



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

# Classic and Competition Car

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The New Unnamed Classic Car Group



FJ Coffee & Chrome

Woodpecker Rally 2004



1984 Silverstone 1000Kms



VSCC Pomeroy Trophy

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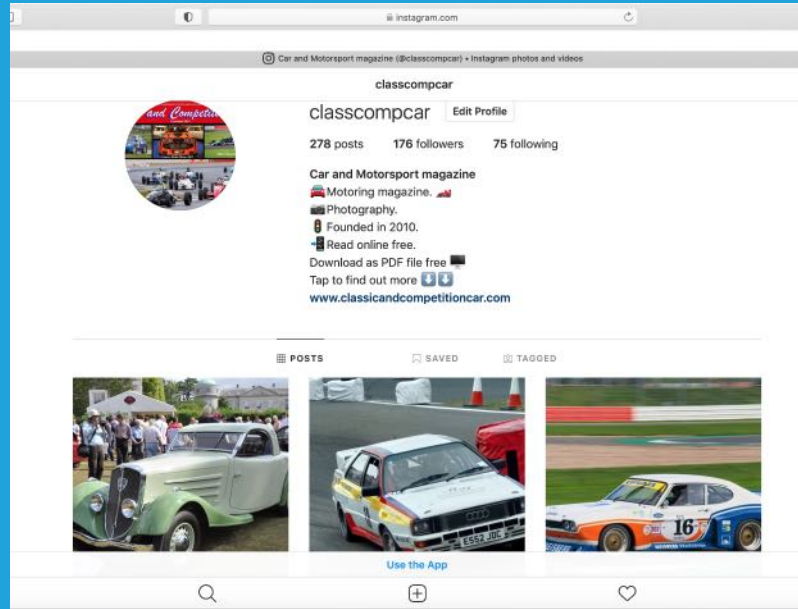
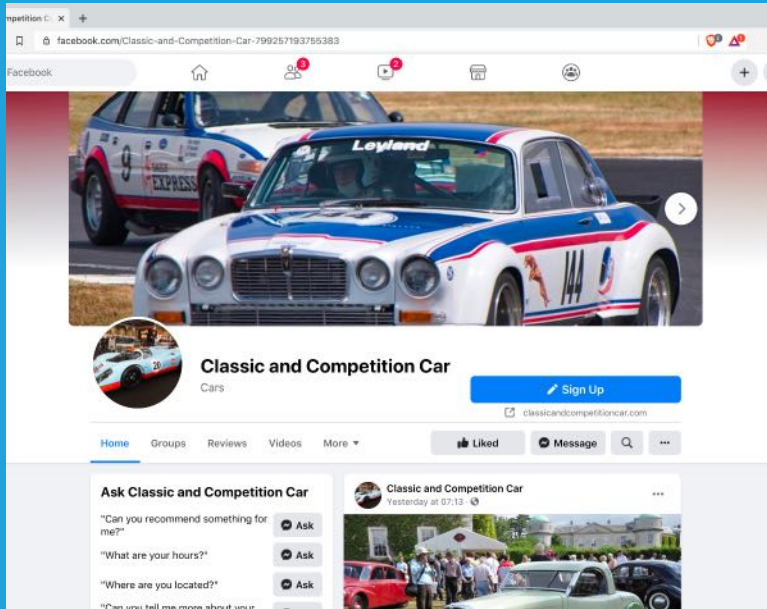
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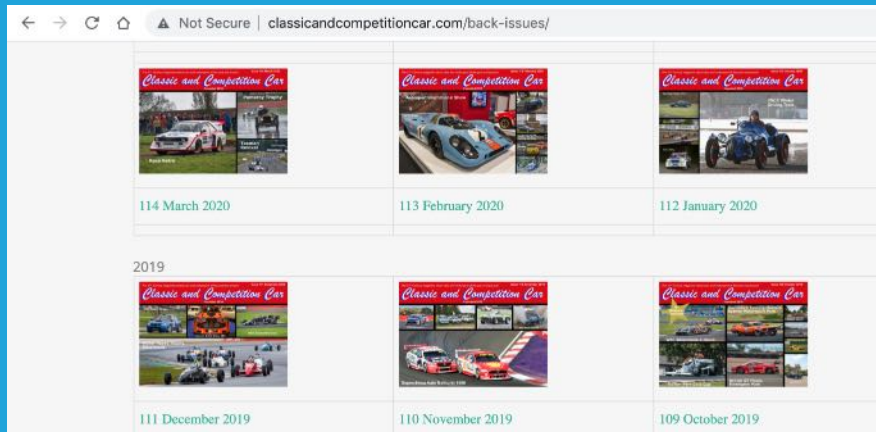
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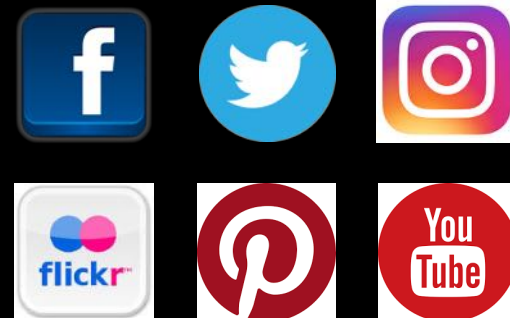
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# Photo of the Month

Andrew Haddon & Mark Crisp in their Ford Escort RS1800 Mk 2 finished 36<sup>th</sup> and 4<sup>th</sup> in class B11 on the 2004 Woodpecker Stages Rally. We look back on page 38





Former Wheeler Dealers mechanic Ant Anstead will also be at the show and will be building a Tipo 184 over the three day show, with his team from Dowsett Classic Cars.



© Simon Wright



© Janet Wright

## Richard Hammond debut at Classic Car & Restoration Show.

Motoring TV presenter and former Top Gear Star Richard Hammond will make his debut at this year's Practical Classics Classic Car & Restoration Show with Discovery +. He will appear at the show on Friday 18<sup>th</sup> March as his 1972 MGB GT will be on the MG Car Club Young Members display in Hall 5. He will be filming for the second series of Richard Hammond's Workshop, which will feature some exciting plans for the GT. He will also appear on the Practical Classics Classic World stage for an interview at 3:15pm, where he will talk about his latest adventures and his new restoration business. This second series of Richard Hammond's Workshop welcomes viewers back into the workshop as he continues to build his prestige classic car restoration business, the Smallest Cog. Other Discovery+ favourites including Mike Brewer and Marc 'Elvis' Priestley will be talking about the new series of Wheeler Dealers: Dream Car, which is available to stream on Discovery + as well as offering expert advice to visitors.

The kit car is a tribute to the iconic Grand Prix Alfa Romeo 158 racing car. Ant created the car on his show Master Mechanic, and it is available as a factory built car or as a self assembly kit, using a Mazda MX5 as a donor car. Ant will also talk about the rebirth of Radford, the iconic motoring brand he has revived with former Formula 1 World Champion Jenson Button, and his new Discovery + show Radford Returns. The Practical Classics Classic Car & Restoration Show with Discovery + is on between 18<sup>th</sup>-20<sup>th</sup> March 2022 at the NEC, Birmingham. More info at [www.necrestorationshow.com](http://www.necrestorationshow.com)

## Correction.

In our previous edition, our report from the MAC Clee Hills Trial, we have some errors relating to the results reported. Unfortunately the report was based on the provisional results issued after the event. When the final results were released there were several significant changes.

These include the following:

The Best MAC member was George Houghton & John Harris in a Dellow Mk1 (44) who were 18<sup>th</sup> overall and 1<sup>st</sup> in Class 5.



Mark Gregg & Dave Malin Austin 7 were 30<sup>th</sup> overall and 1<sup>st</sup> in class 5.



Roger Ashby & Alan Wibberley in the Coates Orthoptera were 10<sup>th</sup> overall and 1<sup>st</sup> in Class 2.



Sam & Mick Holmes in a VW Beetle were 5<sup>th</sup> overall and 1<sup>st</sup> in combined Class 3 & 4.



Class 7 was won by Richard Houlgate & Ian Webb in a Marlin Roadster.



The Reliant Super Robin of George Osborn & Ian Benfield was 1<sup>st</sup> in Class E.



Joe Stollery & Garry Plummer in a Wolseley Hornet were 3<sup>rd</sup> in class 2.



Nick Deacon & Ben Wear in a Suzuki X90 were 1<sup>st</sup> in Class 90.



Peter Kite & Jim Edwards Frazer Nash did not retire as we reported, but actually won class 2, 7<sup>th</sup> overall and best VSCC finisher.



© Peter McFadyen

Colin Bromley & Louise Anson Citroen 2CV were classified 4<sup>th</sup> in class 0 and 58<sup>th</sup> overall



© Peter McFadyen

The rest of the results were as reported in Classic and Competition Car 137. We are sorry for any confusion our original report may have caused.

# HISTORIC MARATHON RALLY GROUP

historicmarathonrallygroup.co.uk

## Daily Mirror World Cup Rally 1970 Wembley-Mexico City 50<sup>+2</sup> Anniversary.

After a long 2 year wait due to the Covid restrictions, at last the Historic Marathon Rally Group (HMRG) are able to go ahead with the planned reunion and 50<sup>th</sup> celebration of this iconic rally on Sunday 1st May, at the British Motor Museum, Gaydon. This will be 52 years after the competitors left Wembley Stadium on their 16000+ mile adventure through Europe, South and Latin America.

Although originally 106 teams entered, only 96 started from Wembley and there were just 23 finishers, with the works Ford Escort of Hannu Mikkola and Gunnar Palm, FEV 1H, taking first prize.

Some 38 surviving cars and their teams will be there plus, films, memorabilia, talks and interviews from the competitors themselves, team personnel and like-minded enthusiasts.

This is a free to attend event, although there will be the usual charges for anyone wishing to visit the main museum. HMRG can assure all visitors that they will have a memorable day out, so please make sure it is in your diary.



© Simon Wright

## Morgan Plus Four LM62

The Morgan Motor Company has launched the Morgan Plus Four LM62 to commemorate 60 years since Morgan won the 2 litre class in the 1962 24 Hours of Le Mans. Production will be limited to just 62 cars, each with its own numbered plaque.

The car will be available in Morgan Jet Green or Morgan Tertre Rouge, paying tribute to the Le Mans winning car and the circuit where it won. A heritage White hardtop like the one fitted to the winning car, will come as standard, the first time it has been available for the model. There will also be a LM62 graphics pack which includes roundels with the number 29, same as the Le Mans winning car. It will also have an LM62 rear badge, silver painted wire wheels, a Le Mans style fuel filler cap and a domed rear panel. The car also features driving spot lights, body coloured A-posts, a black splitter and cowl mesh, polished stone-guard, black mohair side-screens, a side-screen bag with the LM62 logo and an active sports exhaust with black tailpipes. Prices start at £78,995 in the UK.



**Polaris continue support of British SXS championship.** For the 11<sup>th</sup> consecutive year, Polaris UK will support the British SXS Championship for 2022. The Polaris British SXS Championship has played a significant role in growing Side-by-Side racing in the UK. The British SXS championship is expecting its highest ever attendance and competitor numbers across all categories, including Expert, Rookie and Youth classes. The British Championship has two classes, a 1000 class up to 1000cc and an Open Class for all modified and turbocharged machines. The Polaris RZR continues to dominate the leaderboard.







### Ford Puma Hybrid.

The new M-Sport Ford Puma Rally1 car was unveiled in racing livery for the first time as Ford and M-Sport celebrate a 25 year and 7 championship partnership. The FIA World Rally Championship enters an exciting new era at Monte Carlo as hybrid powertrains take to the stage for the first time. M-Sport Ford World Rally team driver line up includes Craig Breen, Adrien Fourmaux, Gus Greensmith and the return of rally legend Sébastien Loeb. Three cars will be campaigned throughout the 2022 WRC season, driven by Breen, Fourmaux and Greensmith. The 2022 season is the 25<sup>th</sup> anniversary of the Ford and M-Sport partnership, which has produced more than 1,500 stage wins in iconic Ford cars.



The car is powered using similar principles to the Puma EcoBoost Hybrid road car on which it is based. The new M-Sport Ford Puma Rally1 is Ford's first electrified

competition car. A next-generation hybrid powertrain captures energy during braking and coasting and stores it in a 3.9 kWh battery. This energy is then used to supplement the power of the turbocharged 1.6 litre

EcoBoost petrol engine, with repeated boost up to three seconds from a 100 kW electric motor. The maximum power from the engine is 380 hp, with 420Nm of torque. The combined power output of petrol and battery is over 500 hp with maximum torque over 500Nm. The power is delivered to all four wheels through a 5-Speed sequential manual gearbox. This gives the car a 0-62 mph acceleration time of 3.2 seconds.

The car can also use its electrified powertrain to travel through towns and cities, service parks and chosen sections between stages using pure-electric power. The battery pack can be recharged using an external power source at the dedicated service points between stages, with a recharge taking around 25 minutes. In addition, FIA WRC Rally1 competitors will use a fossil-free fuel from the 2022 season, blending synthetic and bio-degradable elements to produce fuel that is 100% sustainable.



# The Marshals Post

VSCC Pomeroy Trophy Meeting, Silverstone



Mark Hankins spun his 1971 TVR2500 at Luffield and needed to be cleared from the track



Piers Reid BMW 3.0 CSL receives final instructions from the start line marshal before the slalom test



Returning to post incase there is another incident.



Come rain or shine, these marshals make sure that motorsport takes place safely.



**Footman James  
Coffee & Chrome**  
Impney Estate, Droitwich,  
6<sup>th</sup> February 2022.  
By Simon & Janet Wright.

The first of the regular Footman James Coffee and Chrome Breakfast meetings took place at Impney Estate, Droitwich at the beginning of February. A bright but cold Sunday morning greeted a maximum turnout of enthusiasts the site of the former Chateau Impney hill climb. These pre-booked, free events are popular as they allow all types of interesting modern, classic and vintage vehicles to display together. This gives a great variety of vehicles to view, with the spectacular former Chateau Impney Hotel as a backdrop. One spectacular looking car was a Porsche 718 RSK replica GP Spyder, based on Volkswagen running gear fitted to the space frame chassis with a GRP body.. The original Porsche 718 RSK was built between 1957 and 1962, a development of the Porsche 550A. It was powered by a 1.5 litre Quad-cam engine producing 142 hp, which is mid-mounted just behind the driver.



Porsche 718 RSK replica GP Spyder

© Janet Wright



© Simon Wright

A rare 1978 Alfa Romeo Alfasud 1286cc.



© Janet Wright

The 1981 Ford Fiesta 1300 is a first generation model, which was built between 1976 and 1983. When launched in to the Supermini market it was the smallest car that Ford produced. It was available in seven different specification level - Base, Popular, Popular Plus, L, GL (From 1978), Ghia and S.



A pair of Coventry's finest - The Jaguar E-Type and the Triumph TR4

© Simon Wright



Lotus Elise 49 Gold Leaf Team Lotus special 49

© Simon Wright



© Janet Wright

1948 Ausrin 16



1951 Land Rover Series 1 80" Petrol. The 1.6 litre engine produced 50 bhp.

© Janet Wright



Porsche 924 and Porsche 924 Turbo

© Janet Wright



1965 Mack 861T Truck

© Simon Wright



© Simon Wright

Citroen had a very distinctive saloon style in the 1960s and 70s, with their unique hydropneumatic suspension, which included an automatic levelling system and variable ground clearance. The blue **1965 Citroen DS Series 2** had a redesigned, more aerodynamic nose. It also has the optional driving lights mounted on the front bumper. Powered by a 1911cc 4-cylinder engine, driving the front wheels through a semi-automatic gearbox - no clutch but still had manual gear selection through a hydraulic shift system. To lower the centre of gravity, the car features a fibreglass roof and to reduce unsprung weight it had



© Simon Wright

inboard front disc brakes, the first mass produced car to feature disc brakes. Another interesting feature was the high mounted rear indicators. The DS was 3<sup>rd</sup> in the Car of the Century.

**1970 Citroen SM** is a high performance coupe produced from 1970 to 1975 as a replacement for the DS model. With Citroen having purchased Maserati in 1968, the car was powered by a 3 litre Maserati V6 engine driving the



© Janet Wright

front wheels. It produced 174 bhp giving a top speed of 137 mph, going from 0-60 mph in 8.5 secs. It retained the unique self levelling

Hydropneumatic suspension. It also had self-levelling lights that swivelled with the steering wheel. The car also had variable assist power steering. This gave greater assistance when parking, but little assistance at high speed on the motorway. If the steering wheel is released it would return to the straight ahead position.



© Janet Wright



Ford Model T



Several classic motorcycles © Janet Wright



Food available © Simon Wright



© Janet Wright

1982 Datsun 240Z



© Simon Wright

1998 Rover 216 Coupe



© Janet Wright

1941 Dodge Pickup truck



© Simon Wright

Pontiac Firebird



© Janet Wright

1928 Lagonda





1947 MG TC

© Simon Wright



© Janet Wright

1967 Ford Mustang GT Fastback Powered by a 4.9 litre small block V8 engine, producing 210 bhp with a twin barrel carburettor or 230 bhp with a 4 barrel carburettor. The Fastback offered the option of a fold down rear seat.

This model was made famous in the 1968 film Bullitt, starring Steve McQueen.

### 1967 Volvo Amazon.

Built between 1956 and 1970. It was the first model to feature 3 point seatbelts as standard equipment. Powered by a 1780cc 4 cylinder inline engine, which produced 66 bhp with a single carburettor or 85 bhp with two. It came with either a 3 or 4 speed manual gearbox with the option of a 3-speed automatic.



© Janet Wright



© Simon Wright

### 1972 Wolseley 1300 Mk2.

The more upmarket, luxury version of the Austin 1300. It had twin SU carbs on the 1300cc A Series engine producing 65 bhp. They also featured leather interior. Over 27,000 were built, of which only around 50 remain currently taxed for the road.



2001 Jaguar XKR Supercharged and 1960s Jaguar E-Type

© Simon Wright



2008 Dodge Challenger SRT

© Janet Wright



Aston Martin DB6



© Simon Wright

2008 Lotus Exige, part of a line up of modern Lotus sports cars.



© Janet Wright

### 1978 Renault 17

The Renault 17 and 15 were coupe versions of the Renault 12 saloon. They were built between 1971 and 1979. The visual differences between the 17 and 15 were that the 17 had four round headlights where the 15 had a pair of rectangular headlights. The 17 TL has the 1565cc A-Type engine produced 89 hp and gave a top speed of 106 mph.



© Janet Wright



© Simon Wright

### 1961 Lancia Flaminia Convertible.

This classic left hand drive sports car is powered by a 2.5 litre V6 engine which produces 119 hp. It is paired with a 4-speed manual gearbox. Only 421 of the aluminium bodied convertibles were built by the Milan coachbuilder Touring. This particular car is believed to be one of the first 88 built as identified by the headlights and side repeaters also used on the Maserati GT built at the same time. The car is finished in Grigio Newmarket colour on the outside and red sky leather upholstery interior.



© Simon Wright



**Morris Oxford**

© Simon Wright



© Janet Wright

**1999 Rover 416 Estate**



**1994 Toyota Celica** © Simon Wright



**1996 Buick Roadmaster**

© Simon Wright



**2012 Toyota GT**

© Janet Wright



**1975 Ford Thunderbird**

© Simon Wright



**2000 Dodge Ram Van and 1966 Dodge A100**

© Janet Wright



**Mazda MX6**

© Janet Wright



**1965 Volvo P210 Duett**

© Simon Wright

# Skoda Fabia Monte Carlo





Škoda has completed the fourth-generation Fabia range with the introduction of the latest sporty Monte Carlo version. First introduced in 2011, the Monte Carlo edition celebrates Škoda's victories on the legendary Monte Carlo rally. In 1936 the Škoda Popular took 2<sup>nd</sup> place on the Monte Carlo rally and was the first model to be given the Monte Carlo name. Further class wins during the 1960s with the Octavia, the 130RS gave the company the first Monte double victory in 1977 in the up to 1300 cc class. More successes came in the 1990s with the Favorit and Felicia models.

The black body is larger, wider and more sporty looking, with details highlight the Fabia's dynamic appearance, including the black Škoda grille and black wing mirrors, model-specific front and rear

spoilers and a black rear diffuser. Also the Škoda lettering on the tailgate is black and there is the option of a black roof. These are complimented by black alloy 17 or optional 18 inch Libra wheels. The 17 inch Procyon alloy wheels are exclusive to the Fabia Monte Carlo. LED technology headlights are standard, fog lights are also included along with tinted side and rear windows. To finish off there are Monte Carlo badges on the front wings. The model also features the best aerodynamics in the market segment with a drag coefficient from just 0.28. This is thanks to some sophisticated details such as the actively adjustable cooling shutter in the front bumpers lower air inlet and the extensive underbody cladding. The improved aerodynamics are aided by the





cooling shutter's actively adjustable slats closing when there is no additional need for cooling. This results in a fuel saving of 0.2 litres per 100 km when travelling at a constant 120 km/h. For ever kilometre driven with the



shutter closed, it emits up to 5 grams less CO<sub>2</sub>. While the larger interior features height adjustable sports seats with integrated headrests and a three spoke, multifunction steering wheel as standard. The interior is mainly black and is characterised with red accents and carbon-look detailing on the armrest and dashboard. It can also be equipped with all the latest safety, assistance and



comfort features as well as a infotainment system which are available across the Fabia range. The Virtual Cockpit comes as standard, with a specific, dynamic background for the layout. The Virtual Cockpit is a 10.25 inch customisable digital display, which can show the logo of radio stations, covers of music albums and stored photos of callers. The map can also zoom in on a junction and display it in a separate window. Optional extras include a heated steering wheel and a heated windscreen for increased winter safety.



Another standard feature on the Monte-Carlo is LED ambient lighting. This illuminates the dashboard trim in red, plus illumination of the centre console and front door

handles, plus LED reading lights in the front and rear. The optional Travel Assist feature provides automatic support with longitudinal and lateral steering. Adaptive Cruise Control works up to 130 mph and adjusts the speed of the car to the speed of the vehicle ahead. The integrated Lane Assist feature performs corrective steering input if required, to keep the vehicle in lane. Park Assist helps when parking at speeds up to 25 mph by taking over the drivers steering work to park.

The new 4-cylinder 1.5 TSi Skoda engine produces 148 bhp and is connected to a 7-Speed DSG gearbox. It has a top speed of 139 mph and can accelerate from 0-62 mph in 8 seconds. There is also the option to have a 3 cylinder 1.0 TSi engine, which produces 108 bhp. It has the option of either a 6-Speed manual gearbox or the automatic 7-Speed DSG. It can accelerate from 0-62 mph in 10 seconds and has a top speed of 127 mph.





Race from the Past.

## Grand Prix International 1000 kms

Silverstone,  
13th May 1984.

By Simon Wright..



The race winning Rothmans Porsche 956 of Jochen Mass & Jacky Ickx



Lancia LC2/84 took Pole position.

The Grand Prix International 1000kms at Silverstone, was the 2<sup>nd</sup> round of the 1984 FIA World Endurance Championship. A massive field of 53 cars were entered, of which 47 took part in practice and 43 actually took the start. On these, 24 were Group C (c1), with a further 10 Group C C2 cars, 7 in Group B, 2 in IMSA GTP and the remaining 1 in IMSA GTX. The works Rothmans Porsche team had a couple of the Porsche 956 to take on the pair of Martini Racing Group C Lancia LC2 round the Silverstone Grand Prix circuit.

First blood went to the Italian team, with Riccardo Patrese & Bob Wollek taking pole position for the race in their Lancia LC2/84. Their time was 1 minute 13:840 seconds, which was just over 0.3 of a second faster than the



The second Skoal Bandit Porsche 956B was 8<sup>th</sup> driven by Thierry Boutsen & David Hobbs

The New Man - Joest Racing Porsche 956 was 2<sup>nd</sup> overall, driven by Klaus Ludwig & Henri Pescarolo. They went on to win the 24 Hours of Le Mans in June.



Porsche 956 of Jacky Ickx & Jochen Mass with the second Porsche of local driver Derek Bell & Stefan Bellof in 3<sup>rd</sup> position on the grid.

The race was won by the number 1 Rothmans Porsche 956 driven by Ickx & Mass, winning by two laps at an average speed of 196.561 kph. In 2<sup>nd</sup> place was the New Man - Joest Racing Porsche 956 of Klaus Ludwig & Henri Pescarolo, who were two laps behind the winners. Completing the Porsche domination was the 3<sup>rd</sup> placed Skoal Bandit Porsche 956 of the all British crew, Rupert Keegan & Guy Edwards, five laps behind the winners. The



© Simon Wright

The Canon Porsche 956 of Jonathan Palmer & Jan Lammers finished 5<sup>th</sup>, overall. Just behind is the Charles Ivey Racing Porsche 930 driven by Paul Smith, Margie Smith-Haas & Paul Hass, which retired on lap 19 with engine problems.

first of the Lancia's to finish was the second Martini Racing Lancia LC2/84 of the all Italian pairing of Mauro Baldi & Paolo Barilla. They were 4<sup>th</sup>, six laps behind the winners. Taking 5<sup>th</sup> place was the Canon GTI Engineering Porsche 956 of Jonathan Palmer & Jan Lammers, nine laps down on the winners. Completing the top 6 was the



© Simon Wright

Beppe Gabbiani & Pierluigi Martini Lancia LC2/83 7th



John Brindley, Steve Kempton & John Bartlett Lola T610 Ford - Not classified © Simon Wright

Kremer Racing Porsche 956 of Franz Konrad & David Sutherland, ten laps behind the winners.

Class C2 was won by the Alba AR2 Giannini driven by Marco Vanoli, Davide Pavia & Almo Coppelli, which finished in 12<sup>th</sup> overall, twenty four laps behind the race winner. Another Alba was 2<sup>nd</sup> in C2, with Maurizio Gellini, Pasquale Barberio & Gerardo Vatielli in 14<sup>th</sup> place in the Alba AR3 Ford Cosworth in 14<sup>th</sup> overall. Taking the last



© Simon Wright

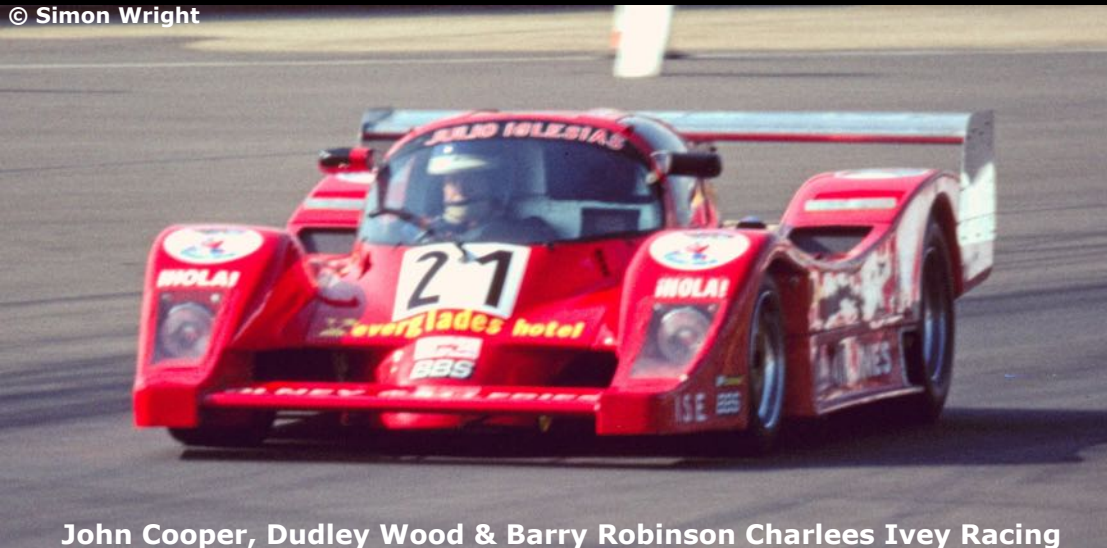
Bob Evans & Frank Jelinski C2 Gebhardt BMW. Retired with engine problems



Neil Crang, Ray Bellm & Gordon Spice Tiga GC84 Ford Not classified

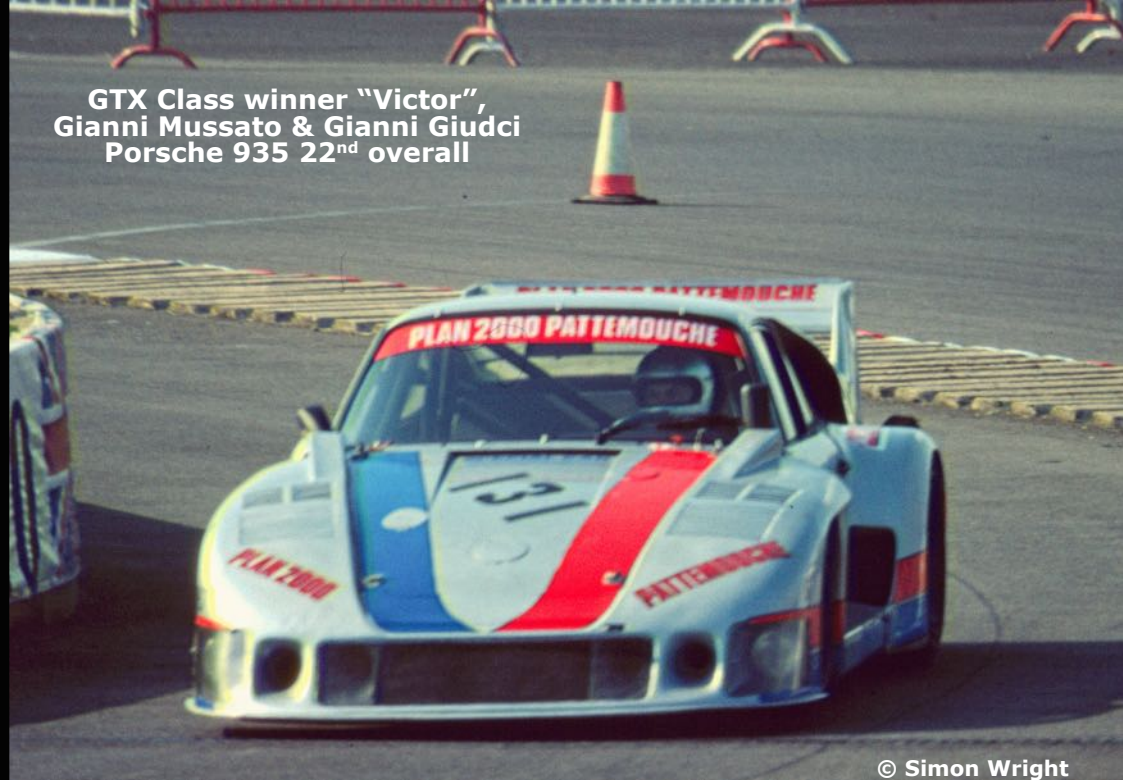
place on the C2 podium, 3<sup>rd</sup> in class, was the ADA 01 Ford Cosworth of Ray Taft, Tom Dodd-Noble & Ian Harrow in 18<sup>th</sup> overall, thirty nine laps behind the winner.

Group B was won by the Jürgensen Racing BMW M1 driven by Edgar Dören & Walter Mertes. They were 19<sup>th</sup> overall, forty two laps behind the winner. Only two laps further behind, in 2nd place of Class B was another BMW M1 of Hans-Jörg Dürig, Rolf Göring & Mario Ketterer who



John Cooper, Dudley Wood & Barry Robinson Charlees Ivey Racing Grid S2 Porsche 16th

GTX Class winner "Victor", Gianni Mussato & Gianni Giudci Porsche 935 22<sup>nd</sup> overall



finished 20<sup>th</sup> overall.

The final classified finisher in 22<sup>nd</sup> overall was the GTX Class winning Porsche 935 driven by "Victor", Gianni Mussato & Gianni Giudici, who were fifty eight laps behind the winner.



Richard Attwood, John Sheldon & Mike Salmon Nimrod NRA/C2 Aston Martin Retired engine problem



Max Payne & Chris Ashmore GTP Ceekar 83J-1 Ford. Retired Lost wheel.

© Simon Wright



Alain de Cadenet & Yves Courage Cougar C01B Ford 17th

© Simon Wright



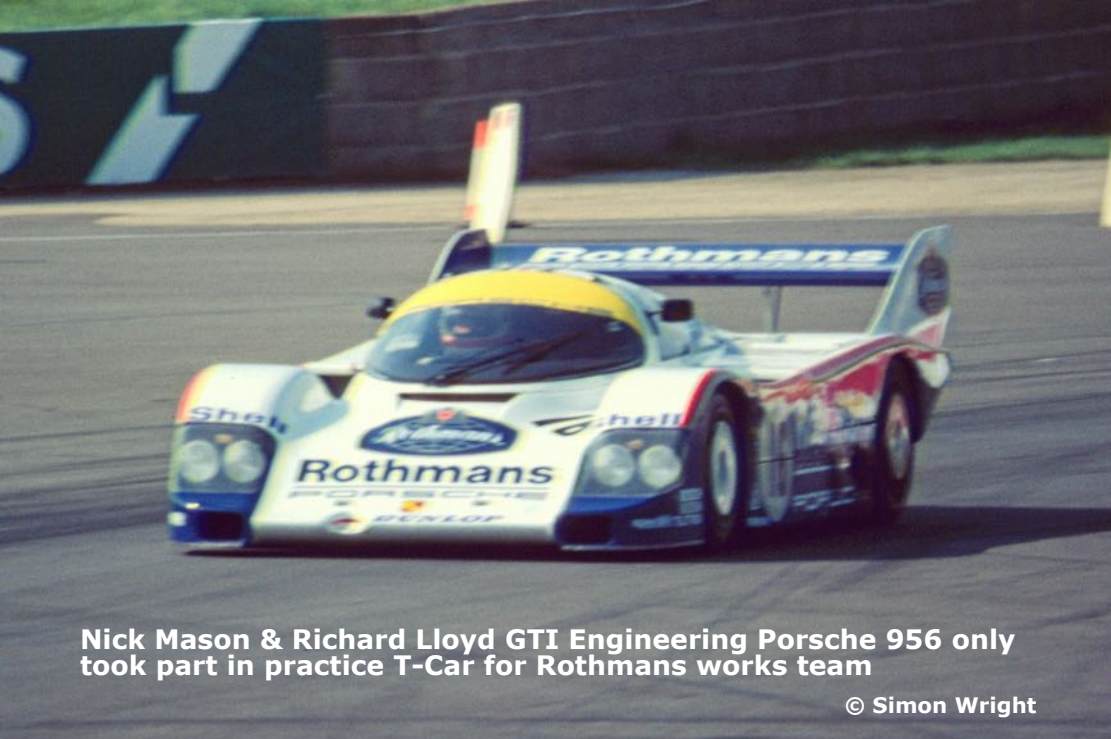
Mike Wilds & David Duffield C2 Ecosse C284 Ford. Retired with clutch problems.

© Simon Wright



Costas Los, Richard Down & Les Blackburn GTP Lynxcar MS83 Hart. Retired engine problems.

© Simon Wright



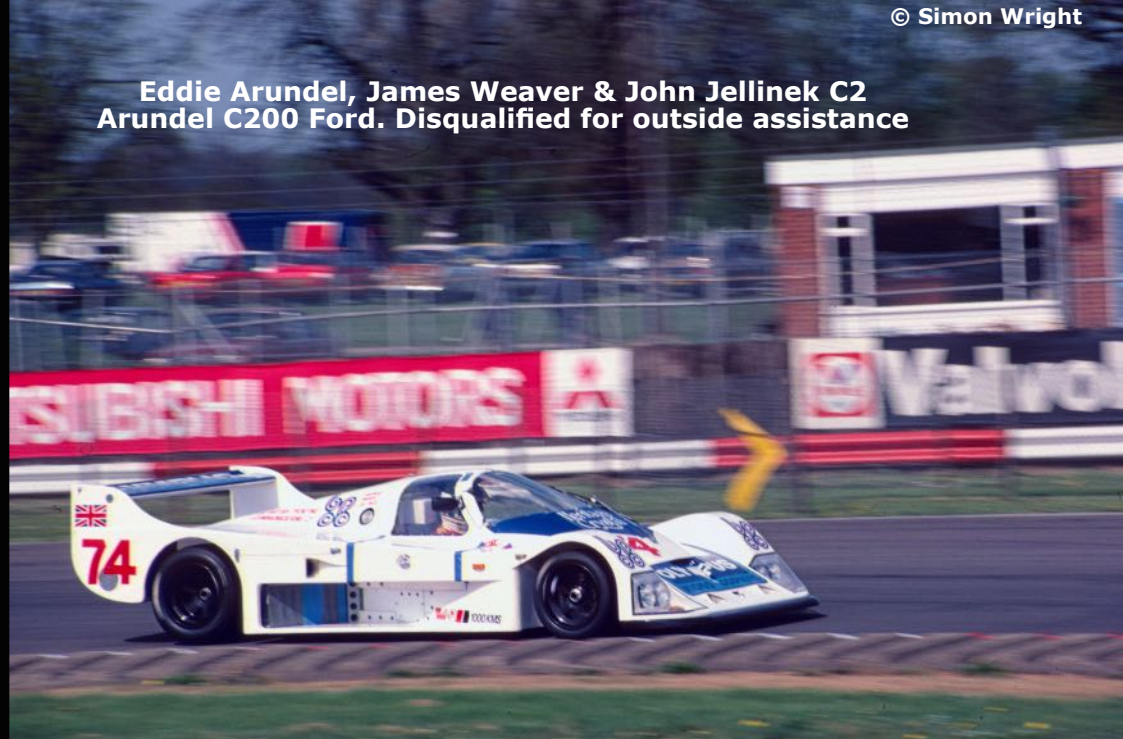
Nick Mason & Richard Lloyd GTI Engineering Porsche 956 only took part in practice T-Car for Rothmans works team

© Simon Wright

© Simon Wright

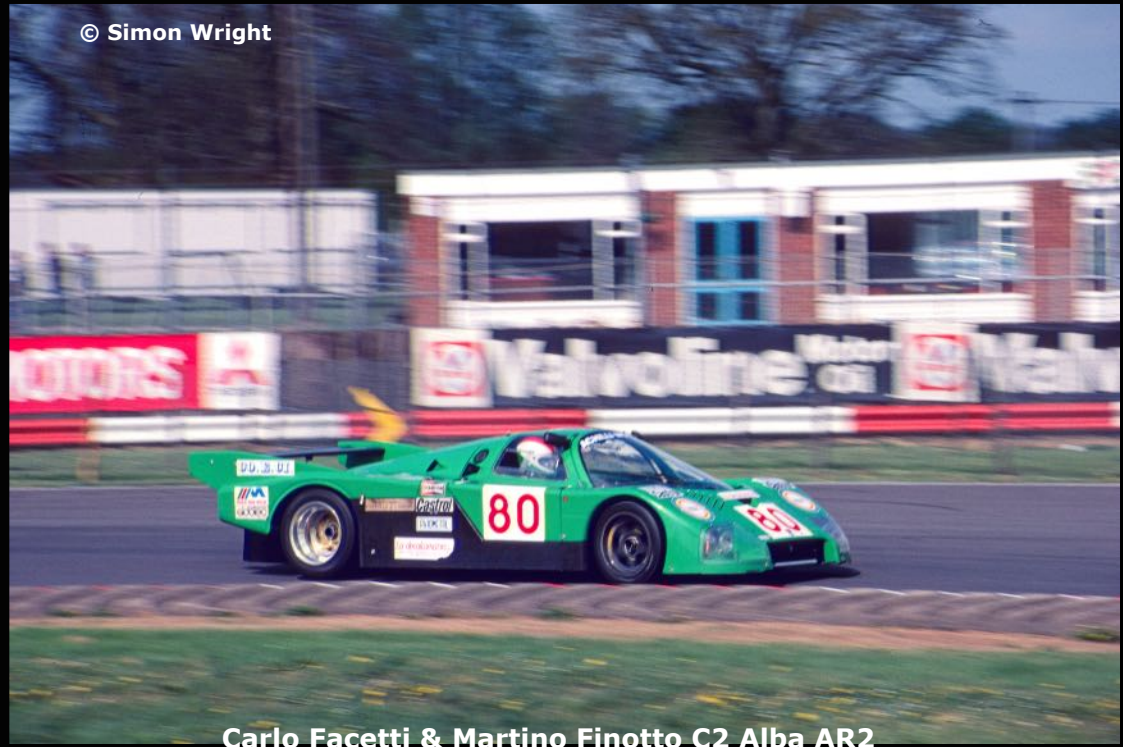


Huib Rothengatter & Clemens Schickentanz Sehcar C830 Porsche 15th



Eddie Arundel, James Weaver & John Jellinek C2 Arundel C200 Ford. Disqualified for outside assistance

© Simon Wright



Carlo Facetti & Martino Finotto C2 Alba AR2 Gianni. Retired with gearbox problems.



Raymond Boutinaud, Philippe Renault & Gilles Guinand Group B Porsche 928 S. Retired, engine problems.



Jeremy Rossiter, Roy Baker & Francois Duret C2 Tiga GC284 Ford. Retired, rear wheel bearing.



Derek Bell & Stefan Bellof Porsche 956 towed back during practice. Finished 10<sup>th</sup> in the race. The red Grid S2 also on tow would finish 16<sup>th</sup>.



Paul Smith, Margie Smith-Haas & Paul Haas Group B Porsche 930. Retired engine problems.

# New Unnamed Classic Car Group

The Old Wagon & Horses

30<sup>th</sup> January 2022.

By Simon & Janet Wright.



Mgs are always popular at these meetings. Here we have an MG Maestro, MGA and MG Midget.



A new season of meetings has started for the New Unnamed Classic Car Group at the Old Wagon & Horses public house, between Stourbridge and Kidderminster. Situated on a large field at the rear of the pub, the group welcomes any car enthusiast with a vintage, classic or interesting modern car. Situated on the edge of the West Midlands, the meeting usually attracts around one hundred vehicles, which is about the capacity of the field. It was a nice bright Sunday morning for the meeting, and people were keen to get out again and show their vehicles after the last couple of years.

Probably the oldest and most prestigious car on display was a 1926 Rolls Royce Twenty. This was the 'small car' for the 1920s and was built between 1922 and 1929 alongside the Silver Ghost and the Phantom II. It had a smaller 6-cylinder inline engine of around 3 litres capacity. Only the chassis and mechanical parts were manufactured by Rolls Royce, the body was made by a coach-builder selected by the owner.



© Janet Wright

1926 Rolls Royce Twenty



© Simon Wright

Not quite as old, but equally stunning in appearance was this 1934 Morris 10/4. Powered by a 1141cc four cylinder side valve, flat head engine and single SU carburettor, which produced 24 bhp. It is connected to a 4-Speed manual gearbox, with synchromesh on 2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup> gears. The ignition timing was manually adjusted from the steering wheel as the car was driven, depending on the engine revs. This gave it a top speed of 61 mph with a 0-60 mph time of around 20 seconds. This car also has Lockheed hydraulic 4 wheel brakes, which had only just been introduced when this car was built. When the model was first shown at the 1932 Olympia Motor Show, it had a list price of £169, when the average factory labourer earned about £1.20 a week. One feature that was ahead of its time was the car had wind-up and wind-down windows, where most cars at the time had drag-up and down windows. It also had a sunroof and a hinged windscreen.



© Janet Wright

1973 Triumph TR6 & 1999 Mazda MX5



© Simon Wright

1955 Ford Consul



© Janet Wright

Citroen DS



© Simon Wright

2020 Mini



© Janet Wright

1964 Saab 96



© Simon Wright

2003 Dodge Ram 1500 Pickup Truck



© Janet Wright

1990- Volkswagen Scirocco



© Janet Wright

MG Maestro



© Simon Wright

Volkswagen Up!

American cars are always popular, and one of the most popular categories are the 1970s muscle cars. An eye catching example was an orange 1970 Dodge Challenger. Built between 1970 and 1974, the first generation Dodge Challenger was a pony car built using the Chrysler E platform in either hardtop or convertible body style. Bigger than the Plymouth Barracuda, which is built on the same Chrysler platform, the Challenger was built to compete against the Mercury Cougar and Pontiac Firebird at the upper end of the pony car market.

Powered by a 5.9 litre V8 engine, usually paired with a 3-speed manual transmission, with the option of a 4-speed manual. The performance version was the Challenger R/T with a 6.3 litre 'Magnum' V8 engine which produced 335 hp.

Air conditioning and heated rear screen were both offered as optional extras.



© Simon Wright

Parked next to it was a more unusual model, a 1972 5.2 litre Dodge Swinger, with a large air scoop on the bonnet. The Swinger was the performance version of the Dodge Dart and was used on all 2-door hardtops. As well as the functional air scoop, the Swinger also had front disc brakes and heavy-duty "Rallye" suspension. A 3.23:1 rear axle ratio for improved performance and fibreglass belted bias-ply tyres mounted on 14" x 5 1/2" steel wheels. The dashboard instrument cluster was shared with the Valiant and features a large rectangular speedometer. was sharedOptional equipment included vinyl bucket seats in the front, instead of the standard bench seat, and a centre console could also be ordered. Other options included power-assisted steering and brakes along with rallye wheels and wire wheel covers. Finally an optional vinyl roof covering in black or white and a 6000 rpm tachometer.



© Simon Wright



1966 Austin Healey Sprite

© Simon Wright



1988 Morgan Plus 4

© Simon Wright



1968 Volkswagen Van

© Simon Wright



1988 Mazda 323

© Janet Wright



1974 Triumph Toledo

© Janet Wright



1972 Wolseley 1300 Mk II

© Janet Wright



1985 Ford Capri 2.8

© Simon Wright



1982 Ford Cortina

© Simon Wright



1982 Ford Escort Mk3

© Simon Wright



1972 Broadspeed Ford Capri 3.0

© Simon Wright



1965 Bond Equipe

© Janet Wright



Lotus Excel SE

© Simon Wright



1993 Chevrolet 2500 Police car

© Simon Wright

# Rally Retrospective

## Woodpecker Stages Rally

4<sup>th</sup> September 2004  
By Simon Wright



Rally winners John Perrott & Shelley Rogerson Mitsubishi Lancer Evo V



2<sup>nd</sup> overall was Shaun Gardener & Dave Brick Mitsubishi Lancer Evo V

Hosted by the Sixty & Worcestershire Motor Club, the 2004 Woodpecker Stages Rally was located in the forrest of Dean area around Ludlow in Shropshire. Using seven forest stages, the massive 175 car entry was split in to multiple classes to tackle the one day rally. The early leader was the Peugeot Cosworth of Andy Burton & Rob Morgan, which dominated the first four stages. Unfortunately the differential cried enough on stage 5 and the car retired.



© Simon Wright

3<sup>rd</sup> overall Theo Bengry & Les Forsbrook Ford Focus RS WRC 01

4<sup>th</sup> overall and winners Class N4 Wayne Sisson & Allan Whittaker Mitsubishi Lancer Evo VII



© Simon Wright

Stage 5 saw John Perrott & Shelley Rogerson in the Mitsubishi Lancer Evo V set the fastest time, but it was similar Mitsubishi Evo V of Shaun Gardener & Dave Brick that was in the lead of the rally overall, with Perrott moving into 2<sup>nd</sup>, having been well down the order after the first stage. Perrott then dominated the remaining stages, setting fastest time on the last three stages. They took the lead of the rally on stage 6, with Gardener settled in to 2<sup>nd</sup> on the remaining stages and in the overall rally. The Ford Focus RS WRC 01 of Theo Bengry & Les Forsbrook was 2<sup>nd</sup> fastest on the first stage and matched Gardener on the second, before dropping down slightly on

10<sup>th</sup> overall and winners Class B12 Robin Bradbury & Paul Wakeley Ford Escort Mk2



© Simon Wright

**Mandy Twynham & Holly Robinson  
Peugeot 106 GTi finished 111<sup>th</sup> overall  
and 15<sup>th</sup> in Class B9**



**Jon & Jane Fox Mitsubishi Lancer Evo VI 32<sup>nd</sup> overall and  
9<sup>th</sup> in Class B13**



**Colin Greer & Neil Ewing Subaru  
Impreza Sti were 15<sup>th</sup> overall and 7<sup>th</sup>  
in Class N4**



**Brian McGuinness & Mark Garner Vauxhall Nova were  
80<sup>th</sup> overall and 10<sup>th</sup> in Class B9**





17<sup>th</sup> overall and winners Class B11 - Jon Ballinger & Andrew Bull  
Opel Manta



© Simon Wright

the third stage to 4<sup>th</sup> before going 2<sup>nd</sup> fastest again on the fourth stage, matching Gardener once more. From the fifth stage they settled in to 3<sup>rd</sup> fastest to maintain the 3<sup>rd</sup> position to the finish.

At the end of the rally it was the Mitsubishi Lancer Evo V of John Parrott & Shelley Rogerson that lead home a

© Simon Wright



James Wozencroft & Andrew Sankey Vauxhall Nova won cClass B9 in 20<sup>th</sup> overall



Class A6 winners Robin Bolt & Richard Edwards Peugeot 206 XS

Mitsubishi 1-2 result. After seven stages, the winning margin was just 8 seconds ahead of the similar Mitsubishi Lancer Evo V of Shaun Gardener & Dave Brick. A further twenty seconds further behind were local hero Theo Bengry & Les Forsbrook in a Ford Focus RS WRC 01 Taking a class win in 4<sup>th</sup> place was the Mitsubishi Lancer Evo VII of Wayne Sisson & Allan Whittaker. The next class winners were Robin Bradbury & Paul



Class N1 winners Niall Cowan Snr & Derek Adamson MG ZR 64<sup>th</sup> overall

© Simon Wright

Winning Class A5 was the Peugeot 206 of Declan Magee & Benny Grainger



© Simon Wright

Wakely in a Ford Escort Mk2, finishing 10<sup>th</sup> overall. Jon Ballinger & Andrew Bull in an Opel Manta were 17<sup>th</sup>, taking a class win in B11. Class B9 was won by James Wozencroft & Andrew Sankey in a Vauxhall Nova, who finished 20<sup>th</sup>. Just three places behind them were the Class A7 winners Will Onions & Tim Hobbs in their Ford Escort Maxi Kit car, taking 23 overall. Only twelve seconds behind were Robin Bolt & Richard Edwards in a Peugeot 206 XS, winning

© Simon Wright

Roland Jones & Andy Wynn Volkswagen Polo won Class N1 in 99<sup>th</sup> position



Geoff Cottrill & Chris Clifford MG Metro 6R4 was 41<sup>st</sup> and 11<sup>th</sup> in class B13.



Class A6 in 24<sup>th</sup> position.

The next class winner was the Vauxhall Astra Gsi 16v of Rob Yates & Mark Townsend, in 55<sup>th</sup> place, winning class N3. The Honda Civic Vti of Dave & Ross Nicholls finished 57<sup>th</sup> overall, winning class N2. Class B10 was won by Carl & Joanne Briggs in their Ford Escort Mk2 in 61<sup>st</sup> place. Niall Cowan Snr. & Derek Adamson were 64<sup>th</sup> in their MG ZR, finishing 1<sup>st</sup> in class N1.

Finishing in 90<sup>th</sup> place was the Peugeot 206 of Declan Magee & Benny Grainger, winning class A5.

Coming down the classes now, the final class winner was Roland Jones & Andy Wynn in a Volkswagen Polo in 99<sup>th</sup>, taking class N1.

© Simon Wright

**Kevin Procter & Mike Gilby Ford Puma 4x4 Evo finished 48<sup>th</sup> and 14<sup>th</sup> in class**



© Simon Wright

**Neil Weaver & James Bailey Vauxhall Nova SR finished 40<sup>th</sup> overall and 2<sup>nd</sup> in class**



© Simon Wright

**Nathan Crewe & Mark Ammonds MG ZR Retired SS7 Engine problems.**



**This battle went to Deborah Butcher & Chris Spilsted in the Peugeot 205 118<sup>th</sup> ahead of the Austin Mini of Paul Barnes & Karl Reynolds 119<sup>th</sup>**



© Simon Wright

© Simon Wright

**Richard Morgan & Chris Ware Nissan Micra 97<sup>th</sup> overall and 2<sup>nd</sup> in class**



**89<sup>th</sup> Volkswagen Polo of Judy Lucas & John Geoff**



© Simon Wright

**Brendan Murphy & Patrick Condon Subaru Impreza Sti 13<sup>th</sup> overall and 5<sup>th</sup> in class**



© Simon Wright

**Jamie Burton & Nick Cadwallander Ford Escort RS Mk2 had a quick spin before finishing 44<sup>th</sup> and 3<sup>rd</sup> in class.**



© Simon Wright

**Gary Barlow & Nick Chapman Vauxhall Astra 49<sup>th</sup> overall and 4<sup>th</sup> in class.**



# WOW Winter Weekend

Sixways Stadium, Worcester.  
13<sup>th</sup> February 2022  
By Simon & Janet Wright



2018 Honda Civic and 2004 Honda Civic



Hot food & Drink was essential on a wet morning  
© Simon Wright

Wheels on Wednesday held their first Winter Wheels weekend meeting on a very wet Sunday morning at Worcester. Using their winter venue of the Sixways Stadium car park, next

to junction 6 of the M5 motorway, they managed to attract a very large turnout in very difficult conditions. After the last two years with lock-downs having affected the car meet scene, the enthusiastic owners were not going to let a little (or rather a lot) of rain dampen their enthusiasm.

Often, wet weather forces many classic car owners to leave their vehicles at home in the garage, but the hardy people of the midlands still arrived in many classic cars and trucks, as well as the more modern supercars and modified vehicles.

Bright green seems to be a popular colour for modern saloons and supercars, with examples from Nissan, BMW and Skoda all being on display.

The stunning 2009 3.7 litre Nissan GT-R would always attract attention, but in the bright green colour scheme, it stood out! The Nissan GT-R (R35) has been manufactured since 2009 as a high performance sports car/Grand Tourer and is the successor to the Skyline GT-R. Although the R35 is the sixth generation vehicle, it no longer carries the Skyline name. It does, however, share

the Nissan FM platform with the Skyline luxury car and the Nissan Z sports car. The GT-R is a 2 door 2+2 coupe, front engine, all-wheel drive. It is powered by a 3.8 litre twin-turbocharged DOHC V6 engine which produces 480 HP and 430 lb-ft of torque. It features continuously variable valve timing control on intake valves. It uses Iridium-tipped spark plugs and uses an electronic drive-by-wire throttle. The aluminium block has high-endurance/low friction plasma sprayed bores. It also has a pressurised lubrication system with thermostatically controlled cooling and a magnesium oil sump. It drives the wheels through a rear-mounted 6-Speed dual-clutch transmission system. It also had the World's first rear mounted independent transaxle all-wheel-drive with an active suspension system. The Damp Tronic system allows the driver to select three different suspension modes from the instrument cluster. R-Mode is for maximum performance on the track or drag strip. Normal mode is for daily use and Comfort mode is recommended for long distance trips. The GT-R has a quoted top speed of 196 mph and



© Janet Wright

2009 Nissan GT-R

can accelerate from 0-60 mph in 3.2 seconds using Launch control, which actually is just turning off the Vehicle Dynamic Control and launching the vehicle at round 4,500 rpm. According to the user manual turning of VDC was only recommended to get out of mud or snow conditions.

The 2016 3 litre BMW M3 is the high performance model of the 3 Series range of saloons. This is an F80 generation model, which was produced between 2014 and 2019. It is powered by a BMW S55 twin-turbocharged 3 litre, straight 6-cylinder engine producing up to 425 hp and 406 lb-ft of torque. The top speed is limited to 155 mph and it can accelerate from 0-60 mph in 3.9 seconds with the M-DCT dual clutch automatic transmission and 4.1 seconds with manual transmission. The optional M Driver's package increases the top speed to 174 mph. In 2016 an optional Competition Package became available which increases the power to 444 hp. It also gave revised tuning of the electronic differential and the electronic stability control, plus suspension upgrades and new front seats. With the dual clutch automatic transmission the 0-62 mph time was just 4 seconds. To minimise weight the



© Simon Wright

roof is made of carbon fibre, while the bonnet and front quarter panels are made from aluminium. Finally the tail-lights were given LEDs.

Our final green high performance saloon was a 2012 Škoda Octavia VRS. The Octavia is a small family car manufactured by Czech car manufacturer Škoda Auto



© Janet Wright

2012 Škoda Octavia VRS

since the end of 1996. This is second generation Typ 1Z model which was produced between 2004 and 2013. It is based on the Volkswagen Group A5 platform used by the VW Golf Mk5, VW Jetta Mk5 and SEAT Leon Mk2. Powered by a 1984cc 16 valve DOHC, 4 cylinder turbocharged engine producing 197 bhp and 207 lb-ft of torque. It was available with either 6-Speed manual gearbox or DSG dual-clutch automatic gearbox. The car offers sporty performance with a 0-60 mph acceleration time of 7.2 seconds. Where the Škoda scores massively against the other cars mentioned here is that it can return 38 miles per gallon with the manual gearbox or 37 mpg with the automatic.



© Simon Wright

1966 GMC Custom Cab pickup truck was one of the classic vehicles present. The C/K was a series of trucks manufactured by General Motors from 1960 to 2002 and sold as both Chevrolet and GMC divisions. The original trucks were offered with a 235 cu-in six cylinder engine or a 283 cu-in V8. In 1966 a larger 327 cu-in V8 engine.

The 1976 Austin Mini Clubman was powered by a 998cc A Series engine. The original iconic Mini was given a facelift in 1969 under British Leyland with the introduction of the Mini Clubman. It was to be a replacement for the Riley and Wolseley versions of the Mini. Launched with the 998cc engine, producing 38 bhp, it was also offered with an 1100cc and 1275 cc engine.



© Simon Wright



© Janet Wright

The Abarth 500/595 is the performance version of the Fiat 500, tuned in-house by the Abarth part of the organisation. They all have a turbocharged 1.4 litre Fire straight 4 petrol engine, producing 133 hp and 133 lb-ft of torque. The 595 was introduced in 2012 in four versions producing 133 to 178 hp. The 595 Turismo features standard leather upholstery, upgraded dampers and climate control.

McLaren 650S



Honda Integra Type R



Mazda MX5

© Janet Wright



© Simon Wright

2002 BMW 3 series



© Janet Wright

2001 VW Polo



© Simon Wright

Jaguar F-Type



© Janet Wright

2020 Ford Ranger pickup truck



© Simon Wright

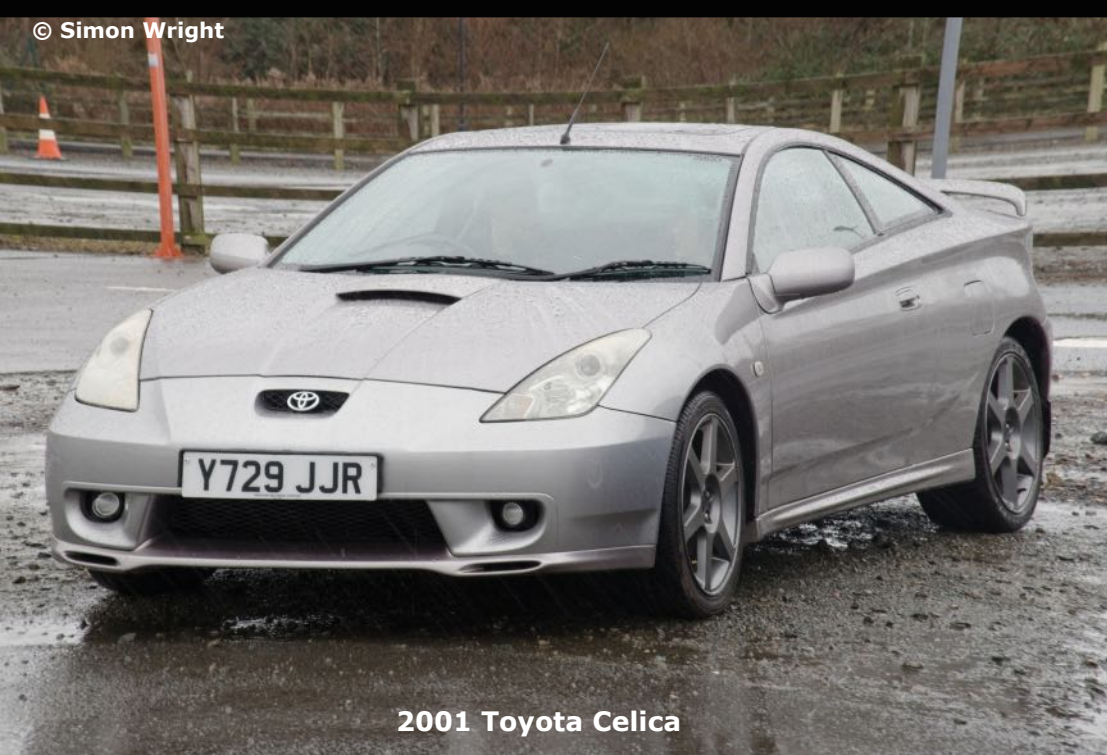
2015 Subaru BRZ





2018 Honda Civic

© Janet Wright



2001 Toyota Celica

© Simon Wright



1972 BMW 2000

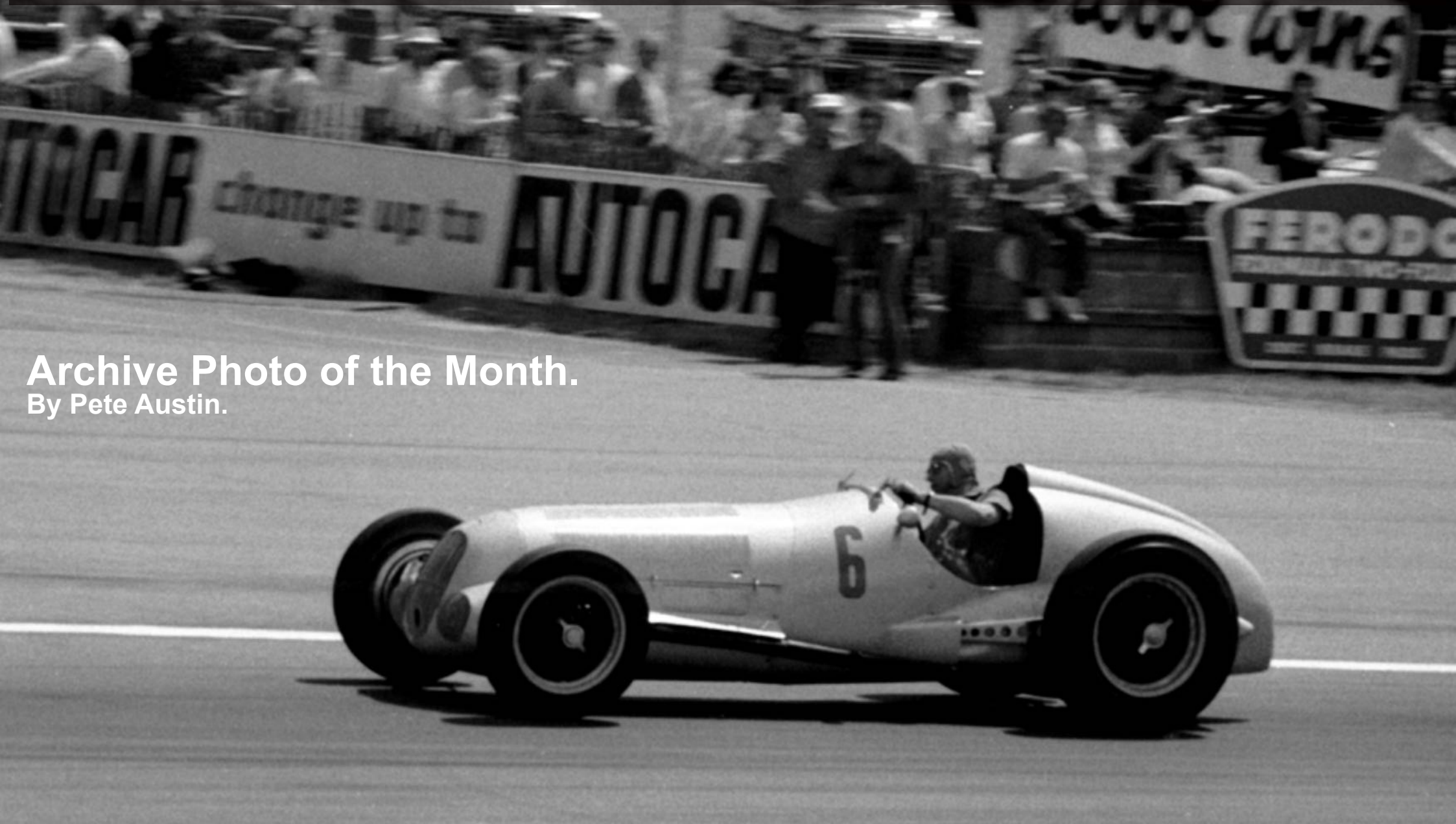
© Janet Wright



Mercedes-AMG GT Coupe V8 BiTurbo

© Simon Wright

Something a bit different for this month's archive image. On learning last month that the new Mercedes Formula One car was reverting back to its traditional 'Silver Arrows' colour scheme reminded me of seeing one of the original pre-war Mercedes Benz cars at the British Grand Prix Meeting at Silverstone in 1971. In 1968 collector and dealer in rare classic cars Colin Crabbe from Antique Automobiles received a telegram offering him a pre-war Mercedes Benz W125 which was basically complete and had been hidden in Leipzig during the war and had been languishing on the East German/Polish border since 1945. The car was restored subsequently raced and demonstrated by Crabbe.



## Archive Photo of the Month. By Pete Austin.

# VSCC The Pomeroy Trophy Competition

19th February 2022

Silverstone

By Simon & Janet Wright

With additional photos by  
David Goose & Stuart Yates of  
Motorsport Imagery.

Best Grand Tourer 2022  
and winner of the  
Pomeroy Trophy - 1993  
Nissan Skyline GTR of  
Jason Kennedy.



The Pomeroy has always been famous for mixing vintage and modern cars together on track. This year it didn't really happen as the vintage cars were all together in one group with just the 1998 Fiat 126 p of Justin Maeers in the vintage high speed session



© Simon Wright

As usual the Vintage Sports Car Club opened their track season for 2022 with the annual Pomeroy Trophy meeting. As is typical at this time of year the weather was its usual wet and cold normal for this event.

Originally designed to find the perfect Grand Tourer, the event has a few extra requirements to your typical motorsport event. Unusual for a VSCC event, the vehicle does not have to be vintage, any vehicle can enter as long as it has a valid MOT to prove it is road-worthy. Other rules state that it must be able to carry two standard size suitcases and should have a hood. Failure of either of these last two points will incur penalties which can affect the final results. The event uses a special formula to calculate the handicap and then run over a series of different tests to cover acceleration and handling. After the morning tests that are run individually, the afternoon is split in to three high speed trials round the full Grand Prix circuit, with the cars split into different groups. Each trial lasted for forty minutes, with every car having their own target number of laps to complete. During the afternoon



The oldest car competing was the 1919 Hispano Suiza H6B Tourer of William Karlake

the weather finally cleared and the sun came out. The entry this year was as diverse as ever, with the oldest vehicle being a 1919 Hispano Suiza H6B Tourer, whilst the most modern were a 2019 Alpine A110 of Dr Gareth Williams and a 2019 BMW 2 Series of John Hanlon.



© Janet Wright

The newest car was the 2019 Alpine A110 of Dr Gareth Williams

**Winner of the Densham Trophy Simon Balkeney-Edwards 1929 Frazer Nash Super Sports**



© Simon Wright

At the end of the day, the overall winner of the Pomeroy Trophy was Jason Kennedy in a 1993 Nissan Skyline GTR with a total score of 428.11  
The winner of the Densham Trophy was Simon Blakeney-Edwards in a 1929 Frazer Nash Super Sports with a score of 423.79.  
The Pomeroy Edwardian Trophy went to Ian Balmforth in a 1917 Hudson Super Six Racer with a score of 318.1.  
The final overall award went to Dr Thomas Clynes in a 1929 Riley 9, who won the Pom Voiturette Trophy with a

**The Pomeroy Edwardian Trophy was won by Ian Balmforth in a 1917 Hudson Super Six Racer.**



© Simon Wright



© Motorsport Imagery

**The Pom Voiturette Trophy winner Dr Thomas Clynes 1929 Riley 9**



Charles Knill-Jones 1958 Austin A35 Class winner

score of 256.61.

There were loads of class winners through the entire field: Charles Knill-Jones in his 1958 Austin 35 was 1st in class with a score of 422.79.

Martin Whitlock in his 1963 MG B Roadster also took a class win with a score of 409.45.

Coming more up to date was John Felstead in his 2004 Subaru Impreza with a score of 409.23



John Felstead 2004 Subaru Impreza was 1<sup>st</sup> in class.

Next class winner was Jonathan Gomm in his 1963 Ford Lotus Cortina with a score of 408.82



Class winner Martin Whitlock 1963 MG B Roadster



1963 Ford Lotus Cortina of Jonathan Gomm 1<sup>st</sup> in class,



**Rob Cull 1964 MG B 1<sup>st</sup> in class.**

MG proved to be quite successful with another MG B taking a class win, this time it was Rob Cull in his 1964 model MG B with a score of 405.6

One of the most spectacular drivers was Andy Wolfe in his sideways 1968 Ford Escort, who took a class win with a score of 391.94.

The 1972 Porsche Carrera RS of Josh Sadler also took a



**Sideways to 1<sup>st</sup> place in class, Andy Wolfe 1968 Ford Escort Mk1**



**Josh Sadler Porsche Carrera RS 1<sup>st</sup> in class**

class win with his score of 391.05

The final class winner was Piers Reid in his 1972 BMW 3.0 CSL with a score of 390.13



**Final class winner Piers Reid BMW 3.0 CSL**



Christopher Mann 1954 Alfa Romeo Coupe 2<sup>nd</sup> in class ahead of Paul Woolmer 1960 Bristol 406 © Janet Wright



27 Dr Bill Rosten 1924 GN 11.9 Annie and Richard Gatley 1935 Frazer Nash/BMW 319 Type 45 Saloon © Simon Wright

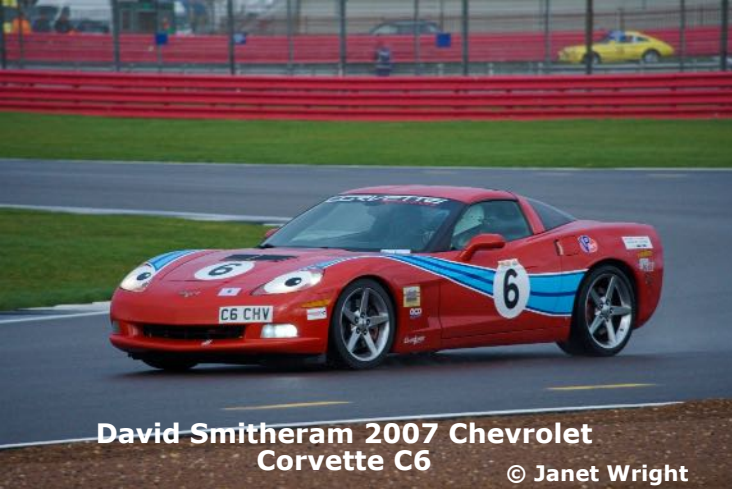


Hanging the tail out on the way to 3<sup>rd</sup> in class for Jonathan Cobb in a 1928 Frazer Nash Ford © Janet Wright



Sean Bramhall 1965 Pontiac GTO © Simon Wright





David Smitheram 2007 Chevrolet Corvette C6 © Janet Wright



© Simon Wright  
Mark Hankins spins his 1971 TVR2500 at Luffield



Kelvin New 1934 Talbot 105 Saloon

© Motorsport Imagery



© Motorsport Imagery

Craig McWilliam 1958 Aston Martin DB2/4 Mk III

© Janet Wright



Robert Cobden 1964 Elva Courier



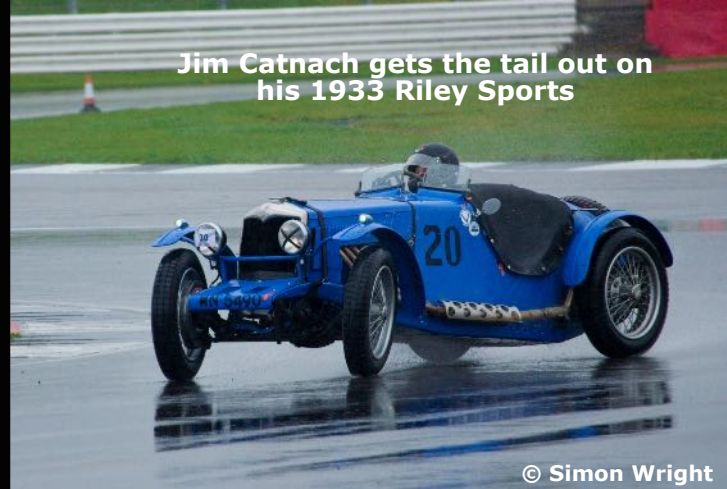
© Janet Wright

Dougal Cawley 1997 Lexus LS400 'won' the third high speed trial on the track to take 3<sup>rd</sup> in class



Dr Charles Pither 1931 Frazer Nash Ulster

© Simon Wright



Jim Catnach gets the tail out on his 1933 Riley Sports

© Simon Wright



Geoffrey Turrall 2003 Alfa Romeo 156

© Janet Wright



Motorsport Photographer Jacob Ebrey  
Toyota GT86 3<sup>rd</sup> in class

© Simon Wright



Craig Jones 1972 Fiat 124 Spider

© Janet Wright



Justin Maers 1966 Lola T70 Mk2 Spyder

© Simon Wright



Jason Wright 1965 Ford GT40

© Janet Wright



David Saxl 1933 Roesch Talbot AV105

© Simon Wright



Miss Alex Pilkington 1930 Alfa  
Romeo 6C 1750

© Motorsport Imagery

© Motorsport Imagery

# The Toyota Parallel Pomeroy Trophy.

Silverstone,  
19th February 2022  
By Simon Wright.



Winner of the Toyota Parallel Pomeroy  
Trophy was Peter Allen in a Toyota Starlet

2<sup>nd</sup> place went to the Toyota GR Yaris of Matt Howard.



© Simon Wright

After the break for the last two years due to Covid, the Toyota Parallel Pomeroy Trophy was back for its second running in conjunction with the VSCC Pomeroy Trophy meeting at Silverstone. The all Toyota event took place around the infield paddock area, with similar tests to the main Pomeroy Trophy event. The cars have to meet stringent rules, taking in to account factors such as engine capacity, year of manufacture, boot space and times recorded on the various tests. These include acceleration, braking and handling tests, all run individually. The event

5<sup>th</sup> placed Alex Lenden Toyota Yaris T-Sport



© Simon Wright

is open to any Toyota vehicle and attracted a capacity entry this year. Entries ranged from the small Toyota IQ right through to the Toyota Hiace van. The Yaris was a popular choice but quite a few classic Toyotas made an appearance including a Toyota Century and a Toyota Celica Supra Mk1.



Tom Warburton was 7<sup>th</sup> in his Toyota Starlet EP91

© Simon Wright

One new feature for this year was a fourth test, laid out in the shape of the Toyota logo when seen from above. The tests were held in wet conditions, during some of the heaviest rain of the day and during the lunch break the Toyota cars were let out on the Grand Prix circuit for a couple of laps.

The winner of the event was Peter Allen in a Toyota Starlet, with a total score of 74.38. The lower the score, the better the result. In 2<sup>nd</sup> was Matt Howard in a Toyota GR Yaris with a score of 74.89. In 3<sup>rd</sup> place was Billy Blissett in another GR Yaris. In fact the Yaris took the five



The Toyota Rav 4 of Rory Butcher was 8th © Simon Wright



Mike Stammers was 11<sup>th</sup> in his Toyota Vitz TRD Turbo M (Japanese imported version of the Yaris)

© Simon Wright

of the top six places, proving that in the wet weather, the smaller Toyota hatchbacks were best suited to the conditions. In 4th was Tino Schilling (GR Yaris), 5th Alex Lenden (Yaris T-Sport) and 6th Sam Evans (GR Yaris). Completing the small hatchback domination was Tom

Warburton in 7th, driving a Toyota Starlet EP91. The first of the larger Toyota was Rory Butcher in 8th, driving a Toyota Rav 4. One unusual car which will have been missed by many was the 2008 Toyota Vitz TRD Turbo M of Miles Stammers, which finished 11th. Imported from Japan in 2019, it is the Japanese version of the Yaris. The Toyota Century of Thomas Clark finished 24th position. The smallest vehicle was the Toyota IQ2 which



© Simon Wright

Lewis Stephens Toyota Auris ST180 was 9th



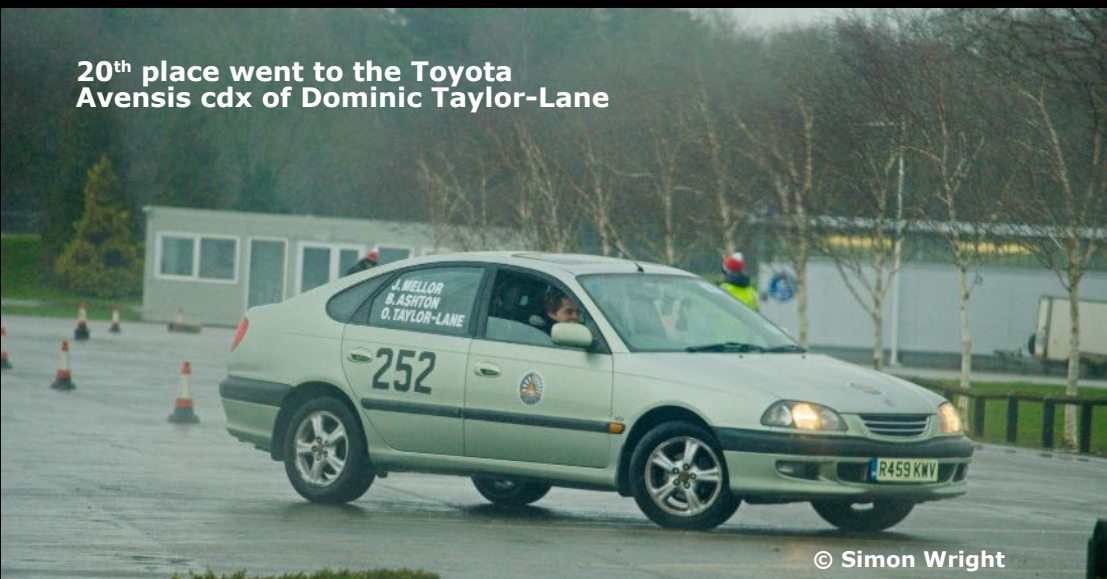
© Simon Wright

Matthew Wishart Toyota Corolla T-Sport finished 21<sup>st</sup>



Lewis Warren in a Toyota GT86 was 19<sup>th</sup> .

was driven by Matthew Atkinson to 39<sup>th</sup> position while the largest and most unlikely competition vehicle, the Toyota Hi Ace Powervan of Charlie Gumley, finished in 40<sup>th</sup> position out of the sixty-two competitors. Despite the heavy rain, it did not dampen the enthusiasm of the Toyota owners, who appeared to enjoy themselves in the battle to crown the ultimate Toyota.



20<sup>th</sup> place went to the Toyota Avensis cdx of Dominic Taylor-Lane

© Simon Wright

Adam Delaney finished 23<sup>rd</sup> in his Toyota Blade Master G



© Simon Wright

The unusual Toyota Century of Thomas Clark was 24<sup>th</sup>.

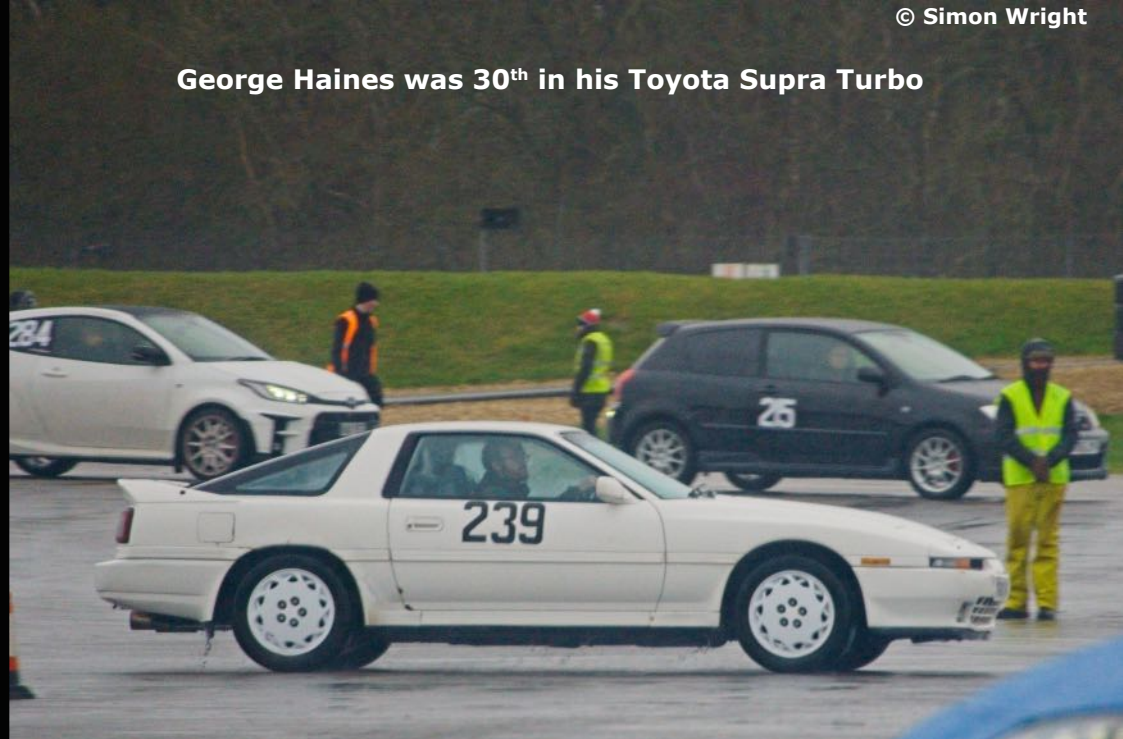


© Simon Wright



25<sup>th</sup> place went to Neil Schild in a Toyota Corolla E11 Hatch (WRC shape)

© Simon Wright



George Haines was 30<sup>th</sup> in his Toyota Supra Turbo



According to the official results, this is a Toyota IQ !  
Sam Skelton was 26<sup>th</sup> in a Toyota Supra

© Simon Wright



© Simon Wright

Shakher Patel in a Toyota Aristo V300 finished 31<sup>st</sup>.

Jacky Hunt Toyota Corolla e11 finished 35th



© Simon Wright

© Simon Wright



Jeff Markham Toyota Celica GT-Four was 38th

© Simon Wright



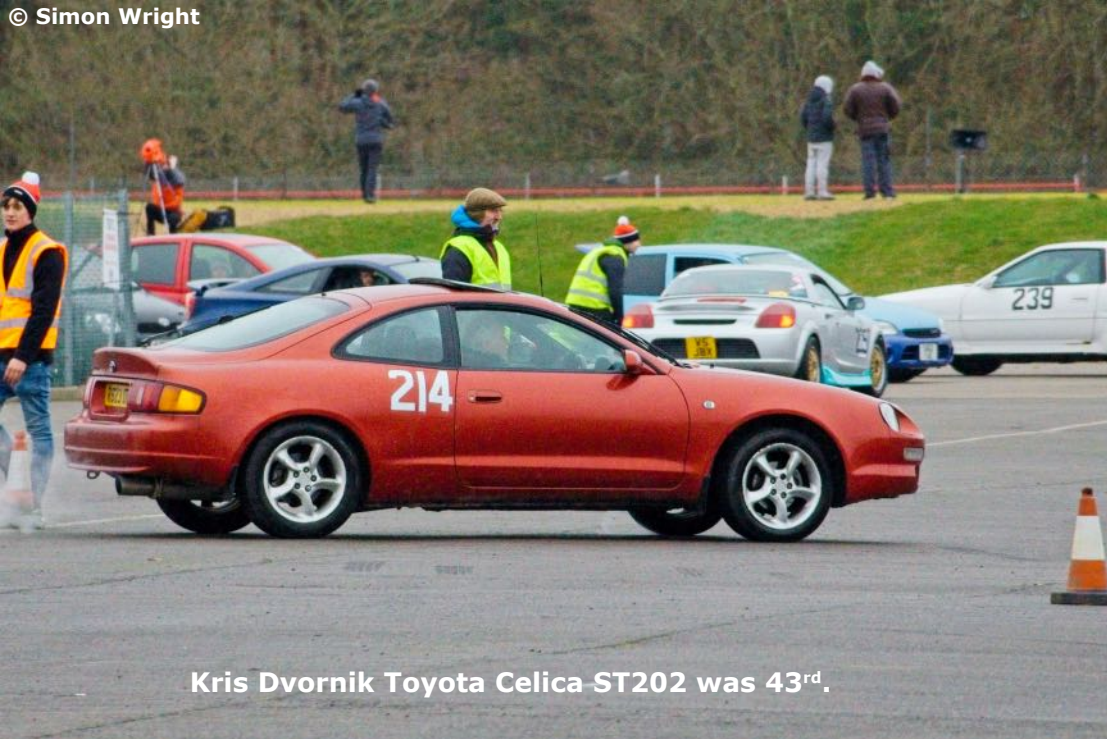
Hannah Greenberg took 62nd place in her Toyota Yaris VVT-1 Dual Design



Matthew Atkinson Toyota IQ2 was 39th

© Simon Wright





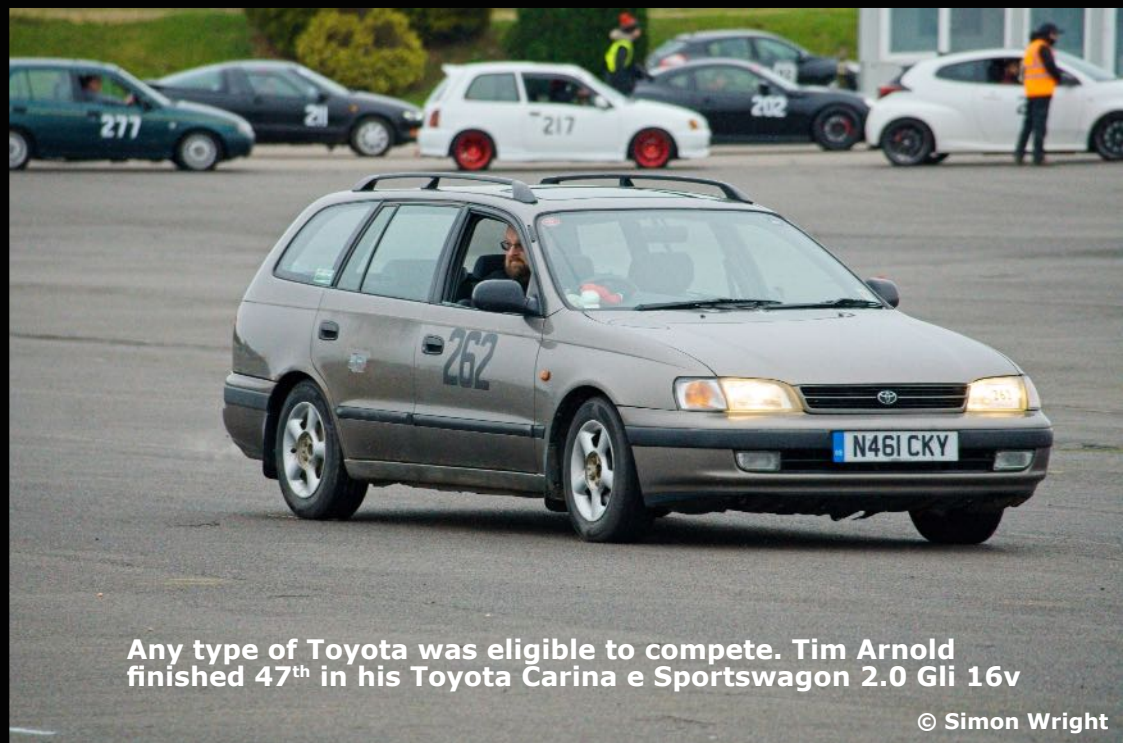
Kris Dvornik Toyota Celica ST202 was 43<sup>rd</sup>.



Jim McGill Toyota MR2 was 46<sup>th</sup> overall



Brian Cooper Toyota HiAce was 44<sup>th</sup> out of 62 finishers.



Any type of Toyota was eligible to compete. Tim Arnold finished 47<sup>th</sup> in his Toyota Carina e Sportswagon 2.0 Gli 16v

The heavy rain didn't help some of the more powerful sports cars. Alan Cannell finished 50<sup>th</sup> in his Toyota Celica GT4 Carlos Sainz.



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The Toyota MR2 of Kallum Norton-Williams finished 57<sup>th</sup>.

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Daryl King finished 52<sup>nd</sup> in his Toyota Celica Supra Mk1



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Macaulay Harrison was 58<sup>th</sup> in his Toyota Celica