Robin Lackford in a Tiga

© Motorsport Imagery



AllComers Closed Wheel Race 2 winner Chris Porritt - Chevron B19

SC80 started from pole position, with Chris Porritt next to

him in a Chevron B19. Porritt led most of the race and lapped the entire entry by the end. Lackford was 2nd, taking a class win, one lap down on the race winner. In 3rd place was Alan Davenport in a Centaur Mk 14B-17. The final class winner was 5th placed Jeremy Deeley in a Rawlson CR6, two laps down on the race winner.



© Simon Wright

Timothy Creswick Porsche Cayman GT4 Clubsport won the 1 Hour Production Endurance race on Saturday

Closing the racing action on Saturday was the 1 hour Production Endurance race. This had a very small entry of just eight cars. Edward Worthington took pole position in his NP-01 Evo. He led the first thirty one laps before taking his mandatory pitstop. Timothy Creswick in a Porsche Cayman GT4 Clubsport took over the lead until his pitstop on lap thirty six. Worthington then resumed his lead for a few laps before dropping back behind Creswick

Gary Franks was 2nd in the Production Endurance race in his Mini Cooper S R53, winning his class.



© Simon Wright

Julian Fisher was 3rd in his Ford Fiesta ST 150, winning his class



The final Production Endurance class winner was the Mazda MX5 of Dunne/Fitzpatrick.



© Simon Wright

until he retired on lap fifty five, two laps from the finish. Creswick took the victory in the Porsche eight laps ahead of 2nd placed Gary Franks in a Mini Cooper S R53, who also won his class. In 3rd place was Julian Fisher, another two laps down and also a class winner. The other two finishers were the Renault Clio of Hathaway & Williams in 4th and the Mazda MX5 of Dunne & Fitzpatrick who also won their class, eleven laps behind the winner.



© Motorsport Imagery

Double Monoposto Race winner George Line - Dallara F308

The Monoposto Tiedman Trophy first race on Sunday saw twenty five single seater racing cars line up on the grid, with George Line on pole position in a Dallara F308. He dominated the first race, leading from start to finish. His winning margin was over thirty three seconds after fifteen laps, as he took the Invitation class win. In 2nd place was Ben Powney, who took the M100 class win in his Jedi, finishing just 0.071 of a second ahead of 3rd placed Lee Fern in a Dallara F301, who also won the F3 class. In 4th place was 2000 class winner Robin Dawe in Tom's Toyota 036. The other two class winners were 13th placed Tom Wheatley who won the 1800 class in a Mygale SJ02, and 19th placed Will Cox who won the 1600 class in a Van Diemen FVJ, two laps behind the race winner. The second Monoposto race was a repeat of the first race in that Line took another lights to flag victory. This time he

Simon Lonnergan takes his Dallara F398 to the gravel in the Monoposto Race 2



© Motorsport Imagery

beat Robbie Watts in another Dallara F308 by nineteen seconds, but his was closer than the results show, as Watts was given a fifteen second penalty for exceeding track limits. Fern took a second class win in 3rd along with Powney in 4th, Dawe in 7th, Wheatley in 10th and Cox in 14th.



Another Monoposto Race 2 spinner, this time Chris Kite - Dallara F393

© Motorsport Imagery



© Janet Wright

Edward Worthington retired the NP-01 Evo 2000 from 2nd place with just two laps to go. So Not classified in the Production Endurance race.



Myles Castaldini Davrian Mk8 was fast in the HSCC Allcomers Closed Wheel race, where it finished 3rd.

© Simon Wright

Boxengasse Oil-Cooled 2021

Wendlebury, near Bicester

By David Goose & Stuart Yates of Motorsport Imagery.

PORSCHE

The one thing more exciting
than driving a Porsche Classic?
Driving it again.



Porsche Classic Register.
Membership pack
12-page magazine each year
25% off number plate surrounds
25% off Classic parts
Complimentary wash and vacs per year
Porsche Classic motor oil
Find out more at porsche.co.uk/classicregister

Boxengasse Oil-Cooled 2021

Based at Wendlebury near Bicester, Oil-Cooled 2021 was a celebration of oil cooled Porsches for owners and enthusiasts alike. Hosts for the event were Porsche specialists Auto Farm, the quality of cars on display in the show fields was matched by the cars undergoing service restoration in the hosts on site workshops.

Set in over 100 acres of landscaped grounds, the event attracted both modern and classic Porsches, mostly 911's, from all corners of the UK and some from Europe. Covid restrictions clearly prevented many overseas visitors but this was anything but a poorly attended event.

The host's Autofarm, specialise in the restoration, repair, preparation and sale of Porsches of all ages, operating from a base of over 25,000 sq feet of bespoke workshops it provided the ideal setting for this annual festival of the German sports car marque.

Parking on the estate was separated into three areas, with the specialist limited edition models parked in a small central arena, the more modern non-911 models parked in a second field but the main attraction was the main field where all of the 911's, Speedsters and the like were parked.

It has to be stressed, this is definitely not a car meet, this is a specialist day for Porsche owners and enthusiasts, basically anybody who appreciates the beauty of the classic Porsche design. No doubt, with covid restrictions hopefully relaxed by the summer of 2022, the next gathering will be an even bigger event attracting a greater number of overseas cars to this Porsche festival.



Porsche 911 Carrera 4



Porsche 911RSR



© Motorsport Imagery

Porsche 959



Porsche Cayman S



Porsche 356



1972 Porsche 911

© Motorsport Imagery



1985 Porsche Carrera

© Motorsport Imagery



1986 Porsche 911

© Motorsport Imagery



© Motorsport Imagery

Inside the Autofarm Porsche restoration workshop



Porsche 356 Coupe

Porsche 911 Cabriolet



© Motorsport Imagery



1995 Porsche 911 Carrera

© Motorsport Imagery



Porsche 911 Targa Enduro

© Motorsport Imagery



1996 Porsche 911 Turbo

© Motorsport Imagery



1978 Porsche 911

© Motorsport Imagery



1992 Porsche 911 Carrera 4

© Motorsport Imagery



1968 Porsche 356 Speedster

© Motorsport Imagery



© Motorsport Imagery

1989 Porsche 911 Turbo Cabriolet



© Motorsport Imagery

Porsche 911 Work in Progress

© Motorsport Imagery



Autofarm courtyard