



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

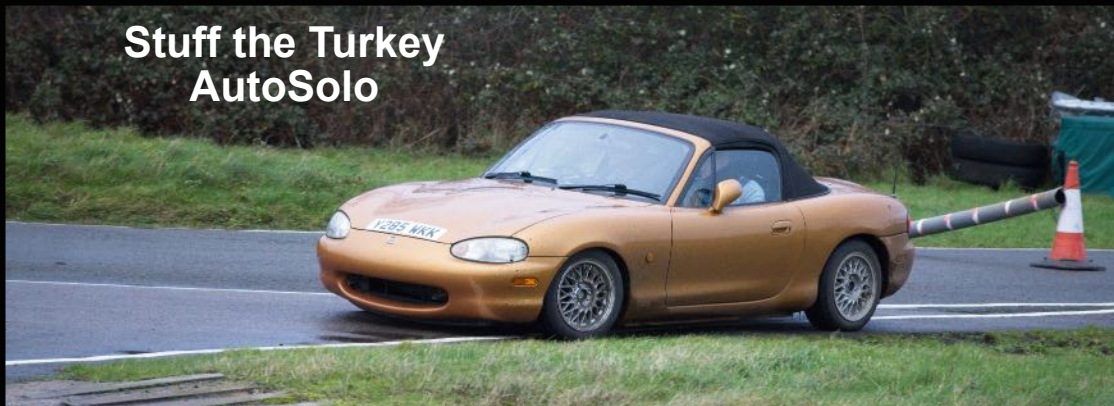
Classic and Competition Car

Founded 2010

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Classic Motor Show Part 2



Stuff the Turkey AutoSolo



Roger Albert Clark Rally 2021



VSCC Winter Driving Tests

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Ashley Pearce Nissan Micra 5th in Class A - Stuff the Turkey AutoSolo - Page 51

Front cover:

Classic Motor Show - Ferrari 355 Challenge © Janet Wright.

Stuff the Turkey AutoSolo - Harry & Giles Billington Mazda MX5 6th & 8th in Class E © Simon Wright.

Roger Albert Clark Rally - Eventual winner Ryan Champion & Craig Thorley Porsche 911 Carrera RS 3.0 leaves the start line of Kershope 1 © Syd Wall.

VSCC Winter Driving Tests - Best Man – Neil Thorp (Singer 9 Sports Coupe) had to give best to a strong contingent of lady drivers in the Touring Cars class © Peter McFadyen.



Paul Barrett Ford Escort at Speed RAC Rally - Page 10

© Syd Wall

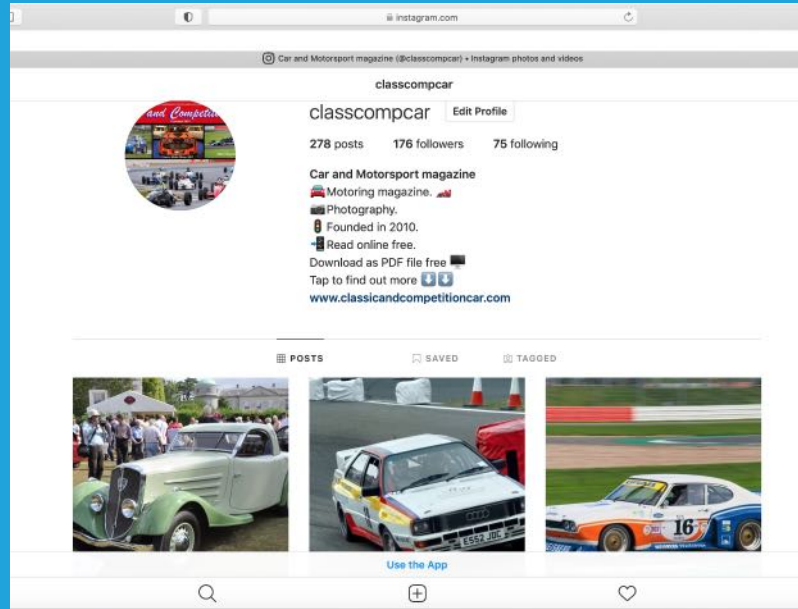
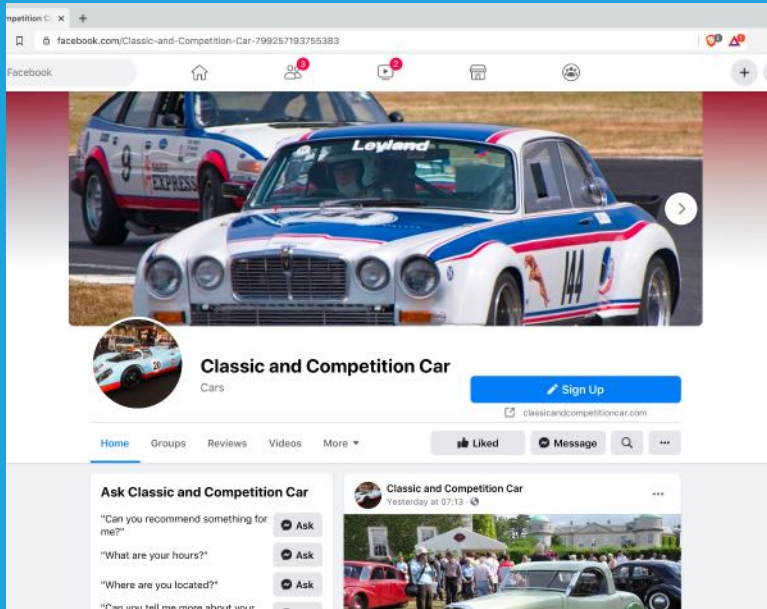
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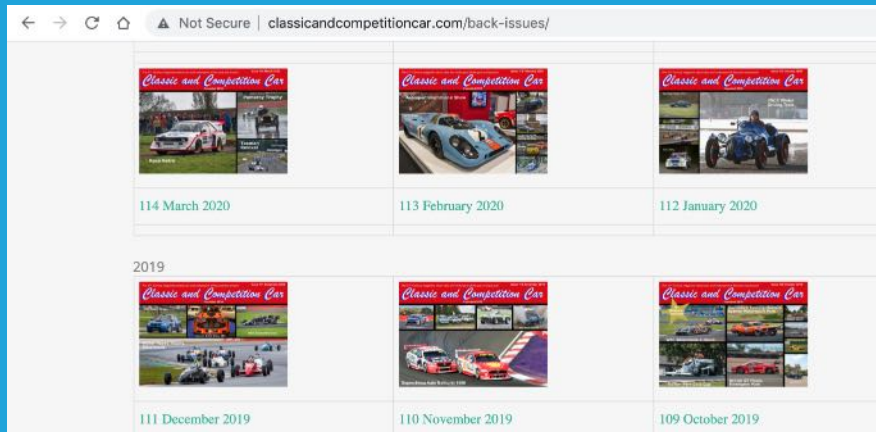
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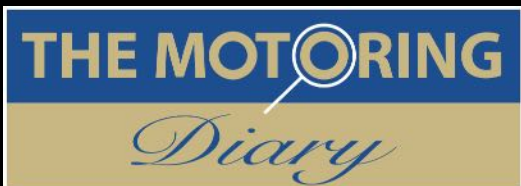


Photo of the Month

By Syd Wall

On the Roger Albert Clark Rally Tim Metcalfe & Mark Casey Ford Escort RS1800 Mk2 had no respect for Keilder's ditches - flat out determination - DNF. Report on the rally on Page 10.



AUTOSPORT INTERNATIONAL

NEWS



New Year - Familiar start!

We start 2022 with the same stories as 2021, events postponed due to the pandemic. At the time of writing, we are not in lock-down, but the two key events to start the season have both been postponed. The 31st Autosport International show was due to be held at the National Exhibition Centre (NEC) between the 13th and 16th January 2022, but was postponed the week before Christmas. Alternative dates are under consideration.



McLaren F1 car at the last Autosport International in 2019



HSCC Stand Race Retro 2019



At the same time, Race Retro, which was due to run in between the 18th and 20th February 2022 at Stoneleigh Park, Coventry has been postponed until 2023. The message from the organisers - "Due to the ongoing repercussions of COVID on a number of elements key to the delivery of the event, the show is unable to run in its full capacity. As a result, the decision has been made not to compromise the experience for exhibitors, visitors, sponsors and partners and instead bring it back in full force in 2023"



Series regular David Banks (Talon MR1) competing at the opening round of the 2020/21 SAS Autoparts MSC NZ Tasman Cup Revival Series at Manfeild Circuit Chris Amon



© Fast Company/Matt Smith

SECOND NZ F5000 SERIES ROUND CANCELLED.

News of the cancellation of a second historic motor racing meeting in New Zealand, the 2022 Taupo Historic Grand Prix, which was due to take place at Taupo's Bruce McLaren Motorsport Park over the January 22-23 weekend next year, has left members of the organising committee of New Zealand's SAS Autoparts MSC F5000 Tasman Cup historic single-seater motor racing series in something of a quandry.

When New Zealand's most recent COVID-19 lockdown forced the organisers to cancel the first meeting of the 2021/22 SAS Autoparts MSC series - the long-running MG Classic meeting at Feilding's Manfeild Circuit Chris Amon in November – the members of the NZ F5000 Association committee responsible for organising annual series agreed that the MG Car Club had done the right thing. With three other rounds on the 2021/22 schedule - at Taupo in late January 2022, Christchurch a fortnight later in early February, and Hampton Downs in late March, they still had - just - enough rounds and with it, geographical spread, to continue to justify calling it the 2021/22 'series.' Unfortunately, early in December 2021, on-going issues

with the changeover from the government's original Alerts System to the new Traffic Light one, left the new owner of the circuit, Keltic Motorsport, insufficient time to put together what has quickly become the central North Island circuit's keynote meeting and a decision was made to push the Jaguar-themed 2022 edition out a year, to 2023. "What it boils down to," says NZ F5000 Association committee member and spokesperson Glenn Richards says, "is do we accept the status quo, that it was always going to be difficult to put a representative series together while COVID-19 was – and still is by the look of things – running rampant through the country. Or do we stand up, say stuff you COVID-19, you're not going to ruin what will be our 19th annual series, and look at adding an extra one or even two rounds at meetings after what was going to be into be the series' final at Hampton Downs at the end of March."

When a decision is made, we will let you know.

Series newcomer Toby Annabell from Hawera debuting his McLaren M10B at the same meeting.



© Fast Company/Matt Smith



© Janet Wright

Mk2 Golf Gti Shorty

One of the more unusual cars at the recent Classic Motor Show was the Odd Autos Mk2 Golf Gti Shorty. A rust Mk2 VW Golf Gti that has been shortened by 30 inches, the engine replaced with a 16 valve unit with twin 45 Webers, full air ride suspension and one off centre lock Comp wheels

Aston Martin DB6 remastered and electrified by Lunaz.

Production has begun of restored, re-engineered and electrified Aston Martin DB6. Prices on application but expected to exceed \$1 million USD plus local taxes. First deliveries are expected in third quarter of 2023.



50th Anniversary for BMW M GmbH in 2022.

May 24th 2022 marks the 50th anniversary of the foundation of BMW M GmbH. This will see the return of the classic BMW Motorsport emblem. Also BMW UK will produce a select number of BMW M High Performance and Performance models with individual paint and the new emblem from March 2022. They will feature colours such as Dakar Yellow, Fire Orange, Daytona Violet, Macao Blue, Imola Red and Frozen Marina Bay Blue which refer to various eras from BMW M's 50 year history. These exclusive vehicles will feature the emblem inspired by the classic BMW Motorsport logo and will replace the standard BMW emblem on the front, rear and wheel hubs.

For the first time the company is launching a BMW M3 Touring in 2022. There will also be a special model of the BMW M4 Coupé series and the successor model to the BMW M2 is already at an advanced stage of its series development process.

BMW M GmbH will also celebrate its anniversary at numerous events during 2022, including Concorso d'Eleganza Villa d'Este on Lake Como in Northern Italy, the Goodwood Festival of Speed in Great Britain and the Concours d'Elegance in Pebble Beach, California, USA.



Lancia Aurelia 'Outlaw' revealed

Thornley Kelham has revealed the ultimate evolution of its hand-crafted Aurelia 'Outlaw', the lighter and more powerful 'European CSL' model.

The final three Outlaws will be aluminium-bodied, 'Busso' -3.2 litre V6 engined European CSL variants. The engine develops around 300 bhp. These are about 75kg lighter and 100 bhp more powerful than previous commissions. Designed to 'Fast road' specification, with a limited Slip Differential (LSD), completely revised front suspension, independent rear suspension, disc brakes and other upgrades. Each Outlaw is crafted from the ground up, during a 5,000 hour modification process which includes 800 hours dedicated to preparation and paintwork alone. The project was inspired by Giovanni Bracco's Mille Miglia Le Mans Aurelia B20GT which Thornley Kelham restored and took to Pebble Beach. That car famously raced in the early 1950's and was modified in period with a lower roofline.



First Bugatti Chiron Super Sport 300+ ready for launch. "The engineering masterpiece that rewrites the rules of speed and aerodynamics - The Fastest Bugatti ever made". The first production car to explore a new dimension of straight-line performance, the Chiron Super Sport 300+ has completed its extensive two year testing and development program and the first eight cars are ready for delivery. Only thirty will be built to celebrate the World record speed of 304.773 mph set in 2019 by the Chiron Super Sport 300+. To reach speeds of up to 440 km/h the modified version of the Bugatti 8 litre W16 engine produces 1,578 bhp (1,600 PS). Prices start at €3.5 million.



The Marshals Post

Marshals and officials at Auto-tests and AutoSolo events have slightly different tasks to more normal marshalling. First task is operating the start and finish of tests to ensure accurate recording of times for each test. Marshalls/Officials out on the course act as observers as well as marshals.

Any marker cones knocked down by drivers have to be replaced before the next cars competes . Also any car knocking down course marker cones, or has all four wheels leave the track will receive penalties which are added to their time.

Pictures from the Cannock and District Car Club Stuff the Turkey AutoSolo at Curborough 2021.

© Simon Wright



© Simon Wright



© Simon Wright



Roger Albert Clark (RAC) Rally.

25th-29th November 2021.
By Syd Wall.



First non-Ford Escort winner Ryan Champion & Craig Thorley Porsche 911 Carrera RS 3.0



Seb Perez & Gary McElhinney Ford Escort RD1800 Mk2, 2nd overall

With the Covid induced break in motor sport, it has seemed longer than two years since the Roger Albert Clark Rally was held but the final week of November welcomed the event back. Northern Ireland's Marty McCormack, the winner of the previous two events was seeded at number 1, but a late work conflict prevented his appearance, when he was a favourite to become the first three time winner. The list of potential winners was still considerable and Jason Pritchard & Phil Clarke in a Ford Escort RS1800 Mk2, at number 2, had unfinished

Ben Friend & Cliff Simmons Ford Escort RS1800 Mk2 6th here in Bewshaugh 1, finished 4th overall.



business having been thwarted by mechanical failure whilst leading before. At number 3, Osian Pryce & Noel O'Sullivan in another Ford Escort RS1800 Mk2 were thankful to be in Carlisle for the start after crashing their



Adrian Hetherington & Ronan O'Neill Ford Escort RS 1800 Mk 2, 3rd overall, on the Dyfnant ice



Rhys Yates & Max Freeman Ford Escort RS1800 Mk2 finished 5th overall



Robert Gough & Jack Brown Ford Escort RS1800 Mk2 finished 6th overall and leads the queue here for Kershope 1

VW Polo R5 in Ulster the previous weekend, thereby losing his chance of winning the British Rally Championship. The financial damage to the Polo would have meant he had to withdraw but the generosity of friends and family allowed him to continue. By the end of the rally, both Pryce and Pritchard would contribute stories to the already rich history of the rally. Looking to break Ford's dominance of the event (victory has always gone to

Adam Milner & Roy Jarvis Ford Escort Mexico Mk1 was brilliant - 8th overall and C2 class winner by 36 minutes



© Syd Wall



Stefaan Stouf & Joris Erard in a Ford Escort RS1600 Mk1 from Belgium is a regular on the R.A.C. - Class C5 winner this year

© Syd Wall

a Mk2 Escort) was Ryan Champion & Craig Thorley in a Tuthill Porsche 911. A huge final entry list of 139 cars were on the start line, the UK and Ireland crews joined by teams from France, Belgium, Sweden, the USA and Kenya, all ready to battle

Ken Sturdy & John Millington Ford Escort RS2000 Mk2 won Class C3



© Syd Wall



Neil Weaver & Jack Morton Opel Corsa Kit car were stunning on the way to the Open Rally victory

Andy Davison & Tom Murphy Talbot Sunbeam, were 2nd on the Open Rally after an epic battle with Nick Weaver



for 5 days over 31 stages in the forests of England, Scotland and Wales. Spectators didn't have to wait long for drama in the first of day one's four evening stages in Kielder. On the first proper corner of the first stage three contenders were out. The Ford Escorts of Roger Chilman & Patrick Walsh and Harry Hunt & Steve McPhee both went off - three rolls for Chilman - and Josh Browne & Jane Edgington in another Ford Escort RD1800 Mk2 somehow eventually drove out of a ditch, which was

Malcolm Rich & Ryland James classic Ford Anglia 105E won Class B3



Class G2 was taken by Rudi Lancaster & Guy Weaver in a Ford Escort RS1800 Mk2



described as big enough to swallow a Land Rover, but their chances of a decent finish were gone. After 4 stages, Jason Pritchard led from Paul Barrett & Gordon Noble in a Ford Escort RS1800 Mk2 and Osian Pryce. Matt Robinson



Chris & Tim Hellings won Class D2 in his works replica Mk1 Golf GTi

Dale Glover & Sean Ward Vauxhall Nova slides to Class J2 victory.

© Syd Wall



Chris Melling & Nick West Peugeot 205 Gti won Class J3



© Syd Wall

& Sam Collis in a Ford Escort RS1800 Mk2 didn't enjoy the dark and lost almost 2 minutes while poor Jerry Bailey & Sinclair Young in a Ford Escort RS1800 Mk2 would have been happy if their evening had remained in the dark after the car up in flames but we think it was extinguished

fairly quickly. Day two dawned with the ominous news that Storm Arwen's 80mph winds and snow were about to blitz Northern England and Scotland, a day that was already tough enough with over 100 miles of 8 Kielder stages. Pritchard and Barrett took big chunks out of each other throughout the day and in the blizzard of the final stage of the day, Bewshaugh2, Pritchard was amazed to finish with

© Syd Wall



Class B5 victory for Rikki Proffitt & Graham Wild Porsche 911 2.0 ensured all Porsches on the entry list finished



© Syd Wall

Ian Beveridge & Paul Price Toyota Corolla Levin TE 27 won Class C2

January 2022

Tony Shields & Mark Mason Ford Escort RS2000 Mk1 won Class C3



© Syd Wall

Barrett right behind him, ending 37s ahead. Osian Pryce didn't excel in the Bewshaugh blizzard, ending the day almost 4 minutes down on Pritchard while Ryan Champion was 4th.

On Saturday morning, day 3, there was the very real prospect of the cancellation of the rally. Crews, marshals and spectators had to be rescued from the forests, with

Keir Beaton & Paul Beaton Vauxhall Nova - Class D1 winner



fallen trees trapping about 30 crews in Langholm. Escaping the forests on Friday didn't guarantee a comfortable night though with a number of areas around Carlisle losing power meaning some hotels were dark and cold for the night! Rally manager Colin Heppenstall reportedly didn't reach his bed until 5.30am but still had to

© Syd Wall

© Syd Wall



Nick Cook ^ Dave Raw Ford Escort Mk1 Class J4 winner



Dave Hemingway & Simon Ashton Ford Escort Mk2 were the Highest Placed Overall Finisher using Maps

This Volvo PV 544 Sport came with Martin Linden & Rickard Forsell from Sweden to win Class B4



© Syd Wall

make a decision on the rally's progress, to be announced at 10am. Saturday had dawned with glorious sunshine and little wind, but while the decision to cancel all of Saturdays' Scottish stages was inevitable, all were relieved to hear that the rally would restart in Wales on Sunday, though news would later come through that Gartheiniog was lost, again due to fallen trees. The day's interruption had the advantage of allowing crews to take a breath and a chance to get some cars ready for another

Richard Phillipson & Stefan Arndt Peugeot 504 took Class H2



© Syd Wall

two days of action when they might have been out of the rally.

Sunday still had classic challenging miles in Dyfnant and Dyfi and many of those miles were covered in ice and snow. Jason Pritchard was fastest on Dyfnant 1 and while Paul Barrett was still comfortably 3m 20s clear of Osian Pryce before Dyfnant, Pryce was now in his homeland and Northern Irishman Barrett was immediately under massive

© Syd Wall



David Brown & Steve Bielby Ford Escort RS1800 Mk2 won Class D4

A very polite Ricky & Daniel Evans Peugeot 205 Gti 1.9 on their way to victory in Historic Cat 4b



Don Brooker & Tony Booth lovely Subaru Legacy RS - slow but sure on the way to Class F2 win

© Syd Wall



Steve & Tony Graham Lancia Fulvia 1.3 S took Class C1 using maps



© Syd Wall

attack in unfamiliar territory. There was more drama as Barrett was leader by the end of Dyfi1 after Pritchard rolled out early in the day's second stage. Pryce's attack was significant, reducing his deficit to Barrett to 2m 50s, then 2m 25s after Dyfnant 2 and finally, 1m 46 after Dyfi 2. Ryan Champion was now in 3rd place, Seb Perez & Gary McElhinney in a Ford Escort RS1800 Mk2 were 4th just 1 second ahead of Adrian Hetherington & Ronan O'Neill in a Ford Escort RS1800 Mk2 and Ben Friend & Cliff

Simmons in a Ford Escort RS1800 Mk2 holding 6th place.

The final day centred on Walters and Crychan and we didn't have to wait long for big changes at the top of the leader board. Knowing the Osian Pryce attack would continue, Paul Barrett had to push on and near the end of 7 miles of Walters, he ran wide after a fast right, hit a bank and rolled. There was little damage to the Escort but a broken TCR meant he had reached the end of the road.

The wailing SAAB 96 Sport of Steve Higgins & Sam Spencer won Class B1



© Syd Wall



© Syd Wall

Chris Browne & Ali Cornwell-Browne Ford Escort RS1600 Mk1 was 2nd in Class C5

Dave Watkins & Graham Wride Ford Escort Twin Cam came 2nd in Class C2

© Syd Wall



Ben Mason & Dean Kellett Vauxhall Chevette 2300 HSR was 2nd in Class D4



© Syd Wall

© Syd Wall

A Porsche 911 sideways on ice - Paul Mankin & Peter Phennah 2nd in Class B5



© Syd Wall

Ironically, by the time Barrett had crashed, Pryce was already out with a broken front stub axle halfway through the stage, a cruel blow after his penultimate stage crash in Ulster. Ryan Champion in the Porsche was now the leader and had to keep calm after passing the two cars which had started ahead of him on the stage. It was still icy at times and a spin lost him 20 seconds. Despite finishing 15th on the stage with Seb Perez 2nd, at the end of Walters 1 Champion had a 4 minute lead over Perez. Hetherington had been 1s behind Perez but an ice

© Syd Wall



The rare BMW 2002 Ti of Terry Cree & Richard Shores were 2nd in Class C3



Dave Hutchinson & Jeff Garnett Ford Escort Mk2 on the final morning finished 2nd in Class J5

Andrew & Thomas Pidden Ford Cortina GT Mk1 was first onto Dyfnant's thick ice and first to spin. 2nd in Class B3

© Syd Wall



induced spin left him almost 2 minutes behind in 3rd. The top 10 positions didn't change over the remaining four stages but a big push from Ben Friend saw him fastest on three of the last 4 stages, reducing the gap to Hetherington to just 6 seconds at the end. Ryan Champion had always been a contender but felt that the Porsche could not match the pace of the leading Escorts. He kept to his own pace and was there to take the win after his main competitors weren't. He now has the distinction of driving the first non-Escort to win the Roger

Albert Clark rally. Special mention must go to Adam Milner & Roy Jarvis in a Ford Escort Mexico Mk1, who finished a remarkable 8th overall winning class C2 by over half an hour. His Mk1 1600cc Escort has been rebuilt over 3 years, not driven since it was crashed the Pirelli in 2018 and his spectacular sideways driving on the ice made him

© Syd Wall

Frank & Tash Tundo from Kenya - brave to take on this winter rally in a V8 Triumph TR7!

© Syd Wall



© Syd Wall



John McIlwraith & Jonathan Fowler
Ford Escort RS 2000 Mk 2 2nd in class D3

a crowd favourite.

The stories from so many crews over 5 days would be endless if they could all be collected. Tony Jardine & Allan Harryman arrived at final service after a catalogue of incidents with their Hillman Avenger. Examining the car after a high speed off in stage 6 enabled him to see his team mate Rory & Paul McCann cartwheel his similar Avenger to destruction at the same corner, with the crew ok. For the final two stages, Jardine had a couple of gears failing in his 2nd gearbox of the event, was on his 3rd

Matt Robinson & Sam Collis Ford Escort RS1800 Mk2 only had eyes for the photographer here - he retired on stage 11



© Syd Wall

clutch and had had all new brakes and front suspension after the stage 6 off. Malcolm Rich & Ryland James Ford Anglia 105E won their class after an all Sunday nighter back at their workshop in Brecon, replacing the gearbox. Seb Perez made it through the night in Kielder after hitting a deer and damaging his spotlights. Top Gear's Chris Harris & Brynmor Pierce in a Ford Escort Mk2 and 82 year

Paul Barrett & Gordon Noble Ford Escort RS1800 Mk2 speeds off the start line of Kershope 1. DNF Off road.



© Syd Wall

© Syd Wall



No burning tyre smoke but TV Top Gear presenter Chris Harris & Pierce Brynmor Ford Escort Mk2 was certainly pushing hard

old Bob Bean & Colin Thompson Ford Cortina Lotus Mk1 were two of the crews who spent a freezing night in Langholm on Friday - Harris made the finish in 52nd but Bean was out of petrol and didn't restart. The Open Rally saw a tremendous seesaw between Neil Weaver & Jack Morton Opel Corsa Kit Car and the Andy Davison & Tom Murphy Sunbeam VXR. Weaver took an early lead but Davison had two time consuming offs and was one of the crews in Langholm all night. At the Sunday restart,

© Syd Wall



Bob Bean didn't panic here - aged 82 he's seen it all before. With Colin Thompson in the Ford Cortina Lotus Mk1, they retired on stage 12 with mechanical problems.

Darren Martin & Peter Johnson in the ex-Gwyndaf Evans GpA Ford Escort RS2000 Mk V retired on the penultimate stage



© Syd Wall

20th overall and 3rd in class G2 for Christophe Jacob & Isabelle Regnier in their Ford Escort RS1800 Mk 2



© Syd Wall

Weaver had a rally lead of 17 minutes, 28 minutes ahead of Davison. But in Dyfnant, Weaver suffered sheared wheel nuts and took two stage maximums, yet he still led the rally at the end of day 4! He might have hoped for a trouble free run on the final day but on the first stage of the day, he had driveshaft failure, finishing 108th while Davison took the stage win overall, a second clear of Seb Perez! The Open Rally was now led by the Steve Hopewell & Mike Smith Ford Escort Mk2, from Weaver and Davison. A never-say-die Weaver now pushed to the limit and won the final four stages to win the rally while Davison took a minute from Hopewell on the final stage to re-claim 2nd.

This was another epic Roger Albert Clark Rally, for crews and spectators but most will be looking forward to be back for the 2023 edition.

© Syd Wall



The Wooden Spoon went to Keith Shepherd & Rowan Corney Ford Escort RS2000 Mk2 in 100th position - here lighting up Dyfnant forest

Book Review by Peter McFadyen.

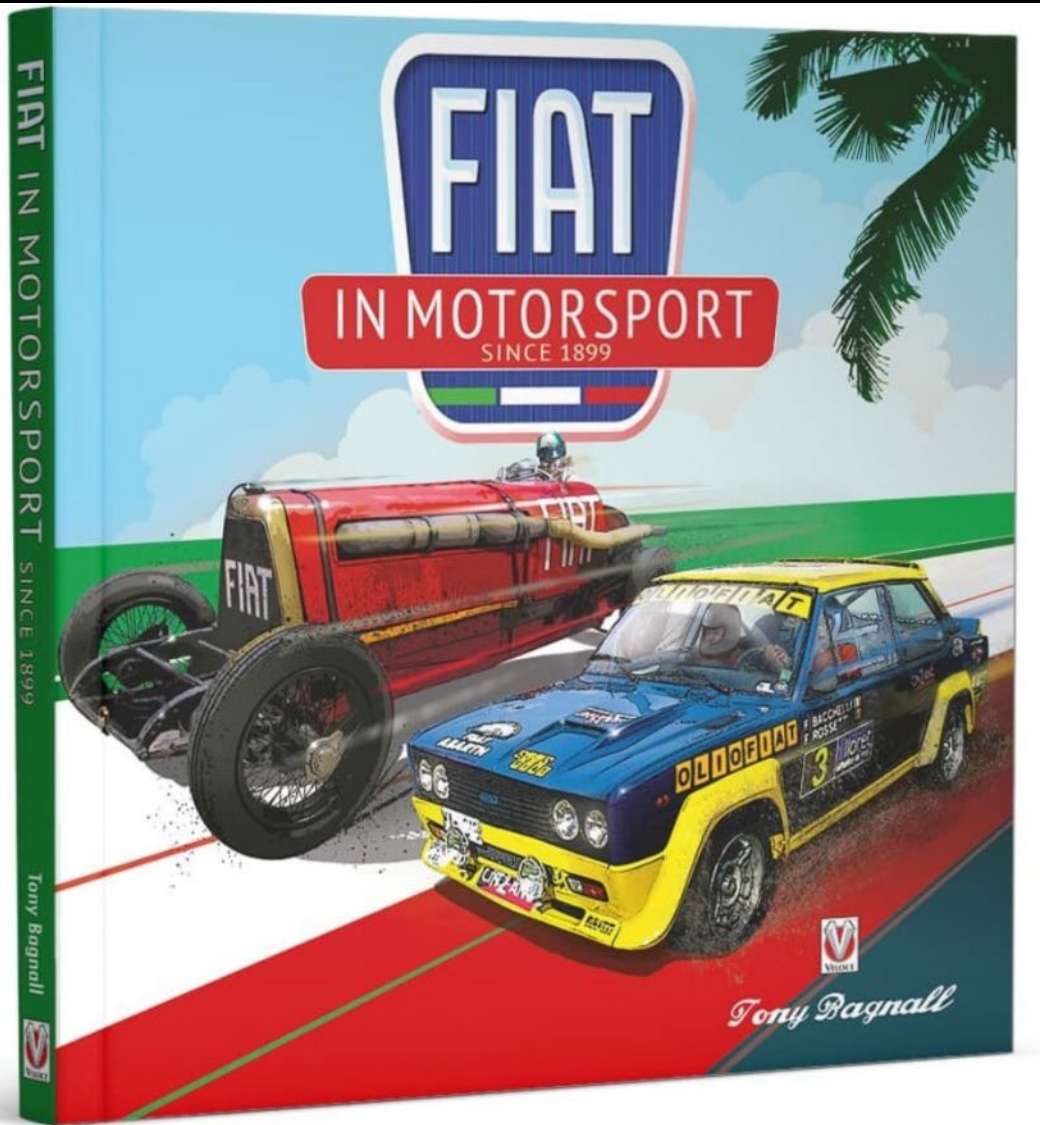
Fiat in Motorsport by Tony Bagnall

Publisher: Veloce Publishing Ltd. www.veloce.co.uk

Price: £35.00

Description: Hardback, 160 pages, 10x10 inches / 255x255mm, copiously illustrated in colour and b/w

ISBN: 978-1-787111-85-1



When it comes to Italian cars in motor sport, the names Ferrari, Maserati and Lancia are probably the first to come to mind but, as this new book from SAHB member Tony Bagnall clearly demonstrates, Fiat have been heavily involved and for even longer. Indeed, in the earliest days of motor racing, Fiat was a very major player indeed.

The story is told chronologically with chapter one focussing on the period before WW1 and going on through four more chapters to the 1950s and the introduction of Formula Junior which initially relied almost entirely on Fiat engines to power these effective and very successful single seaters. Tony then devotes a chapter to Fiat-based specials, so numerous that they are often amusingly referred to as 'Etceterinis', before taking a deeper look at Formula Junior. Attention then turns to Fiat's involvement in rallying in the 1970s and early 80s which culminated in their winning the World Rally Championship in 1977, 1978 and 1980 and was largely a result of the connection with Abarth to which the final chapter is devoted. Two appendices list the technical specifications of the competition cars and the marque's major results, again chronologically, and, finally, there is a comprehensive index.

The book provides a very useful and easily readable survey of Fiat's wide-ranging involvement in motor sport but, for me, even better is the excellent selection of photographs, most of them contemporary, many of which the author has gathered with the aid of the *Centro Storico Fiat*, the Fiat museum in Turin and the National Motor Museum at Beaulieu. The large format of the book and its page design have enabled these and the other illustrations to be presented large enough and clearly enough for their quality to be evident, a major plus especially for such a modestly priced book.

Classic Motor Show Part 2

National Exhibition Centre,
Birmingham.
By Simon & Janet Wright



Pride of Ownership winning 1979
Triumph Spitfire of Jake Clappison

The Classic Motor Show was such a large event, you really needed more than one visit to fully appreciate all the vehicles on display. To start this second report from the show, we are in our yellow phase, in honour of the winning car from the Pride of Ownership award, the yellow 1979 Triumph Spitfire of Jake Clappison.



© Janet Wright

We start with Bee from Odd Autos. Based in Malvern, they build cars for fun and are always interested in making something a bit different. This Beetle Shorty (VW Bee) is a shortened 2008 Volkswagen Beetle Tdi, and was the third Shorty built. It has been shortened by 26 inches, taken from the chassis and doors, which still work. The roof has also been shortened so that the electrical operation still functions. A 3H Air Performance air ride system has been added, along with front upper camber plates, rear stub axle re-locators and a set of Rotiform staggered wheels.



The Skoda Rapid Cabriolet

This Czechoslovakian built model was produced between 1984 and 1990 as a rear engine fastback coupe, based on the Skoda 105/120/130 saloon. They were powered by a four cylinder inline, water cooled, OHV engine of either 1174cc or 1289cc producing between 54 bhp and 61 bhp. The Rapid 130 with the 58 bhp engine could achieve a top speed of 95 mph and could accelerate from 0-60 mph in 16.5 seconds. With the Rapid 136 in 1987, an alloy 8-port cylinder head increased the power output to 62 bhp, reducing the 0-60 mph time to 14.9 seconds. Depending on the engine, the transmission was again either a 4 or 5 speed manual transaxle gearbox driving the rear wheels. Some cars were sent to Ludgate Design and Development in Kent, UK, by Skoda to be converted in to convertibles. The unusual side opening boot lid at the front is shown above.



© Janet Wright

Unipower GT

The Unipower GT was manufactured between 1966 and 1970. It is based round the BMC A Series engine, mid-mounted transversely behind the driver. The 1310cc A Series engine produced 100 HP. In the 590 Kg (laden) fibreglass sports car, it was fast and light providing exciting performance. This is chassis 27 out of only 73 built and was produced in 1967. It was one of eleven cars exported to America. It first went to Tennessee, then Arizona and finally Colorado. In 2006 it returned to the UK in parts. It was restored and rebuilt with its left hand drive configuration being retained.

A future Classic - The second generation Ford GT.

On the GT40 Enthusiasts Club stand were various GT40 tribute cars plus an example of the latest Ford GT. This recalls Ford's historically significant Ford GT40, which won the 24 Hours of Le Mans four times in a row between 1966 and 1969. The new Ford GT is a mid-engined two seater sports car, which originally appeared in 2005 The second generation GT became available in 2017. It is powered by a 3.5 litre, twin-turbocharged Ford Ecoboost V6 engine which produced 647 hp, then in 2020 the power was increased to 660 hp. This gives a top speed of 216 mph and can accelerate from 0-60 mph in 3 seconds.



© Simon Wright

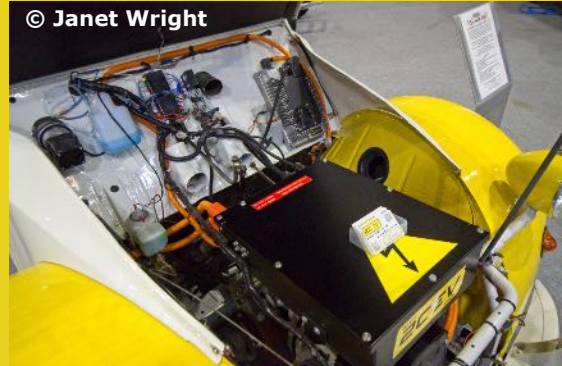
© Simon Wright



A classic for the Future - 2E EV

With the Government making the future of motoring Electric, this is the Electric Citroen 2CV. Rather than just fitting an electric motor in to a 2CV, which would have destroyed the original driving experience, the electronics are tuned to give more torque for a more relaxing drive but at the same time it is sympathetic to the original 602cc petrol engine performance. To drive, select 3rd gear, no need to use the clutch. The car will pull away in 3rd, and it is recommended to stay in 3rd and just use the brake to stop.

© Janet Wright





Ginetta G12

The Ginetta Owners Club stand had a Ginetta G12 on display. The G12 made its debut in July 1964 at Mallory park. Driven by Chris Meek, it won first time out, powered by a Lotus Twin-Cam engine. The following month Willie Green took delivery of another G12, this time powered by a Cosworth SCA engine, and he took multiple class wins at events all around the country, winning at almost every event he entered.

The G12 has a mid-engine layout complete with Hewland transaxle. It was launched ahead of the Lotus 47 and proved to be equally as competitive when the two raced against each other in 1967. The model was raced internationally in Europe and the USA. By 1970 the car was less competitive and many were converted in to road sports cars.

This yellow G12 has a 1295cc twin-cam engine and is currently raced in historic events throughout the UK and Europe, including the CSCC Swinging Sixties series, driven by Chris Blewett.

Jensen Owners Club 50th Anniversary.

For the 50th anniversary, the club made a mock up of the front of Earls Court and had four cars on display. The most eye catching was the yellow Jensen FF, a four wheel drive Grand Tourer built by Jensen Motors of West Bromwich between 1966 and 1971. It was the first non all-terrain production car fitted with four wheel drive, using the Ferguson Formula four-wheel drive system (FF) and an Dunlop anti-lock braking system, beating the Subaru Leone by 5 years and the Audi Quattro by 14 years. Only around 320 were produced. It looks similar to the Jensen Interceptor but the FF is 5 inches longer and mechanically very different.

It used a 6.2 litre American Chrysler V8 engine fitted to a 3 speed TorqueFlite automatic transmission. Top speed of 126 mph with 0-60 mph in around 8.7 seconds.



© Simon Wright



© Simon Wright

1930 Ford Model A Coupe.

The Model 'A' Ford Club of Great Britain had this nice example on display. It is currently being restored, having already been converted to right hand drive.

The Model A was built between 1927 and 1931, replacing the iconic Model T. By February 1929, one million Model As had been sold and by July it was two million. By the end of production, nearly five million had been built. It was available in a wide range of body styles which were powered by a 3.3 litre, four cylinder engine, but in the UK they used a smaller 2 litre engine for tax purposes. This car has a 3.5 litre engine.

1974 Porsche 914.

During the Classic Motor Show, Silverstone Auctions held a series of sales. One of the lots was this Sunflower yellow 1974 Porsche 914. Fully restored it sold for £21,375.

The 914 was a joint effort between Porsche and Volkswagen to produce a modern sports car to replace the Porsche 912 and the Volkswagen Karmann Ghia. Porsche had originally done all the VW development work, part of an agreement from when Porsche was founded. This was the final project in that contract. The original plan was VW would sell a flat 4 engine model and Porsche a flat 6, but Porsche persuaded VW to sell both models under the Porsche brand in the USA.

This car was originally sold in America and returned to the UK in 1996. During restoration the engine capacity was increased to 2 litres.



© Simon Wright



© Simon Wright

Triumph GT6 MK II

The GT6 sports car followed the Triumph tradition of lifting the whole front end to access the engine compartment, like on the Triumph Herald and Spitfire.

The GT6 was an attractive 6 cylinder sports coupe based on the popular Triumph Spitfire design. It was produced by Standard Triumph between 1966 and 1973 and was often referred to as the poor man's E-Type.

The Straight-6 2 litre OHV engine developed 104 hp. This gave it a top speed of 107 mph and a 0-60 mph time of 10.1 seconds. The front engine drove the rear wheels through a 4-Speed synchromesh manual gearbox, with optional overdrive. The rear suspension was significantly modified from the Mk1, with revised lower wishbones and rotoflex driveshaft couplings to improve handling. This turned the car in to an MGB GT beater, its main rival from the Same British Leyland Group.

1957 Ford Anglia 100E.

The Anglia 100E was part of the Ford Side Valve Owners Club display. The model was built between 1953 and 1959 in both the UK and Australia and just under 350,000 were produced. It is powered by a new 1172cc side-valve straight - 4 engine which produced 36 bhp. It retained the bore and stroke of the older side-valve engine but featured larger bearings and inlet valves and pump assisted cooling. It used a 3-speed manual gearbox, though a few models were fitted with a semi-automatic "Manumatic" gearbox.

The separate chassis of the previous model was replaced with a unitary body and the front suspension was hydraulic telescopic dampers and coil springs (later known as MacPherson struts) on the front, complete with anti-roll bar, and semi-elliptic leaf springs at the rear. At just 87 inches, it had the shortest wheelbase of any Anglia to date. A rare option in 1957 was the Newton drive clutch-less gear-change. This model also gained a second windscreen wiper. It had a top speed of 70 mph and could accelerate from 0-60 mph in 29.4 seconds. It could achieve 30.3 mpg. In 1954 it cost £511 including taxes.



© Janet Wright



© Janet Wright

1935 MG R Type recreation.

This is believed to be a perfect copy of a 1935 MG R type, which was originally designed for competition and was a development of the MG Q-Type.

The original used a tuned short stroke version of the overhead camshaft engine from the 1928 Morris Minor and Wolseley 10. The engine had already been modified for use in the previous Q-Type. It was fitted with a Zoller Supercharger, producing 110 bhp at 7200 rpm. It was connected to a four-speed preselector gearbox which drove the rear wheels through a rear mounted aluminium housed differential, which was fixed to the chassis, and drove the wheels through short driveshafts with sliding splines and universal joints.

It used a revolutionary light-weight Y-shaped chassis that divided around the engine and gearbox. Another first was independent suspension all round, with wishbones and longitudinal torsion bars allowing a large amount of wheel movement, with lever arm shock absorbers.

1963 Trojan 200.

Trojan had been a manufacturer of light cars in the 1920s and 1930s. In 1961 the company acquired the rights to the Heinkel 'Kabine Cruiser' Bubble car after production of the model had stopped in Germany in 1958. This marked the return of Trojan as a motor manufacturer after a break of twenty five years.

The car was the Trojan 200, a right-hand drive bubble car powered by a 198cc engine, producing 10 bhp. The three wheeler could reach a top speed of 55 mph and had an advertised fuel consumption of 100 mpg.

Around 7,000 were built up to 1965 before the firm again quit car production.



© Simon Wright

1972 TICI Mk2.

On the Minikits stand were various kit cars of unusual design. This is a 1972 TICI, powered by an 850CC BMC A Series engine and gearbox fitted transversely in the rear of the vehicle, driving the rear wheels, complete with the Mini front subframe and rubber cone suspension. The front suspension is small coil over shock absorber units. The body is a two piece moulding which includes the interior. The front windscreen is a flat laminated glass screen fitted to a steel tube reinforced fibreglass surround. Finally a steel tube roll-over bar is fitted behind the two integral seats. In 1973, the kit cost £395, just requiring a complete Mini front end and a second set of Mini front hubs. Less than 40 kits were produced before TICI Cars Limited went in to liquidation at the end of 1973.



1979 Talbot Sunbeam Lotus Group 4/B.

The Avenger Sunbeam Owners Club stand featured a pair of rally Talbot Sunbeam Lotus, including the striking yellow Andrews Heat for Hire car rallied by Russell Brookes and Peter Bryant in 1980. They finished 3rd on the 1980 Welsh Rally, and retired on the 1980 Scottish Rally. They finished 4th on the 1980 RAC Rally, with Henri Toivonen & Paul White winning in another Talbot Sunbeam Lotus (the youngest WRC winner in history) and Guy Fréquelin & Jean Todt taking 3rd in yet another Talbot Sunbeam Lotus.

The Talbot Sunbeam Lotus went on to win the WRC Manufacturers title in 1981 against the mighty Audi Quattro and Renault R5 Turbo, with Guy Fréquelin & Jean Todt finishing 2nd in the Drivers title.

The 1.6 litre normally aspirated Lotus DOHC 16 valve engine produced 245 bhp in racing trim. The front engine car drove just the rear wheels through a ZF 4 or 5 Speed manual gearbox.



© Janet Wright

GTM Coupe.

This was a kit car produced by GTM Cars, based in Kingswinford, West Midlands. Originally the Cox GTM, designed by Bernard Cox in 1968 in Stockport. The mid engine sports car was based on Mini running gear, with the rear mounted A Series engine driving the rear wheels. Original Mini Subframes were utilised, including the rubber cone suspension system. The subframes are linked by a sheet steel semi-monocoque chassis. The front subframe carries the steering rack, fuel tank, radiator and battery. The body is made of high quality glass reinforced plastic. In 1985 a complete kit cost £2380. Production was between 1967 to 2001 during which time around 800 were built. Under Westfield sports car ownership, the GTM was discontinued in 2010.

Daimler DB18 Special Sports DHC by Barker.

Another car in the Silverstone Auction at the show, which unfortunately did not sell. Developed from the Daimler fifteen, the DB18 model was announced in 1939. It used an enlarged 2522cc six cylinder OHV engine connected with Daimler's customary fluid flywheel, pre-selector gearbox and worm drive rear axle. The new Drop Head Coupé appeared at the first post-war London Motor Show in 1948. The Special Sport featured stylish coachwork by Barker, one of the BSA Group of Companies, which included Daimler. The Sports Special was upgraded to hydro-mechanical braking system, and with twin carburettors increased the engine power to 85 bhp. When Production ceased in 1953, only around 500 Sports Specials had been built.



© Simon Wright



© Simon Wright

Lomax 223

The Citroen Specials Club had a nice example of the Lomax 3 wheeler on display. The Lomax is a British kit car based on mechanical components from A Citroen 2CV. It first appeared in 1982, produced by the Lomax Motor Co of Willoughton, Lincolnshire, then production moved to Mumford Motor Co of Nailsworth in Gloucestershire in the late 1980s. In the early 1990s it moved again to Cradley Motor Works in Cradley Heath, West Midlands who then moved in 2009 to St Leonard's-on-sea, East Sussex. The design is similar to the Morgan Three Wheeler of the 1930s. The 2CV engine produces between 29 to 35 bhp and with a weight of around 950 lbs has a top speed of 87 mph and fuel consumption of around 71 mpg.

Moving away from our yellow phase, There was plenty of different forms of motorsport represented, on display across the different halls. These included Rally Cars, Touring Cars and even the odd single seater. Plus lots of other interesting vehicles as represented in our photo gallery from the show.



© Janet Wright

Legend racer



© Janet Wright

Triumph TR7 V8



Andy Harrison Mini racer

© Janet Wright



© Simon Wright

1993 TVR F3000
AJP Reynard 93D
F3000



© Simon Wright

Peugeot 405



Ford Mondeo

© Simon Wright



© Simon Wright

Michael Bleekemolen 1989 Group N Renault 21 Turbo



1990 VW Golf G60 rallye

© Simon Wright



© Janet Wright
1967 Toyota Corona 1500 Saloon



© Simon Wright
1966 Citroen Ami6



Railton

© Simon Wright



© Simon Wright
1960 Ford Mk II Zephyr UTE



© Simon Wright
James Bond Aston Martin DB5



Austin TT Harlequin Replica

© Janet Wright



Ferrari F40



© Simon Wright
Rover 90



© Janet Wright

Mini Motor Home



A remake of the 1962 Ford Saxon

© Simon Wright



1975 Leyland Innocenti Regent 1300 Saloon

© Simon Wright



1954 Ford Zephyr Six Convertible Mk1.

© Simon Wright



1932 Alvis Speed 20 SA Vanden Plas Drophead - Coupe

© Janet Wright



© Janet Wright

Porsche 930 Turbo LE



© Simon Wright

1972 Opel Manta



© Simon Wright

Ford Taunus



Ford Mustang

© Simon Wright



© Janet Wright

Vauxhall Belmont



© Simon Wright

Gilbern GT



© Simon Wright

Austin A40
'Hatchback'



© Janet Wright

Renault 5



© Simon Wright

Mitsubishi Gto/
GT3000

Archive Photo of the Month

By Pete Austin



Last month Max Verstappen became the first Dutch driver to win the Drivers World Championship. His father, Jos Verstappen, also raced in Formula One, but did not reach the heights achieved by his son. Between 1994 and 2003 he drove for Benetton, Simtek, Footwork, Tyrrell, Stewart and Arrows. He is shown here during a test session at Silverstone in 1996 in his Footwork FA17 Hart

**VSCC Winter
Driving Tests**
Bicester Heritage,
4th December 2021,
By Peter McFadyen.



The Humber 10/12's driving position gives Andrew Tarring a clear view of the way ahead as he goes on to win the Veteran & Edwardian Cars class.



Overall winner of the 2021 Winter Driving Tests was William Marsh (Austin 7 Ulster)



Nick Cook's Stanley Steamer going well early in the day

VSCC Winter Driving Tests at Bicester Heritage
Saturday 4th December saw the Vintage Sports Car Club's last competition event of 2021, the always enjoyable Winter Driving Tests. Sixty four drivers took part in a variety of vehicles ranging in age from a 1907 steam-powered Stanley to a 1938 Austin Cambridge Saloon and all facing ten tests against the clock at various locations spread out around the perimeter road of the WW2 airfield.



Richard Stott at speed in his 1934 MG PA



© Peter McFadyen

Sarah Owen won the class for Touring Cars in her Austin 7 Saloon

After much deliberation, cogitation and calculation, William Marsh emerged as the overall winner driving the 1929 Austin 7 Ulster which he shared with his father Richard who was not far behind and also among the award winners. William and Richard were entered in the biggest and most competitive class, that for Modified Sports Cars and were separated by three other drivers, Robert Moore

© Peter McFadyen



Tom Peppiatt (Wolseley Hornet Special)



Matthew Girvan reverses the Jowett 7HP Economy which his father Bruce took to a class win

© Peter McFadyen



Seb and Charles Stapleton enjoying brotherly rivalry in their Ford Alexander Special

(Austin 7), Paul Compton (Wolseley Airees Special) and David Wallom (Austin 7 Sports), all of them winning first class awards. The class for less potent Standard Sports Cars was won by Robert Gibson in his Wolseley Hornet Special from Alex Pilkington's Alfa Romeo 6C 1750 and another, senior, member of the Marsh family David in his 1925 Bugatti Brescia.



Edwardian racer Andrew Howe-Davies enjoying an outing in his Peugeot Quadrilette



Piers Trevelyan threads his Austin 7 Chummy between the cones



Alex Pilkington's Alfa Romeo 6C 1750

© Peter McFadyen

The oldest cars, naturally, were in the Veteran & Edwardian class Nick Cook stole the show with his Stanley Steamer and had set fastest time on two tests before he unfortunately had to retire. Andrew Tarring was



© Peter McFadyen

Despite an earlier injury to his Morris Minor Tourer's front bumper, Clive Hamilton-Gould was on course for a win in the Light Cars class but missed out due to a wrong turn on one test

just as fast in his 1908 Humber 10/12 and went on to win the class comfortably from William Frazer (1914 Marlborough 10/12HP) whose final score was marred by penalty



© Peter McFadyen

Austin Lachlan runs out of tarmac in the Le Zèbre Model C



Bicester is still an active airfield as can be seen from this shot of Robin Batchelor – incidentally an accomplished balloonist himself – and his Morris Cowley

© Peter McFadyen

points added to his times for not taking the correct route in several of the tests. The top three places in the Touring Cars class went to lady drivers, Sarah Owen winning in the Austin 7 Saloon which she shared with third placed Madeleine Rose. Just one point behind Sarah was Rebecca Smith at the wheel of her Ford Model A Tudor Sedan. Neil Thorp (Singer 9 Sports Coupé) and Thomas Clynes (Riley 9) did their best to



© Peter McFadyen

Richard Prosser's 4-seater Singer 9 Sports

keep up finishing 4th and 5th in the class. In the class for Cycle-cars and Light Cars, Bruce Girvan came out on top in his Jowett 7HP Economy with Austin Seven drivers Fabienne Muschamp, Hugh McGarel-Groves and Richard Ashford being the other award winners in the class. George Murphy's 1938 Austin Cambridge Saloon was the only entry in the class for cars without the

all-important VSCC document known as a 'buff form' but specially invited by the organisers. By default, George was fastest in his class on all ten tests but more importantly he completed all of them without a single penalty.



Nigel Stroud's MG M Type was running in the Standard Sports Cars class

© Peter McFadyen



Bethany Candlin (Austin 7 Arrow Sports) in the Standard Sports Cars class Bicester is still an active airfield as can be seen from this shot of Robin Batchelor – incidentally an accomplished balloonist himself – and his Morris Cowley



© Peter McFadyen

David Marsh and his Brescia Bugatti head for home while other competitors relax after the event



© Peter McFadyen

James Topliss smiles as he clobbers a marker cone in the GN Gnome and adds ten points to his score



Robin Batchelor's Morris Cowley

© Peter McFadyen



© Peter McFadyen

Rebecca Smith hurries her Ford Model A Tudor Sedan into a turn on Test 2

Additional Photos by David Goose & Stuart Yates of Motorsport Imagery



© Motorsport Imagery



Paul Compton - WOLSELEY AEREES SPECIAL



© Motorsport Imagery

William Fraser - Marlborough 8/10hp



© Motorsport Imagery

Robert Gibson - WOLSELEY HORNET SPECIAL

Alpine A110 range extended.





while the A110 GT is more luxurious and the A110 S provides more performance.

The new A110 GT and A110 S has more sporty performance with 300 hp and modified chassis for an enhanced driving experience.

All models come with a four cylinder 1.8 litre turbocharged engine paired with a Getrag 7-Speed automatic gearbox with a dual wet clutch transmission system.

The entry level A110 produces 252 hp and can accelerate from 0-62 mph in 4.5 seconds. The interior has adjustable sports seats covered in black microfibre and leather with grey over stitching.

All models have a new and upgraded multimedia system,



Alpine extend A110 range.

The Alpine A110 range has been updated with three distinct new versions, updated performance and more equipment. The A110 offers a pure and typical Alpine experience,



including a 7 inch touch screen with enhanced connectivity and Alpine telematics. A series of equipment packs allow customers to specify the options they require for their vehicle, from convenience packs to sports seats upgrades.



The new **A110 GT** is the Grand Tourer and produces 300 hp and strikes a balance between performance and comfort, versatility and elegance. It has a top speed of 170 mph and can accelerate from 0-62 mph in 4.2 seconds. It is a sports car perfectly suited to everyday and long-distance driving as well as providing an exhilarating drive



on twisty roads. It includes a Thunder Grey colour with enhanced subtle badging on the back and door sills. Standard features include Park Assist with front and rear sensors and rear-view camera. The interior has adjustable leather comfort seats with blue over stitching.





The new **A110 S** is the top of the revised range, focusing on performance with 300 hp and a unique sports chassis, uprated brakes and exhaust. Optional Michelin PS Cup 2 Connect semi-slick tyres and a new custom made aerodynamic body kit enhance the precision and enjoyment especially on track. The exterior includes chromium black lettering, 18-inch GT race rims with black detailing, fitted with 215/40 R18 front tyres and 245/40 18 inch rear tyres. Also stand out orange brake callipers. New colours include Fire Orange with contrasting deep black roof, the first dual-tone colour scheme available on the A110 range.

The A110 S can also be specified with an Aero Kit featuring carbon elements for added downforce and enhanced performance with a top speed of 170 mph and 0-62 mph acceleration time of 4.2 seconds.. The carbon rear spoiler provides an additional 81 kg extra load on the rear, and the carbon front blade provides an additional load of 60 kg on the front wheels. This improves stability and delivers full potential on track.

The interior includes adjustable Sabelt sport seats, aluminium sports pedals and a microfibre covered interior with orange

overstitching if the driver opts for the Microfibre pack with racing seats. The orange seatbelts, all-microfibre seat upholstery and fittings to add a harness are unique to the A110 S.



To maximise the driving experience, each version of the A110 comes with three driver selectable driving modes - Normal, Sports and Track.

Normal is geared towards comfort, while Sport mode is optimised for more dynamic driving and gear shifting - including the capability of changing down gear and increasing engine revs. Throttle and engine response, power steering sensitivity, gear shifting rules and exhaust valve activation all change depending on the mode selected



Prices start at £49,905 OTR for the A110, £59,355 OTR for the A110 GT and £59,955 for the new A110 S, with deliveries expected from March 2022.

Stuff the Turkey AutoSolo

Curborough,
28th December 2021.
By Simon & Janet Wright

Fastest Time of the Day went to Alistair Leggett in his BMW 318ti



James Nicholls Vauxhall Nova won Class C and was 2nd fastest overall

© Simon Wright



Cannock and District Car Club rounded off their 50th Anniversary Series 2021 with their annual 'Stuff the Turkey' Autosolo at Curborough. Held on the official Boxing Day Bank Holiday, Tuesday 28th December 2021, it attracted a really good entry of fifty five drivers. Even though the day was cold, windy and damp, everybody was enjoying another day of freedom after all the Covid restrictions of

© Simon Wright



3rd overall was Gary Ridgway Mazda MX5 winner of Class E



12th Overall and winner of Class D was Peter Kobrin in a Mazda MX5

© Simon Wright

2021 and even a few hardy spectators turned up to watch the action.

The club had laid on the usual three tests, one starting

© Janet Wright



Class A winner and 13th overall - Dave Rennocks Vauxhall Nova

Class B was won by 17th placed Jamie Moffatt in the Ford Fiesta he shared with Robert Smith who was 3rd in class



from the paddock gate, up to the sprint start line and back to the paddock. The second test was laid out around the

Fastest Lady award went to Rachel Faulkner in a Nissan Micra



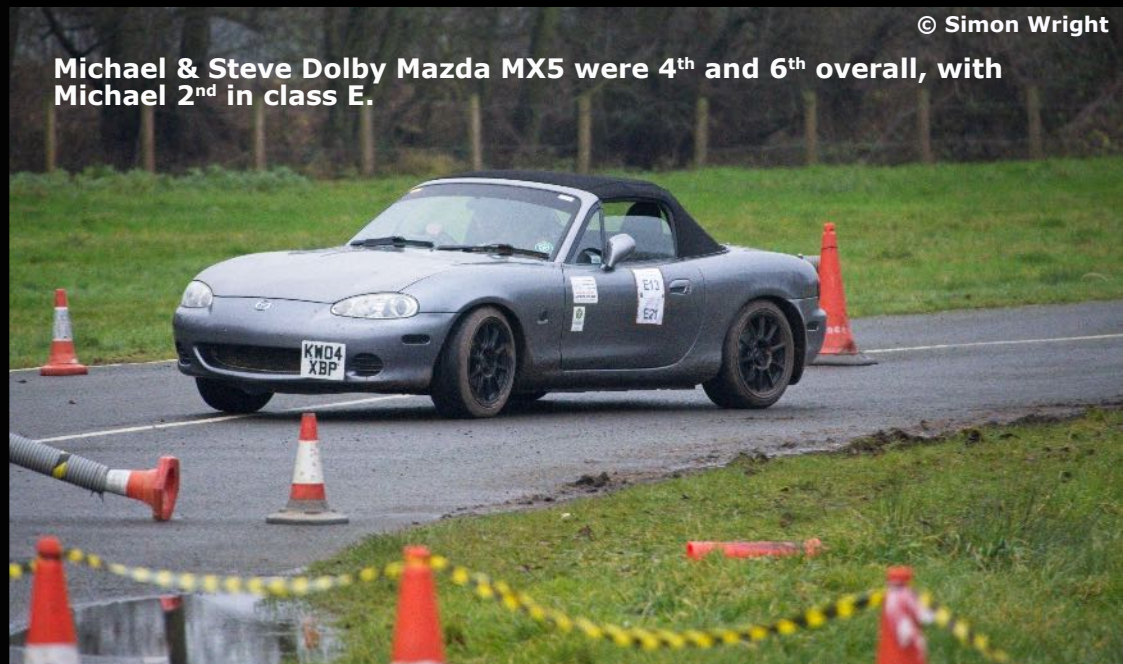
Fastest Junior award went to Sam Harbour in a Mazda MX5



ensure that everyone has the opportunity of winning an award. The drivers are also classified as either Expert or Novice.

After an exciting days action, **Fastest Time of the Day** went to Alistair Leggett in his BMW 318ti, with a total score of 704. He just pipped James Nicholls in his Vauxhall Nova, who scored 706.1, but took a class win for **Class C** in 2nd place overall. The next in Class C was Tom Bishop

Michael & Steve Dolby Mazda MX5 were 4th and 6th overall, with Michael 2nd in class E.



Todd Hotchkiss Mazda MX5 managed a quick spin at the Molehill - 10th Class D



© Simon Wright

Adam Evans Mini
7th Class F



© Janet Wright

Steven Burns Suzuki Swift Sport 10th Class C



© Janet Wright

Chris Ladkin Toyota MR2 Roadster
11th Class E



© Simon Wright

Philip Blick Ford Escort Mexico Mk1



© Simon Wright

Tom & Samantha Berry Ford Puma 8th & 9th Class C



© Simon Wright

David Winter Ford Fiesta 7th Class C



© Simon Wright

Phil Lawson & Giles
Gregory Peugeot 205
6th & 8th Class A



© Janet Wright

Oliver Michaels
BMW 3 Series
Compact 4th Class D



© Simon Wright

5th overall and 3rd in Class E was Mark Brotherhood in his BMW 318ti



© Janet Wright

driving a Nissan Micra to 9th overall with a score of 730.6. The Class C top three was rounded out by Isobel Mansell driving a Renault Clio 172, 15th overall with a score of 751.3

Proving that there is no perfect car for these events, 3rd overall went to Gary Ridgway in a Mazda MX5, winning Class E with a total score of 710.1

In 4th overall and 2nd in Class E was Michael Dolby in another Mazda MX5. Mark Brotherhood was 5th overall in a BMW 318ti, taking 3rd in class E and rounding out the top 6 was Steve Dolby in the Mazda MX5.

© Janet Wright



9th overall and 2nd in Class C Tom Bishop Nissan Micra

The next class winner was Peter Kobrin in another Mazda MX5, who won Class D in 12th overall, with a total score of 745.3 He beat Christopher Burton who was 2nd in Class D in a Mazda MX5, 14th overall with a score of 750.1. In 3rd in Class D was Tim Cross in a Mazda MX5 who finished 28th overall with a score of 790.4

© Simon Wright

2nd in Class B and 36th overall William Savage Mini Cooper S 210 Works.



Right behind the class D winner, in 13th overall was Class A winner Dave Rennocks in a Vauxhall Nova with a total score of 748.9. In 2nd in Class A was Rich Mannox in a Citroen Saxo, who finished 20th overall with a score of 763.3. Followed closely by 21st overall and 3rd in Class A, Richard Arme in a Nissan Micra with a score of 768.1 Class B was won by Jamie Moffat in a Ford Fiesta who was 17th overall with a score of 755.9. William Savage in a

Isobel Mansell 3rd in class C, 15th overall in the Renault Clio shared with Barry Mansell 16th overall



© Simon Wright

Mini Cooper S 210 Works took 2nd in Class B, 36th overall with a score of 804.1. The final award in Class B went to Robert Smith, 3rd in class with a score of 846.3, 47th overall.
The Fastest Novice award went to Rob Bancroft in the

3rd in Class D and 28th overall, Tim Cross in the Mazda MX5 shared with Neil Howells 48th overall



unusual Mini Marcos, who was classified 18th overall with a score of 759.3.
The Fastest Lady award went to Rachel Faulkner, driving a Nissan Micra to 26th overall with a score of 789.
The Fastest Junior award went to 31st placed Sam Harbour in a Mazda MX5. He finished 31st overall with a score of 801.5. The 2nd placed Junior was Megan Burton in a Mazda MX5 with a score of 808.7, 37th overall. The final award winner was Connor Armstrong, 3rd Junior in a Vauxhall Nova, 51st overall with a score of 872.7

3rd in Class A Richard Arme Nissan Micra



© Simon Wright

3rd Junior Connor Armstrong Vauxhall Nova



© Janet Wright

Fastest in Class F James Rudd Nissan Micra 34th overall

© Simon Wright



Marc Grasby Citroen 2CV was second fastest in Class F 55th overall



© Simon Wright

Fastest Novice Rob Bancroft Mini Marcos 5th Class C 18th overall



© Simon Wright

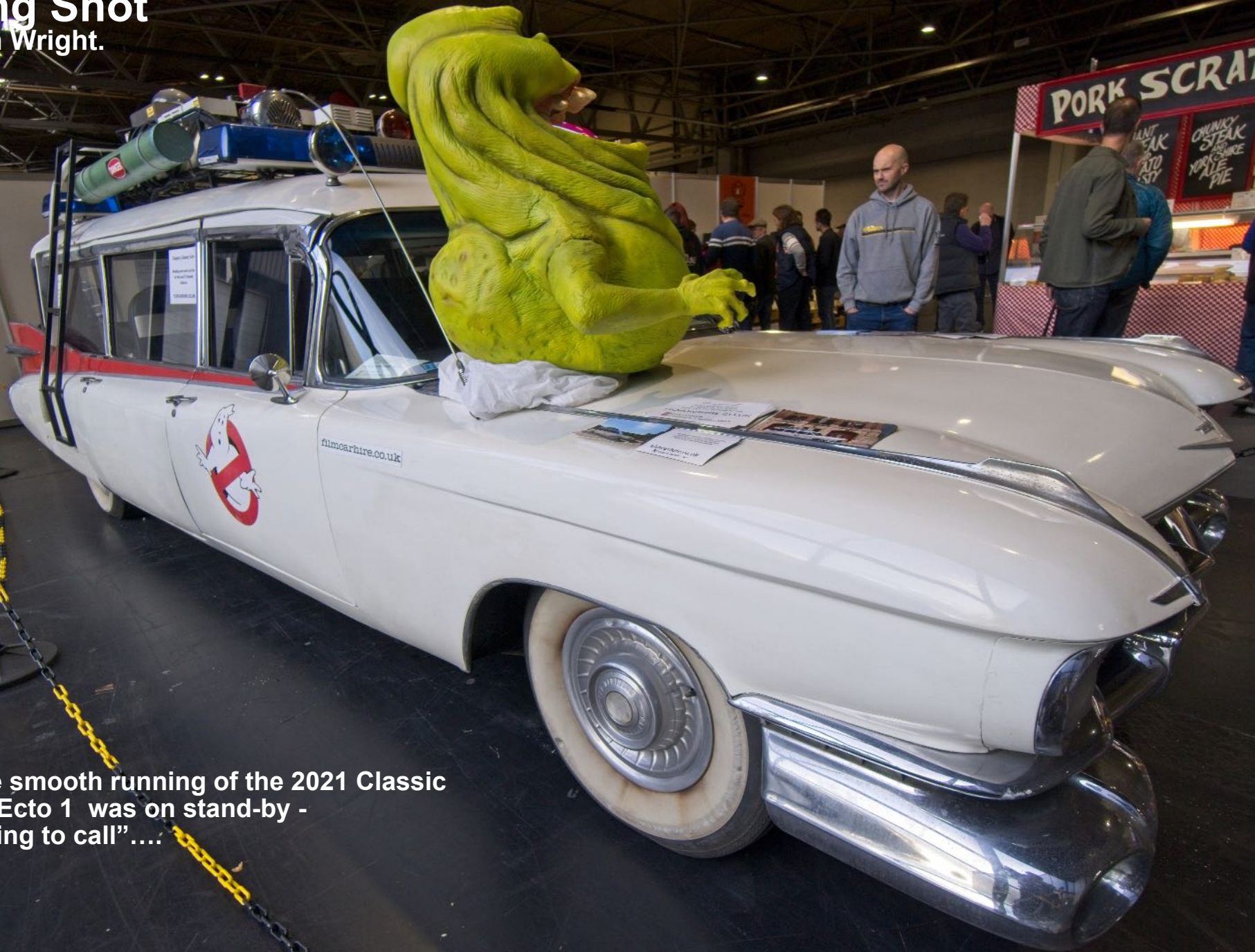
Chris Valentine Porsche 924 7th Class D



© Janet Wright

Closing Shot

By Simon Wright.



To ensure the smooth running of the 2021 Classic Motor Show. Ecto 1 was on stand-by - "Who you going to call"