



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

# Classic and Competition Car

Founded 2010

Issue 139 April 2022



Classic Car & Restoration Show



CDCC Windy Oak AutoSolo



WOW Winter Wheels



BEC Silverstone



VSCC Hereford Trial

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WOW Winter Wheels © Simon Wright.  
BARC BEC Silverstone © Simon Wright  
VSCC Hereford Trial - Derek Chatto's M Type was the highest scoring MG on the Herefordshire Trial © Peter McFadyen.

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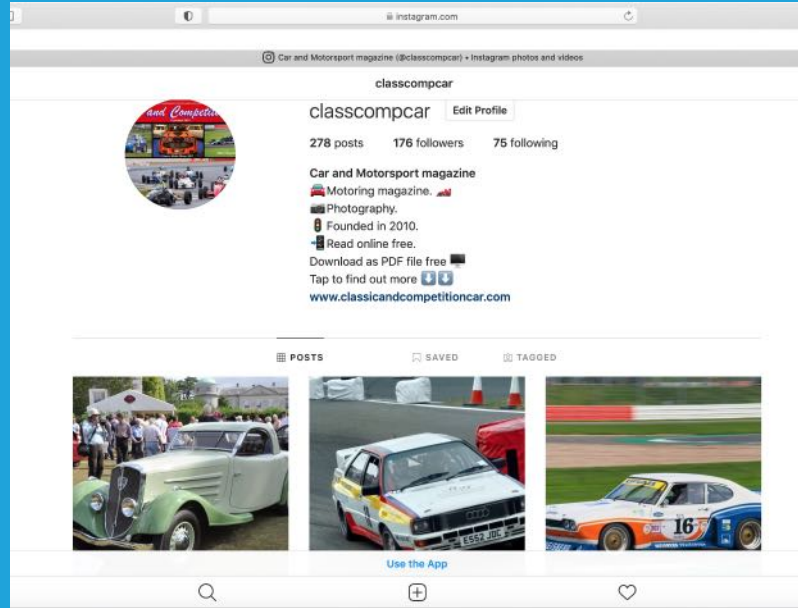
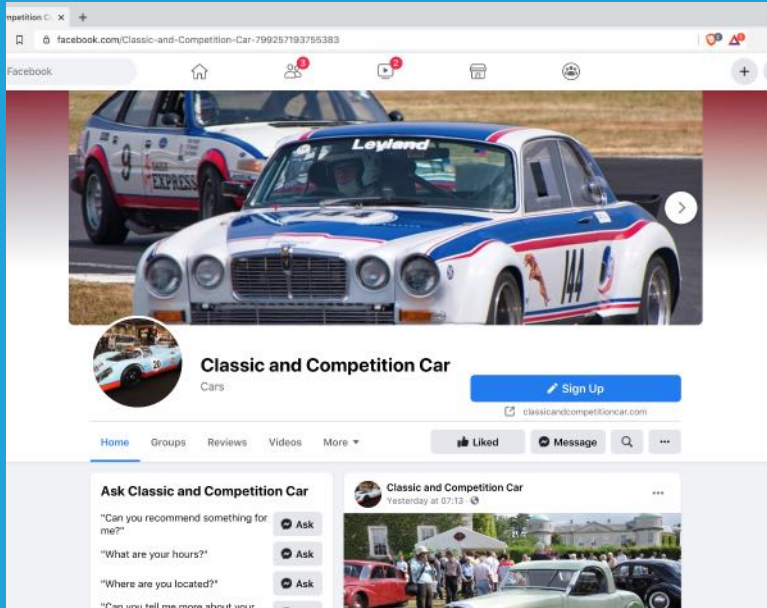
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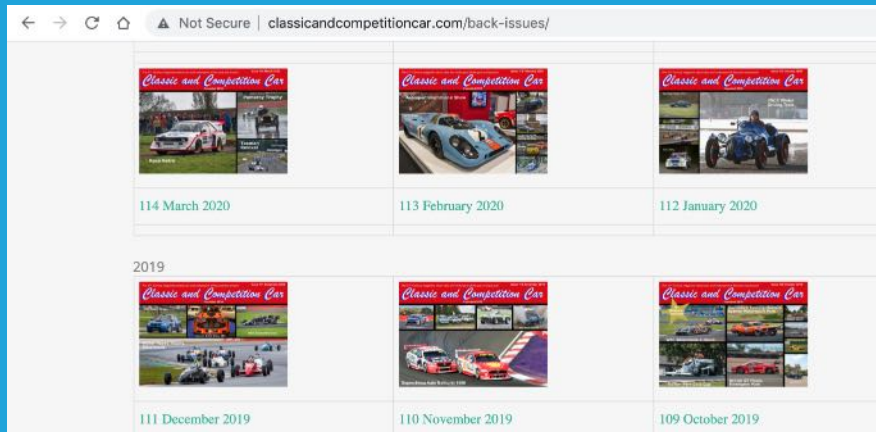
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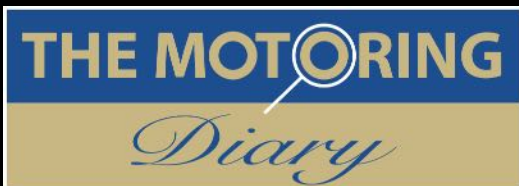
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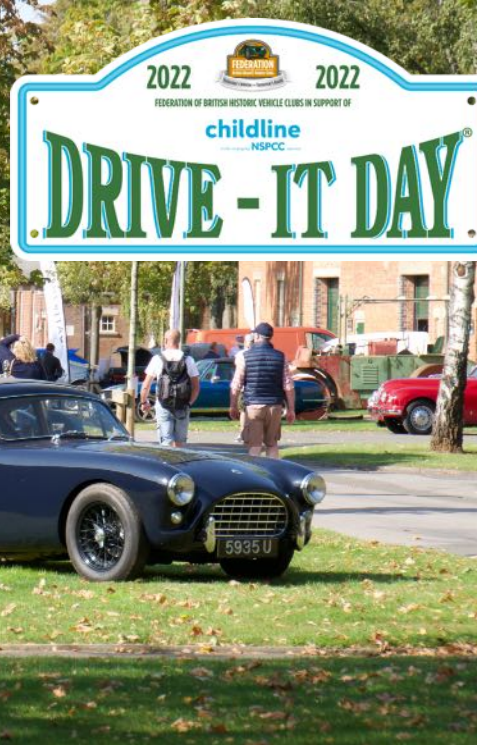
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# Photo of the Month

By Janet Wright.



The first lap of the British Endurance Championship at Silverstone saw the Venture Innovations Aston Martin Vulcan of Giebs Stepanovs/Stephen Tomkins dive through to take the lead at Stowe corner from the Pole position FF Corse Ferrari 488 Challenge of John Seale/Jamie Stanley.



## Busy April for Classic Car owners.

As spring starts to bloom, most classic car owners get their pride and joy back on the road. April is a busy month with the high-light being Drive-It day on Sunday 24<sup>th</sup> April 2022. There are lots of events taking place around the country to celebrate with Bicester Heritage holding a Sunday Scramble on the day, which is already SOLD OUT. Hagerty are planning a 100 car Drive it Day run from their Headquarters in Northamptonshire to Bicester Heritage Sunday Scramble meeting. Wheels On Wednesday will also be holding a Drive It Day event at Sixways Stadium near Worcester between 9:30am and 1pm on the day. The British Motor Museum at Gaydon are also welcoming motorists to arrive at the Museum and if in a classic car will be able to park on the front car park just outside the museum. The day before Drive It Day sees another big event return. The Pride of Longbridge will return to Cofton Park on Saturday 23<sup>rd</sup> April 2022. This is probably the largest free gathering of Austin, British Leyland and Rover Group meetings to celebrate the cars built at Longbridge.

## Kia EV6 named 2022 Car of the Year.

At the prestigious Car of the Year awards, the innovative all-electric crossover Kia EV6 was named 2022 Car of the year. It beat fierce competition from the Renault Mégane E-Tech, Hyundai IONIQ 5, Peugeot 308, Skoda Enyaq iV, Ford Mustang Mach-E and the Cupra Born.

The EV6 features a winning combination of long-distance real-World driving range with ultra-fast charging technology. It can travel 328 miles on a single charge and it takes just 18 minutes to charge the advance 800V battery from 10% to 80%.

The EV6 is Kia's first dedicated EV to be based on the companies Electric-Global Modular Platform (E-GMP) and is the first of seven dedicated EV models Kia is planning to launch by 2026.

In the Car of the Year awards, the Renault Mégane E-tech took 2<sup>nd</sup> place and the Hyundai IONIQ 5 took 3<sup>rd</sup> place.



## Superformance GT40 named Racing Legend of the Year.

A high performance electric GT40 by Everrati has been named "Racing Legend of the Year" by GQ magazine. Judges at the awards hailed the continuation car's authenticity, state of the art EV powertrain and incredible performance.

Developed as part of a strategic partnership between Everrati in the UK and Superformance in the USA, the electrified GT40 has 800 hp from two electric motors. This gives it a top speed of 125 mph and it can accelerate from 0-60 mph in under 4 seconds. Its high-performance 60kW battery and 700 volt architecture has been designed for both fast road and track use.

Based in Oxford, Everrati specialises in redefining and futureproofing automotive icons by integrating the very latest electric vehicle powertrains. Superformance based in Jupiter, Florida, USA is a global leader in the manufacture of 1960s era continuation component sports cars.



## The new Škoda Enyaq Coupé iV vRS.

The dynamically designed coupé combines sporty elegant lines with plenty of interior space. The range topping vRS is the first all-electric Škoda vRS model. It will be available with an 82 kWh battery and produces 294 bhp, with rear or all-wheel drive. It has a top speed of 111 mph and accelerates from 0-62 mph in 6.5 seconds. The highly efficient model has a range of more than 335 miles. Even with the sporty sloping rear lines, it still offers plenty of space in the rear and a boot capacity of 570 litres. The vehicle lines are further enhanced by a dark tinted panoramic glass roof which comes as standard.





**Maserati in the snow.** At the end of February, Maserati took part in the I.C.E. St. Moritz - International Concours of Elegance, on the frozen lake in the Swiss region of the Engadin. Maserati took both models from its current range along with models that have shaped the brand. These included the MC20 new sports car, the Leante range, the MC12 and the iconic A6GCS-53 Berlinetta Pininfarina together with the 3500 GT Vignale Coupé.





### New Fiat 500 Award.

The new fully electric Fiat 500 has scooped its 25<sup>th</sup> international trophy, the GQ City Car of the Year. This is Fiat's first fully electric car and is the third generation of an icon, which focuses on sustainability, mobility, modern design and affordability. This classic design still makes waves sixty five years after the introduction of the original Cinquento in Europe.

The Editor of GQ said "Of all the retro-styled remakes on the road today, this Cinque cento is undoubtably the best. A romantic and reliable interpretation of the city car that first symbolized la dolce vita on four wheels back in 1957. The current 500 ticks every 'C' box you can think of: Cute, Cheap, Charming, Cleaver, Cool... you get the idea."

The car boasts Level 2 Autonomous Driving technology, enhancing the safety and comfortability of urban driving with a range of up to 199 miles.



### Multimatic Motorsport.

Harry Tincknell (left) and Sebastian Priaux (right) will join Christian Ried in the No. 77 Dempsey Proton Racing GTE Am Porsche 911 RSR. They will compete in the full FIA World Endurance Championship this year. The driver crew must have at least one Bronze rated driver (Ried) plus one bronze or silver (Priaux is Silver). The third driver, Tincknell is classed as Platinum after wins in the IMSA championship.







**GINETTA**  
CHALLENGE

**Ginetta expand in North America.**

British Motorsport brand Ginetta has announced the inaugural North American Ginetta Challenge only eleven months after its expansion in to the USA. Ginetta continues its commitment to supporting driver development at every stage of their GT career, whether through machinery or a wide array of racing platforms to gain professional experience at the highest level of motorsport. The G56 GTA and Ginetta Challenge continue this legacy with cost effective cars that are easy to operate without ABS or Traction Control. The Ginetta Challenge for Ginetta G56 GTA Spec cars will start at Virginia International Raceway on march 18<sup>th</sup>, the first of a 14 race partnership with National Auto Sport Association (NASA) Mid Atlantic Region and Kaizen Autosport. For further information head to [GinettaNA.com/Challenge](http://GinettaNA.com/Challenge)



21-23 APRIL 2022 | ROYAL HOSPITAL CHELSEA



**Prodrive Hunter set to roar in to Salon Privé London.**

The new Prodrive Hunter will make its public UK debut at Salon Privé London, which takes place at the Royal Hospital Chelsea from the 21<sup>st</sup> to the 23<sup>rd</sup> April 2022. It is the World's first all terrain Hypercar. It has been developed from the Bahrain Raid Xtreme competition car drive by 9 times World Rally Champion Sébastien Loeb. It is powered by a twin turbo V6 3.5 litre engine developing over 600 bhp.





© Simon Wright



© Simon Wright

© Simon Wright



© Janet Wright





**Bewdley & Wyre Forest Classic Car Club.  
Running Horse Public House,  
6<sup>th</sup> March 2022.  
By Simon & Janet Wright.**

**British icons - 1965 Morris 1000 and 1973 Morris Mini 1000 Clubman.**



© Janet Wright

A sunny but cold Sunday afternoon in March saw a great turnout for the Bewdley and Wyre Forest Classic car club meeting at the Running Horse pub near Bewdley. The car park soon started to fill with an interesting selection of saloons and sports cars from far and near. One of the more modern, 'Future Classic' from far away, was a stunning red 2019 Nissan 370Z Nismo. Built in Japan, where it is known as the Nissan Fairlady Z, between 2009 and 2020, the two door fastback coupe was first



© Simon Wright

announced in 2006. It is a front engine, rear wheel drive sports car, using a 3.7 litre naturally aspirated V6 engine coupled to a 6-Speed manual or 7-Speed automatic gearbox.



© Simon Wright

The engine in the Nismo version produced 350 hp and 276 lb/ft torque and could accelerate from 0-60 mph in 4.7 seconds.



© Simon Wright

A lot of the car is made from aluminium, including the front subframe, the engine cradle, aluminium door panels, bonnet and rear hatch. The front double wishbone suspension uses forged aluminium

control arms and steering knuckles. The rear multi-link suspension uses a forged aluminium upper and lower control arm and radius rod. The wheel carrier assembly is also aluminium.



© Simon Wright



Britain's answer to the big engined sports cars was to build smaller and lighter cars, often with turbocharged engines and superb handling characteristics. One of the pioneering companies in this area was Lotus. The 1988 Lotus Excel SE was also in a stunning red colour. Powered by the all aluminium DOHC 2.2 litre Lotus 912 slant-four engine, the SE version, introduced in 1986, used a more powerful High Compression engine. It used two 45mm twin-choke Dellorto carburettors which produced 180 hp, 165 lb/ft torque and had a red cam cover to identify the HC engine. The Excel was built between 1982 and 1992, and just over two thousand were built. The body was made from Vacuum injected resin and made in two halves, upper and

lower, joined together and covered with a piece of black trim around the car. The body is mounted on a galvanised steel backbone chassis. The Excel is renowned for its handling due to a 50:50 weight distribution.



Another low volume, British sports car manufacturer was TVR, based in Blackpool. The 2000 TVR Tuscan Speed Six has a very curvy design with an unusual four hole headlight design in the front wing. It has a targa top, with a fibreglass body over a tubular steel chassis. Powered by a straight six, 4 litre TVR engine which produced 360 bhp at 7000 rpm, with 310 lb/ft of torque at 5250 rpm. It drives the rear wheels through a 5-speed manual gearbox. A true drivers car, it had no traction control or ABS. It can accelerate from 0-60 mph in 4.4 seconds, with a top speed of 180 mph.





1959 Peerless GT2. Produced in Slough, this 2+2 GT was based around Triumph TR3 components fitted to a space-frame chassis with a de Dion rear axle. The body is Glass-reinforced plastic (GRP). Orders flooded in despite costing £990 + £500 purchase tax, while a Triumph TR3 could be bought for £895 including tax . Only around 50 of the Phase 2 GT were built.



© Simon Wright

Another major motor manufacturer, Toyota, have made some iconic sports cars with sleek design matched to elegantly engineered engines. The Supra is a top of the range sports car/Grand Tourer which started production in 1978. The first four generations ran from 1978 to 2002. The red Supra at Bewdley was a 1996 fourth generation model. The fourth generation was built between 1993 and 1998. Powered by a 3 litre inline 6-cylinder engine, with a twin turbo option available. The normally aspirated engine produced 220 hp with 210 lb/ft torque, and the twin-turbo charged engine produced 326 hp and 325 lb/ft torque. The Turbocharged car could accelerate from 0-60 mph in 4.6 seconds and do the ¼ mile in 13.1 seconds with a terminal speed of 109 mph. It had a top speed of 160 mph, but were restricted to 155 mph in worldwide markets. The twin turbochargers operated in sequential mode instead of parallel. Initially all the exhaust gases are routed to the first



© Simon Wright



turbine to reduce lag. This produced boost and enhanced torque as early as 1,800 rpm. At 3,500 rpm some of the exhaust gases are routed to the second turbine. This sequential turbo provides quicker low RPM response and increased high rpm boost. The turbo model also had a new 6-Speed Getrag/Toyota gearbox, while the naturally aspirated cars had a 5-Speed manual transmission. There was also the option of a 4-Speed automatic gearbox. The turbo model also had larger 18 inch wheels to allow fitting

larger brakes. To reduce weight, aluminium was used for the bonnet, targa top (if fitted), front cross member, oil and transmission pans and forged upper suspension arms. A magnesium-alloy steering wheel and plastic fuel tank and rear spoiler also added to the weight loss.



1995 Rover Mini 1275.

# Rule Britannia



1976 Morris Marina 1.8 TC

© Simon Wright



1978 MG B Roadster

© Janet Wright

© Janet Wright



1974 MG BGT

© Janet Wright



1968 Ford Escort Mk1 1300



1989 Austin Mini 1000

© Simon Wright

© Simon Wright



1990 Ford Escort Mk 2 1600 convertible



2005 MG ZR

© Janet Wright



1978 MG B GT

© Simon Wright





Morgan Motor Company have been manufacturing cars since 1909, with the Morgan 3 wheeler being produced for 113 years. They have also produced their 4 wheel Plus Four sports car since 1950, with the basic design remaining the same. The 2020 Morgan Plus Six looks very similar to the original 1950 model. Following a two decade partnership with BMW, the Plus Six features the latest generation BMW Turbocharged inline 6 cylinder engine which produces 335 bhp and 369 lb ft of torque. This allows it to accelerate from 0-62 mph in just 4.2 seconds. This latest powertrain technology also gives an emissions figure of 180 g/kg and combined economy of 34 mpg, making it one of the most fuel efficient vehicles in the Morgan range. It weighs just 1,075kg in total thanks in part to a new aluminium bonded platform underpinning the Morgan Plus Six design.



© Simon Wright



The 1987 Nissan 200SX was originally known as the Nissan Silvia (S12) in certain markets and has gone through six generations. This is a third generation hatchback model that was produced between 1984 and 1989. A Mark II version was released in 1986 with revisions to the exterior trim. It was sold as a Coupé or hatchback. It was mainly sold in the American market, plus Sweden, Argentina, Japan and Australia. It was available



© Simon Wright

as either a normally aspirated 1.8 litre straight four engine or a turbocharged version. The European Silvia models were usually supplied with the 1.8 litre SOHC, 8 valve, turbocharged engine as used in the American version. This produced

120 hp and 134 lb ft torque, with a dual ignition system version available in Europe which increased the power output to 133 hp. The Asian model also had a DOHC 16 valve version of the 1.8 litre engine which produced 169 hp and 156 lb ft of torque.



1960 Morris Minor 1000 Traveller in Black & White (White has 1275cc engine fitted)

As well as the more modern classic super-cars, there were plenty of more normal classic cars in attendance. As



is usual for car meetings in the Midlands, locally built British Leyland cars are always popular. Two of the most iconic models were well represented with the original Mini and Morris Minor.

The original iconic Mini design stayed the same from when it was first released in 1959 and retained the A series engines until 2000.



1971 Austin 6 CWT Pickup

Two interesting variations were a couple of Austin 6 CWT pickup trucks, based on the Morris Minor, with both different rear designs.



1972 Austin 6 CWT pickup



1990 Peugeot 205 1.6 GTI

© Janet Wright



1972 Citroen DS20

© Simon Wright



1988 Peugeot 205 GTI

© Janet Wright



1972 Datsun 240Z

© Simon Wright



1996 Honda Civic 1.4

# Turning Japanese



2001 Toyota Celica VVTi

© Simon Wright



1975 BMW 2000

© Janet Wright



2007 Audi R8

© Simon Wright

# German Giants



2000 Volkswagen Bora

© Janet Wright



© Janet Wright

British Leyland specialised in making affordable family cars and the Austin Maxi was a medium sized 5 door front-wheel drive hatchback, built between 1969 and 1981. It was the first hatchback built in the UK. It used the E-Series OHC engine in a transverse layout, driving the front wheels. It was available as a 1500cc version at launch, which produced 74 bhp and a 1750cc version which produced 84 with a single SU carburettor or 95 bhp with the twin SU 1750 HL model. The 1750 had a top speed of 97 mph, while the 1500 could reach 90 mph. It used a 5-speed manual gearbox, which was unusual at the time, with the option of a 4-Speed automatic. The early models had a cable linked gear change, which suffered problems due to cable stretch. Later models had a rod linkage, which was less problematical, but all models were prone to problems due to "cogs in the sump" layout, where the engine and gearbox shared a common oil supply. The rear seat back could be folded back as well as forward, giving basic sleeping accommodation with the front seats reclined.

The Maxi was replaced in 1983 by the Austin Maestro, a small family 5 door hatchback which was produced between



© Simon Wright

1982 and 1994, first under British Leyland and then as Rover Group. The MG Maestro was a sporty version built between 1983 and 1991. The basic Maestro had a range of engines fitted, from the 1.3 litre A-Series, the 1.6 litre R-Series and the 1.6 litre S Series, plus a diesel option. The MG Maestro was powered by the 2 litre O Series engine with electronic fuel injection which produced 115 bhp.. This was matched to a 5-Speed close ratio gearbox. It also had solid-state instrumentation with a digital speedometer and vacuum fluorescent analogue displays for tachometer, fuel and temperature gauges, plus a trip computer and voice synthesis for warning and information systems. It also added a leather trimmed steering wheel, with tinted glass and central locking. It also had updated suspension and



© Janet Wright

ventilated front disc brakes. In 1989 a 2 litre turbocharged version was launched. At the time it was one of the fastest production hatchbacks in the World with a top speed of 129 mph.

Ford were the biggest rival to British Leyland in the 1960s to 1980s, with cars like the Ford Cortina and Ford Fiesta both being best selling models in their periods other very popular favourites were the Ford Escort and Ford Capri. The Capri was a fastback coupe built by Ford between 1968 and 1986 as a European equivalent to the Ford Mustang. It used mechanical components from the Ford Cortina Mk2 and was fitted with a wide variety of engines. These included the straight 4 1.3 and 1.6 litre Kent engine, the 1.3, 1.5 and 1.7 litre Taunus V4 engine, the 2, 2.3 and 2.6 litre Cologne V6 engine, the Essex 2 litre V4 and 3.0 and 3.1 litre Essex V7 and even the 5 litre Windsor V8 in South Africa.. The 3 litre Essex V6 produced 138 hp, while the Cologne V6 engine assembled by Westlake in 1971 was used in the Group 2 racing Ford Capri RS2600. Using Kugelfischer fuel injection, it produced 148 bhp and was used in the European Touring Car Championship.



1986 Ford Fiesta (2<sup>nd</sup> generation)

© Janet Wright

The Ford Fiesta was Ford's answer to the Austin Mini, and following European rivals , the Renault 5 and the Fiat 127 in the 1970s, a modern supermini hatchback design, carrying up to four people in comfort. It was first launched in 1976, using a front engine, front wheel drive configuration similar to the Austin Mini. It has been manufactured all over the World and more than 16 million have been sold, through at least six generations of the car. The second generation model (above) was built between 1983 and 1989. This car had the new lean burn 1.4 litre engine. The model was also available with a 957cc or 1117cc Kent engine, with a 1.6 diesel as an option. The car was available in several different trim levels: Popular, Popular Plus, L, Ghia, 1.4S and finally the XR2, which came with a larger body kit and a 1.6 litre CVH engine producing 96 bhp and a 5-Speed gearbox. The best year was in 1987 when the model reached 2<sup>nd</sup> in the UK sales chart with 150,000 Fiestas sold, behind the Ford Escort.



© Simon Wright

NEW ZEALAND FORMULA 5000 ASSOCIATION  
2021/22 SAS Autoparts MSC NZ F5000 Tasman  
Cup Revival Series  
Round 1 Legends of Speed meeting -  
Hampton Downs, Northern Waikato  
26-27th March 2022



Father & son David and Codie Banks race each other.

Grant Martin (Talon MR 1/A left) lead the SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series away from the rolling start at the opening round of the 2021/22 series at Hampton Downs



© Fast Company/Matt Smith

## F5000 DRIVERS TURN UP THE HEAT AS THEY REVEL IN RACING RETURN

After a largely frustrating 12 months in which three of the four race meetings due to host rounds of the 2021/22 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series were either cancelled outright or postponed, the drivers who made it to Hampton Downs for the 'opening round' of a re-jigged 21/22 season, were in no mood to hang back. Despite only seven cars actually making the rolling start the first 8-lap race of the weekend certainly didn't lack for entertainment.

Out front, for instance, fastest qualifier Grant Martin (Talon MR1A) literally rocketed away from the rolling start to cross the finish line 8 laps later with a lead of over half a minute (32.618 seconds) over David Banks in his Talon MR1 with Glenn Richards - just - pipped at the post (the margin 0.069) in third behind the wheel of his Lola T400. Both men admitted afterwards that by playing their cat and mouse games, they 'definitely slowed each other down,'

and 'yep in doing so we probably let Grant (Martin) get away from us.'

"But" said Banks, "would I do it the same again? "Hell yes! Because those have got to be some of the best laps I think I've ever done in that car."

Fourth across the line, after an absolute blinder of a race, was Frank Karl in the first of the category's three Class A McLaren M10Bs.

Tony Roberts was able to match Karl's pace early on only to be slowed and eventual side-lined by a gear selection issue.

Very happy to be making progress, meanwhile, was category new-face Alastair Chalmers who emigrated to New Zealand in 2015 and late last year acquired the ex-Karl Zohs' Chevron B32 Formula 5000 single seater. Chalmers admitted to a 'steady-as-she-goes' approach to his first race only to show some real tiger as he stalked

© Fast Company/Matt Smith



Expat Brit Alastair Chalmers debuted his new Chevron B32 at Hampton Downs

David Banks (Talon MR1 #911) and Glenn Richards Lola T400 #99) were this close for most of the 8-lap race



Talon man David Banks and his race-long sparring partner, Glenn Richards (Lola T400). The handicappers didn't do Martin any favours in the second, full reverse grid rolling start, race of the weekend on Sunday morning – he ended up 3<sup>rd</sup> – but as he said after the 10-lap final feature.

“Because it's been 12 months since I last raced - anything!- it's taken me a while to get back 'in the groove.' Today it felt like everything had clicked back into place and that it was actually me driving it, rather than it driving me.” With a clear track in front of him in the feature final Martin simply pinned his ears back and went for it to head Tony Galbraith by 11.767 seconds at flag fall. In third and fourth places and separated by just 0:047 of a second at the finish line, meanwhile, were father & son David & Codie Banks.

and eventually caught and passed the McLaren M10B of second season racer Toby Annabell for P5.

### MARTIN MAINTAINS WINNING F5000 RECORD AT HAMPTON DOWNS.

In a virtual repeat of his performance at the same meeting a year ago Auckland ace Grant Martin (Talon MR1/A) claimed his second SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series race win of the weekend in the 10-lap feature final at the Historic Racing Club's annual Legends of Speed meeting at Hampton Downs on Sunday March 27.

Martin was again quick from the get-go this weekend, claiming pole position with the only sub 1:03 time set in the category qualifying session on Saturday morning before literally running away from everyone in the first race of weekend that afternoon to cross the finish line close to half a lap (or 32.618 seconds) in front of fellow







Expatriate Brit Alastair Chalmers enjoyed a strong debut in his Chevron B32 at Hampton Downs

Earlier in the day the category's handicap race was won by local man Tony Galbraith (Lola T332) from the fast-finishing Talons of David Banks and Grant Martin. Fourth, after grabbing an early lead off fellow front row starter Toby Annabell (McLaren M10B) on the first lap then hanging onto it tenaciously for the next four (laps) was category new face, Alastair Chalmers (Chevron B32). Chalmers could hardly have wished for a better series debut, qualifying with a conservative 1:09.425 before going progressively quicker and quicker until he signed off with a very respectable 1:05.271 in Sunday's feature final. In fifth was Tony Roberts in his ex-Kip Ackerman (South African series) McLaren M10B leading home the similar Class A era McLarens of Frank Karl and Toby Annabell. Unfortunately, out before the race proper even got underway, was Glenn Richards, who spun his Lola T400 into the tyre barriers exiting the hairpin, ripping off the car's right rear wheel in the process.

## RESULTS

Race 1 (Sat 8 laps)

1. Grant Martin (Talon MR1/A)
2. David Banks (Talon MR1) +32.618
3. Glenn Richards (Lola T400) +0.069
4. Frank Karl (McLaren M10B) +7.681
5. Alastair Chalmers (Chevron B32) + 11.703
6. Toby Annabell (McLaren M10B) +1.480
- DNF: Tony Roberts (McLaren M10B)
- DNF: Tony Galbraith (Lola T332); Codie Banks.

Race 2 (Sun am Handicap start 8 laps)

1. Tony Galbraith (Lola T332) 8 laps
2. David Banks (Talon MR1) + 2,118
3. Grant Martin (Talon MR1/A) + 0.587
4. Alastair Chalmers (Chevron

B32) +2.833

5. Tony Roberts (McLaren M10B) +12.633
6. Frank Karl (McLaren M10B) +24.252
7. Toby Annabell (McLaren M10B) +34.197.
- DNF: Glenn Richards, Codie Banks.

Race 3 (Sun pm 10 lap feature)

1. Grant Martin (Talon MR1/A) 10 laps
2. Tony Galbraith + 11,767
3. David Banks (Talon MR1) +22.539
4. Codie Banks (Lola T332) + 22.586
5. Alastair Chalmers (Chevron B32) +34.329
6. Tony Roberts (McLaren M10B) +36.878
7. Frank Karl (McLaren M10B) +61.908
8. Toby Annabell (McLaren M10B) +65.054



© Fast Company/Matt Smith

Frank Karl (McLaren M10B) finished fourth overall in his Class A car.

# The Windy Oak AutoSolo

Curborough, Nr Lichfield,

27<sup>th</sup> February 2022.

By Simon & Janet Wright.

Pressing on to Fastest Time of the day,  
Mark Brotherhood in his BMW 318Ti



2<sup>nd</sup> overall and 1<sup>st</sup> in Class E was Steve Dolby in the Mazda MX5 he shared with 13<sup>th</sup> placed Michael Dolby



© Janet Wright

Cannock and District Car Club got their 2022 season off to a flying start with the Windy Oak AutoSolo at Curborough at the end of February. A large entry arrived at a sunny Lichfield, with three separate tests set up around the venue, for them to tackle. The tightest Test was set up round the normal paddock area. The next test started just outside the paddock and ran down to the sprint start line. On the way back, it also contained the tightest hairpin bend, with cars needing to turn 180 degrees within the width of the track. The final test started just under the

3<sup>rd</sup> overall and 2<sup>nd</sup> in Class E was Jamie Yapp in his Vauxhall Nova SR,



© Simon Wright

commentary box and ran round the majority of the Curborough sprint track, with obstacles and marker cones indicating the correct route round the track. After a very competitive days action, the Fastest Time of Day went to the winner, Mark Brotherhood in his BMW



Despite this quick spin Alistair Leggett still finished 4<sup>th</sup> fastest and 3<sup>rd</sup> in Class E in his BMW 318Ti.

318i, with a total time of 603.3 seconds.

He was only marginally in front of Steve Dolby, who was 2<sup>nd</sup> overall with a total of 611.3 seconds. This gave him a 1<sup>st</sup> in class E award as well.

In 3<sup>rd</sup> overall was Jamie Yapp, from Owen Motoring Club, in a Vauxhall Nova SR, in a time of 620.9 seconds and taking the 2<sup>nd</sup> in class E award. Only ½ a second behind was 4<sup>th</sup> overall Alistair Leggett, driving a BMW 318i, who got the 3<sup>rd</sup> in class E award. In 5<sup>th</sup> overall was Eddie Martin from Rugby Motor Club, driving a Mazda MX5. Rounding out the top six was Thomas Allison in a Mazda MX5. Class D saw Christopher Burton take the 1<sup>st</sup> in class



Christopher Burton was 1<sup>st</sup> in Class D and 8<sup>th</sup> overall in his Mazda MX5 shared with Megan Burton who was 3<sup>rd</sup> in class



Barry Mansell Renault Clio 23rd

Nissan Micra of Paul (38<sup>th</sup>) and Katherine Gough (49<sup>th</sup>)



Matt Geary VW Lupo was 29<sup>th</sup> despite this off on the grass during one test.



Chris Ladkin Toyota MR2 Roadster 27<sup>th</sup>.



Maciej Czechowicz BMW 318Ti 36<sup>th</sup>.



Steve Winter Peugeot 205 Gti 8<sup>th</sup> in class F



Phillip Blick Ford Escort Mexico Mk 1 4<sup>th</sup> in Class F.



Alax Duffield Audi A3 Tdi was 48<sup>th</sup>.

Tackling the tightest hairpin on the course, Ashley Pearce was 1<sup>st</sup> in Class A in a Nissan Micra and 10<sup>th</sup> overall.



© Simon Wright

award in another Mazda MX5, in 8<sup>th</sup> overall. Taking 2<sup>nd</sup> in class D was James Knight in a Mazda MX5 who finished 30<sup>th</sup> overall. Only just behind in 3<sup>rd</sup> place in class D was Megan Burton also in a Mazda MX5, 31<sup>st</sup> overall. The next class winner was Ashley Pearce from Owen Motor Club, who took 1<sup>st</sup> award in class A at the wheel of a Nissan Micra, 10<sup>th</sup> overall, only just ahead of David Rennocks in a Vauxhall Nova, 2<sup>nd</sup> in class and 11<sup>th</sup> overall.



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1<sup>st</sup> in Class B was Tomos Boon in a Toyota Yaris

The penultimate class winner was 14<sup>th</sup> placed Tomos Boon from Loughborough Car Club, who took 1<sup>st</sup> in class B driving a Toyota Yaris. In 2<sup>nd</sup> place in class B was Ben Heggs, driving a Ford Fiesta to 16<sup>th</sup> overall.

© Simon Wright



The Ford Puma of Alex Cason was first in Class C

Just behind was 3<sup>rd</sup> in Class A Rachel Faulkner in a Nissan Micra, 17<sup>th</sup> overall. Taking 3<sup>rd</sup> in class B was Nick Pollitt in a Mini Cooper D, 18<sup>th</sup> overall. The Fastest Junior was 21<sup>st</sup> placed Sam Harbour in a Mazda MX5. Taking 2<sup>nd</sup> in the Junior category was Zach Graham in a Ford Fiesta, who finished 50<sup>th</sup>. He was followed by Chloe Burgess in a Nissan Micra who was 3<sup>rd</sup> in Junior awards, finishing 51<sup>st</sup>.

© Janet Wright



The fastest time was set by Tom Bishop in a Vauxhall Nova, who took 1<sup>st</sup> award for Class F



David Rennocks was 2<sup>nd</sup> in class A in a Vauxhall Nova.



Ben Heggs in a Ford Fiesta took 2<sup>nd</sup> award in class B



Jamie Moffat was 2<sup>nd</sup> in Class C in a Mazda MX5



2<sup>nd</sup> award in class F went to Tom Aleksandrowicz in a Fiat Punto he shared with Tom Mason.



The 2<sup>nd</sup> place award in the Juniors went to Zach Graham in a Ford Fiesta.



£rd place award in class A went to Rachel Faulkner in a Nissan Micra



Fastest Junior award went to Sam Harbour in a Mazda MX5

The Fastest Novice was Ian Harcourt from Bolton Le Moors Car Club, driving an MG F to 24<sup>th</sup> overall. Claiming 1<sup>st</sup> place in Class C was Alex Cason from Loughborough Car Club in a Ford Puma who was 26<sup>th</sup>.



The award for Fastest Novice went to Ian Harcourt in a MG F, who was 24<sup>th</sup> overall.

Jamie Moffat took 2<sup>nd</sup> in Class C at the wheel of a Ford Fiesta ST in 32<sup>nd</sup> overall. Richard Arme in a Nissan Micra was 3<sup>rd</sup> in class C, finishing 34<sup>th</sup>.



The award for fastest Lady went to Helen Kaye, 46<sup>th</sup> overall, who shared this Mazda MX5 with Steve Kaye who finished 19<sup>th</sup> overall

The Fastest Lady award went to Helen Kaye from Huddersfield Motor Club in a Mazda MX5 who finished 46<sup>th</sup> overall.

There were three other awards for drivers who were not listed in the overall rankings. In class F, 1<sup>st</sup> place went to Tom Bishop in a Vauxhall Nova, who did it in a total of 596.3 seconds. In 2<sup>nd</sup> place was Tom Aleksandrowicz in a Fiat Punto with a total time of 659.2 seconds and 3<sup>rd</sup> in class F went to Erdinc Degirmencioglu in a Ford Escort 1300XL with a total time of 704.6 seconds.



Nick Pollitt took 3<sup>rd</sup> in class B

3<sup>rd</sup> in the Junior class was Chloe Burgess who shared the Nissan Micra with Lee Burgess who finished 37<sup>th</sup> overall



© Simon Wright



Richard Arme in a Nissan Micra was 3<sup>rd</sup> in class C

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Eddie Martin Mazda MX5 finished 5<sup>th</sup> overall

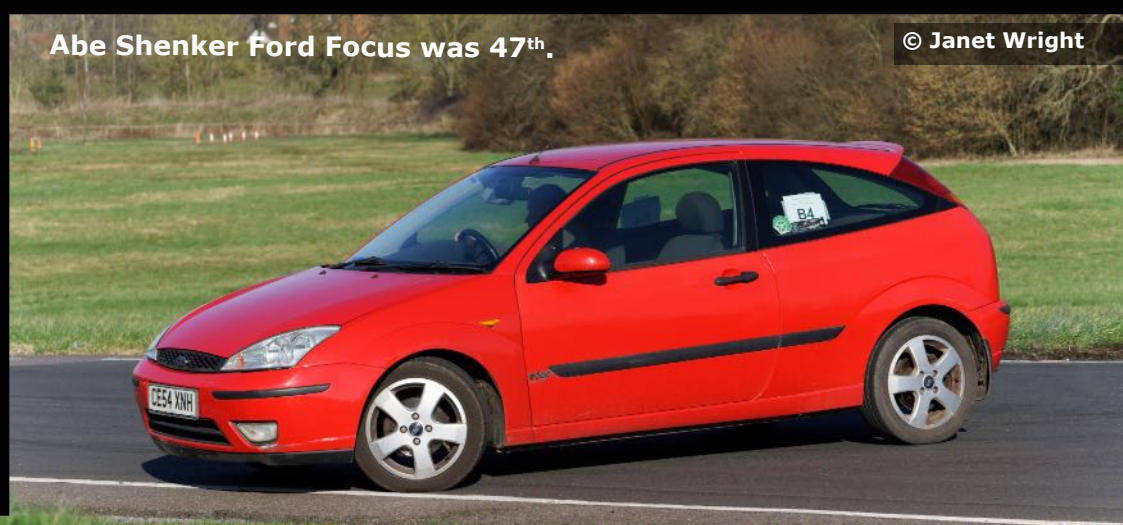
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Abe Shenker Ford Focus was 47<sup>th</sup>.

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Erdinc Degirmencioglu was 3<sup>rd</sup> in class F in a Ford Escort 1300XL Mk1





# Archive Photo of the Month

By Pete Austin



Sadly Reine Wisell passed away last month. Although he reached the heights of Formula One and World Sportscars he is perhaps better known as being one of the 'hot shoes' in the 1 litre F3 era. He is shown here helping to apply racing numbers to his F3 Tecno at Brands Hatch in 1968

# WOW Winter Wheels

SixWays Stadium, Worcester.

13<sup>th</sup> March 2022.

By Simon & Janet Wright.



A pair of pocket rockets - Abarth 595



Everything is welcome : Ford, Honda Civic and Subaru

Wheels on Wednesday had their second Winter Wheels meeting of 2022 at Sixways Stadium, Worcester in the middle of March. Despite quite a lot of rain before the event, the Sunday morning remained dry and another massive turn-out of cars took advantage of the opportunity to use the winter location for another great meet.

The variety of cars at these meetings means there is something for everybody to enjoy, from classic and modified right through to stunning supercars.

There was a great line-up of high performance and sports cars across the rear of the car park and from across the World. Representing America was a bright yellow Chevrolet Corvette C7. This seventh generation model was built between 2014 and 2019 and powered by a 6.2 litre V8 engine which developed 455 bhp. The optional



Chevrolet Corvette C7

sports exhaust gave an additional 5 bhp. The front mounted engine drives the rear wheels through either a 7-Speed manual or 6-Speed automatic gearbox with paddle gear-change. From 2015 the automatic gearbox was updated to an 8-Speed model. In 2015 a Supercharged version was available which produced 650 bhp. Parked next to it was probably America's most famous



Ford Mustang

'Pony Car', a 2018 Ford Mustang. The Ford Mustang has been in continuous production since 1964 and is currently the longest-produced Ford Car named model. It is the fifth best selling Ford model brand ever. In 2018 Ford produced the 10-millionth Mustang. This is a sixth generation model, which first appeared in 2015. This resplendent red version is powered by the 5 litre Coyote V8 engine which produces 460 bhp and drives through either a 6-Speed Getrag manual or 10-Speed Ford automatic gearbox with paddle gear-change.



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2007 Lamborghini Gallardo Spyder



© Janet Wright

Triumph Herald 12/50



© Simon Wright

2020 BMW X-Series SUV



© Janet Wright

Lincoln Continental



© Simon Wright

Ferrari F8



© Janet Wright

Modified Morris Minor



© Simon Wright

Plenty of hot food and coffee available



© Janet Wright

Chevrolet Corvette Stingray



© Simon Wright

Vauxhall Cavalier GLS



© Janet Wright

Next in the line-up were a pair of Third generation Subaru Impreza WRX STi, representing Japan. The WRX Sti was powered by a 2 litre turbocharged engine which produced around 224 bhp.

These were followed by the Italian pair of Ferrari. The first was a 2014 Ferrari 458 Speciale, in Ferrari scarlet with a blue and white stripe running across the centre of the bonnet and roof. A souped up version of the 458 Italia, the



© Simon Wright

Spweciale is powered by a 4.5 litre V8 engine which produces 597 bhp, with 398 lb-ft or torque. The mid-engine powers the rear wheels through a 7-Speed dual clutch transmission system. It has a top speed of 199 mph and an accelerate from 0-62 mph in 3 seconds.



© Janet Wright

A black 458 Italia from 2004 uses the 4.5 litre V8 engine which produces 562 bhp. It has a listed top speed of 202 mph and can accelerate from 0-62 mph in under 3.4 seconds.

Back to American muscle cars next, with a new 2021 6,2 litre Dodge Challenger SRT Hellcat coupe. Powered by a 6.2 litre supercharged V8 engine, which produces from 717 hp up to 807 hp. This gives it an acceleration time of 3.6 seconds from 0-60 mph.



© Simon Wright



Jensen Healey



Datsun 240Z

© Simon Wright



2019 Lotus Exige

© Janet Wright

© Simon Wright



1959 Ford prefect



Mercedes Benz

© Janet Wright



Land Rover 4x4 lineup

© Janet Wright

© Janet Wright



Ford Thunderbird



2006 Aston Martin DB9

© Janet Wright



Toyota Supra

© Simon Wright



Now it was the turn of the British pair. The sleek and elegant Lotus Esprit S4. This was built between 1994 and 2004. They were powered by either a 2 litre, 4 cylinder turbocharged engine or a 3.5 litre twin-turbo V8. The 2.2 litre engine produced 301 hp and had a top speed of 168 mph. The V8 version produced 500 hp but was detuned to produce 350 hp and had a top speed of 175 mph. Next to it was possibly the most outlandish car on display, an Ariel Atom. It always looks unfinished, with no doors, no roof and minimal body panels. The large, tubular space frame chassis stands proudly on display. This light-weight rocket ship will out-perform most other supercars on the road or track day. Powered by a rear mounted 2 litre Honda turbocharged I-VTEC 16 valve, direct injection



Ariel Atom

engine, which produces 320 bhp and 420Nm of torque. It drives the rear wheels through a 6-Speed gearbox. It has a top speed of 162 mph and can accelerate from 0-60 mph in 2.8 seconds and 0-100 mph in just 6.8 seconds. Towering above the Ariel Atom was a 2016 Ferrari California, which compared to the Atom, looked like the perfect image of a modern Grand Tourer. The model was built between 2008 and 2017. Powered by a 4.3 litre, V8 engine which produced 453 hp and 358 lb-ft of torque. The mid-front engine layout drives a rear mounted gearbox gives a 47% front, 53% rear weight distribution. It also features an exclusive Ferrari designed F1-Trac system for traction control which gives variable power distribution to the rear wheels. This allows for greater



© Simon Wright

Ariel Atom





2005 Pontiac TransAm



1969 Dodge A100 Sportsman van



1946 Chevrolet Fleetline



Volkswagen Karmann Ghia



stability and performance. This was also the first Ferrari model to offer Stop/Start technology. It has a top speed of 193 mph and could accelerate from 0-62 mph in 4 seconds.

The Germans were also represented with the Mercedes Benz SL class sports car. This was a sixth generation model built between 2012 and 2020 and powered by a 3 litre v6 Biturbo engine which produced between 329 and 363 hp. It was also offered with either a semi-active adjustable damping suspension system or an active suspension system with Active Body Control (ABC) as an optional extra. It also had an electromechanical speed-sensitive power steering system which allowed for variable steering ratio across the steering wheel range.



© Janet Wright

The second German car was the iconic 2019 Porsche 911 GT3 RS. The original 911 arrived in September 1964 and over the decades the car has developed, got bigger and more powerful. The original air-cooled flat 6 2 litre engine developed 130 hp. The 911 GT3 RS was launched in 2015 with a 4 litre engine, producing 493 hp and 339 lb-ft of torque. It can accelerate from 0-62 mph in 3.4 seconds and has a top speed of 199 mph.



© Simon Wright

Several hot-rods had arrived together, sounding impressive as they drove in. The 41 Willys Coupe - ProZac, was impressive in a two-tone green and grey colour screen. Under the bonnet was a 4.7 litre supercharged Ford small block V8 engine. Parked alongside was a Ford Popular van Hotrod. An Austin A40 Hotrod and a Ford Pickup truck completed the group.



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### 1965 Ford Zodiac.

Looking like it was just out of the showroom, the Ford Zodiac was the upmarket version of the Ford Zephyr. This was the Mark III version that was built between 1962 and 1966. Although it was the upmarket Zephyr 6, it differed considerably from that model, adding limousine-type rear doors, narrower C-posts, sharper roofline and tail, plus a unique front grill incorporating four headlights instead of two. It also had exclusive bumper bars, more plush seats and upholstery, plus a different dashboard and fittings. There was the option of having two front seats or a single front bench seat. It was powered by a straight six cylinder, 2553cc engine, fed by a single carburettor, producing 109 bhp. This gave it a top speed of 100 mph and could accelerate from 0-60 mph in 13.4 seconds. At touring speed it would return 22.6 mpg. The new 4-Speed all synchromesh gearbox was operated by a column change. It had servo assisted front disc and rear drum brakes.

### 1984 Nissan 300ZX.

Also known as the Nissan Fairlady Z in Japan. The Z-cars began in 1970 with the Datsun 240Z. In 1984 the Datsun name was dropped in favour of the Nissan, and the third generation Z-car arrived in the form of the 300ZX. It was a conventional front engine, rear wheel drive sports coupe car that was produced between 1983 and 2000. It is powered by a 3 litre V6, with a turbocharged version available, as in the car below. It produced 225 hp. This gave it a top speed of 134 mph, with an acceleration time of 7.3 seconds for 0-60 mph & 20.1 seconds to 100 mph. The handling and acceleration was improved over previous models, using MacPherson strut and semi-trailing arm independent suspension. The turbocharged model had 3-way electronically adjustable shock absorbers.



© Simon Wright



© Janet Wright



The Marcos is a rare enough car to see, but two together was a treat. The blue 1991 Marcos Mantula Supercharged GT400 has a 4.2 litre engine. The Mantula Coupe was introduced in 1983, based on the 3 litre, with revised styling and a Rover V8 engine with a 5-Speed gearbox. Independent rear suspension was introduced in 1989 along with the Ford Sierra 7 inch differential and rear disc brakes. This allowed for a full width boot and the battery was able to be relocated, along with the heater and air conditioning. It was mainly supplied in kit component form, hence the Q plate registration. It is reported that between 1983 and 1992 approximately 170 cars left the factory.



### 1992 Honda Beat.

A very unusual micro car is the Honda Beat, a rear wheel drive, mid-engined 2 seater roadster. It was built between 1991 and 1996 using a Pininfarina design. The 656cc 3 cylinder engine is transverse mounted and connected to a 5-Speed manual gearbox. It was built to take advantage of the tax-efficient kei car class in Japan and 33,600 were built, mostly in the first year of production, then sales fell dramatically. The small engine was naturally aspirated and was fitted with the Multi Throttle Responsive Engine Control (MTREC) system, with individual throttle bodies for each cylinder. The engine produced 63 bhp at 8,100 rpm with an electronically limited top speed of 84 mph. The car was well equipped with air conditioning, electric windows, 3-point seatbelts, sun visor, laminated windscreen and halogen headlights.



# Morgan Super 3





Morgan have introduced an all new 3 wheeler, the Super 3, which continues Morgans 113 year heritage. It is built using the companies new three part aluminium platform, being the first Morgan with a bonded aluminium Superformed monocoque structure. This makes for a lighter and more rigid chassis and also gives more interior occupant space with no intrusion. Superformed technology heats aluminium to a superplastic state before vacuum forming it, allowing for intricate exterior shapes to be created with a lower material stress than pressing.. Although a proven technology, it is the first time the process has been used to produce a structural vehicle platform. It is powered by a compact 1.5 litre Ford 3 cylinder inline



engine that is mounted behind the front axle line. It is attached to a Mazda5-Speed gearbox as used on the Mazda MX5, which drives the back wheel through a carbon fibre reinforced drive belt. This gives it an optimum weight distribution with a compact designed block. The engine is fitted inside, beneath the nose cone, braced by aluminium castings in silver or black, and also act as cooling air ducts. The engine produces 118 bhp at 6,500 rpm and maximum torque of 110 lb ft. It has a top speed of



130 mph and can accelerate from 0-62 mph in 7 seconds. It also has a combined fuel economy of 40 mpg, pending final certification.

The front wishbones, suspension push-rods and headlights have also been designed to assist airflow through the side mounted radiators. The headlight stalks also act as structural bracing between the upper and lower wishbone pick-up points. The push-rod suspension system also brings dynamic benefits by reducing unsprung weight.



The engine mount is unique to the Super 3. It features a Hartland strut, named after the Morgan engineer that designed it. It is the foremost mount and integral to the face of the car, while managing the torque reaction of the engine.

The front wheels are designed by Morgan. The wheels' positive offset allows for the longest possible suspension wishbones with the brakes mounted far out. This maximises ride quality, handling and stability. The inside face of the wheel arches is closed off, which works aerodynamically to reduce wind noise and aid air flow to the side radiators sideblades. These sideblades are thin flat panels that encapsulate the radiators and efficiently manage airflow through the radiator. They also allow for numerous luggage mounting options, including panniers and racks to be fitted to the sideblades.

To aid the Super 3 looking proportionally correct an all-new 20 inch front tyre has been developed with Avon. Reviving the old Speedmaster name, the tyre is based on the look of a heritage motorcycle tyre with ballooned sideways, but is closer to a car tyre in its design. The rear tyre is an Avon all-season tyre to provide optimum slip angles. The rear tyre on a three wheeler is often subjected to the dirtiest, wettest part of the road, and as the driving tyre it must maintain appropriate contact and grip. The tail of the vehicle is an elegant streamlined simplicity. An exposed rib forms a belt-line around the vertical mid-point of the vehicle, a nod to traditional seam joining techniques used on mid-century aircraft fuselages. Underneath is a unique cut-off tailpipe. A casting at the



rear apex mirrors the texture and functionality of the front castings. It clamps the two sides of the monocoque structure together. It also houses the fog and reversing lights as well as providing a mounting point for the rear number plate and a hinge point for the rear boot lid. The interior has been designed for resilience. To provide approved ingress protection, each part of the interior is



completely dust-tight and protected against water splashing from any direction, even down to the integrated USB sockets. The minimalist dashboard features Morgan's traditional centre mounted dials, but for the first time in a Morgan, they are digital. Their surround are metal and available in black or silver finish. The engine start/stop button is inspired by the 'missile release' button on military aircraft. The seats are available in a choice of vinyl, water-resistant leather, saddle leather with enhanced durability and a

release adjustable pedal box. There is a discreet lockable under-seat compartment for storing valuable items, and a cup holder or quad lock phone mount can be attached to a fixing point under the dashboard. Finally bungee cords can be fitted to the chassis impressions in the outer cockpit to provide quick storage for coats, maps and small bags. Prices start at £34,958.33 excluding local market taxes. In the UK, the Super 3 is £41,995 plus on the road costs.



technical fabric that combines a high level of water resistance, UV resistance and ease of maintenance which offers an appealing alternative to leather. Available for the first time is a footwell heater. For additional driver comfort the steering wheel is adjustable for reach and rake adjustment and there is a quick



# BARC British Endurance Championship race meeting.

Silverstone International circuit.

12<sup>th</sup> March 2022.

By Simon & Janet Wright.



The Motus One McLaren GT3 of current champions Scaramanga & Powell qualified 11<sup>th</sup> for the BEC race but was a Non-Starter in the race. Here he dives inside the Infinity Financial Racing by Team Brit Aston Martin GT4 of Dale & Mark Albutt who qualified 22<sup>nd</sup> and finished 25<sup>th</sup>.



First race winners Alexander Connor & Tom Canning in the Arden by Idola Praga



© Simon Wright

The first British Racing Automobile Club (BARC) meeting of the year at Silverstone saw the start of the British Endurance Championship. Following the success of the Britcar Endurance championship over the last few years, the Britcar organisation have moved up a step to the National status British Endurance Championship as sanctioned by Motorsport UK. It will retain the usual format of warm-up, 30 minute qualifying and a two hour race, with mandatory pit-stop, for most rounds. It is open to single or double driver entries and stay at a one day format. It features six different classes, based on Britcar's unique Balance of Performance Indicator, which allows a competitive environment for GT and Touring Cars, with GT cars at the top end.

The series also supports the new Praga Cup, which had its first separate race on the Saturday of the meeting, followed by round 2 on Sunday. This first meeting attracted a quality thirteen car entry and saw the RAW Motorsports car of Ben Stone & Robert Wheldon claim pole position for the first race in their Praga R1T G5 on a damp circuit. The weather had improved by the time of the first race and a sunny track saw Raw Motorsports take the lead from pole position, with the Invitation class Arden by Idola car of Alexander Connor & Tom Canning chasing



2<sup>nd</sup> overall in both race and 1<sup>st</sup> CUP car Ben Stone & Robert Wheldon RAW Motorsports Praga in the first race.

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The second race was won by the Mittell Cars Praga of Charles Hall & Scott Mittell.



© Simon Wright

behind. By the third lap the Mittell Cars Praga of Dan Gore & Christopher Wesemael had moved in to 2<sup>nd</sup> place and closed the gap on the leader and next time round, the pair were nose to tail. By lap eight Mittell Cars had taken the lead with the Praga Team 85 car of Jamie Morton & Ben Collins following through to 2<sup>nd</sup> and Rw Motorsports dropped down to 3<sup>rd</sup> before slipping to 4<sup>th</sup> next time round. When Praga Team 85 disappeared on lap eleven, Arden by Idola moved passed Raw Motorsports and in to 3<sup>rd</sup> place. The order remained static until Arden by Idola dived for the pits on lap fourteen and the Tim Gray Motorsport car of Richard Wells & Alex Kapadia moved in to 3<sup>rd</sup> with Raw Motorsports staying static in 4<sup>th</sup> position. The leader headed for the pits on lap sixteen followed by Fanatec Praga Team 87 driven by Jimmy Broadbent & Gordie Mutch, Raw Motorsports and the Idola Motorsport car of Miles Lacey & Tommy Foster. This left Tim Gray Motorsport to lead for a lap before they headed for the pits as well. After the pit stops it was Fanatec Praga Team 87 that emerged in the lead, chased by Tim Gray Motorsport and Mittell Cars. The order remained the same for a few laps, then Fanatec Praga Team 87 headed back in to the pits on lap twenty. This handed the lead to Tim Gray

Motorsport with Mittell Cars right behind for a lap before Mittell Cars disappeared. The lead now became a three way battle with Tim Gray Motorsport in front from Raw Motorsports and Arden by Idola, all covered by half a second. Then Tim Gray Motorsport was gone and Arden by Idola catapulted in to the lead with Raw Motorsports less than a second behind. They held the same order until the chequered flag, with Arden by Idola crossing the line first to win from Raw Motorsports and the other Tim Gray Motorsport car of Jack Tomalin & Stefano Leaney. The second race on Sunday saw Raw Motorsports start from pole position as Arden by Idola and Mittell Cars both had to start from the back of the grid due to only one driver setting a time in qualifying. The second race was won by the Mittell Cars Praga of Charles Hall & Scott Mittell from Raws Motorsports Praga of Ben Stone & Robert Wheldon. Taking 3<sup>rd</sup> was the other Mittell Cars Praga of Dan Gore & Christopher Wesemael.



© Simon Wright

Fastest lap went to the Tim Gray Motorsport Praga of Richard Wells & Alex Kapadia with a 1 minute 55.407 seconds on their way to 4<sup>th</sup> in the second race.

Praga R1T G4 from Idola Motorsport of Chris & Ed Bridle 8<sup>th</sup> in the second race



© Janet Wright

Motus One Praga R1T G5 of Ashley Dibden Retired



© Simon Wright

University of Wolverhampton Racing George Line & Shane Kelly 5<sup>th</sup> in second race.



© Simon Wright

© Simon Wright



Tim Gray Motorsport Praga R1T G5 of Jack Tomalin & Stefano Leaney was 3<sup>rd</sup> in first race.

© Janet Wright



RAW Motorsport Praga R1T G5 of Rod Goodman 6<sup>th</sup> in second race.



Idola Motorsport Praga R1T G4 of Miles Lacey & Tommy Foster 5<sup>th</sup> in first race.

© Janet Wright



Fanatec Praga Team 87 of Jimmy Broadbent & Gordie Mutch 4<sup>th</sup> in first race

© Simon Wright



Charles Hall & Scott Mittell 7<sup>th</sup> in first race in Mittell Cars Praga R1T G5

© Simon Wright



Mittell Cars Praga of Dan Gore & Christopher Wesemael 8<sup>th</sup> in first race.

First lap of the BEC race saw the pole Ferrari 488 of Seale/Stanley lead down the Hanger straight with the Aston Martin Vulcan of Stepanovs/Tomkins diving up the inside at Stowe for the lead



© Janet Wright

The first round of the new British Endurance Championship (BEC) saw twenty eight cars take to the track for qualifying. On pole position was the FF Corse Ferrari 488 Challenge of John Seale & Jamie Stanley for the first two hour race of the season, after a damp circuit during qualifying. The first casualty was the reigning champions Motus One McLaren GT3 of Dave Scaramanga & Will Powell that was



© Simon Wright

The MacG Racing Taranis of Jonny MacGregor & Ben Sharich finished 26<sup>th</sup> and 5<sup>th</sup> in class A

unfortunately a non-starter with steering rack issues, after qualifying in 11<sup>th</sup> position. From the start it was Lamborghini Huracan GT3 of Race Lab, driven by Lucky Khera & Lee Frost in the lead, pulling away from the Aston Martin Vulcan of Venture Innovations, driven by Glebs Stepanovs & Stephen Tomkins. The pole position Ferrari was down in 4<sup>th</sup> behind the Ferrari 458 Challenge of Valluga Racing, driven by Carl



The race winning Lamborghini Huracan GT3 of Khera/Frost

Cavers & Lewis Plato. The leaders were soon lapping traffic and the order at the front remained the same. The Aston Martin Vulcan was the first of the leaders to pit on lap nineteen, with the leading Lamborghini Huracan waiting until lap twenty four before taking their pit stop. This gave the lead to the Porsche 981 GT4 MR/911 Cup of PB Racing, driven by Peter Erceg & Marcus Clutton, with the Lamborghini Huracan returning to the track in 2<sup>nd</sup> place. The Lamborghini soon closed the gap on the Porsche and retook the lead on lap thirty one, with the Porsche pitting the next lap. This promoted the Mercedes GT3 of Rob Boston Racing, driven by Wayne Marrs & Tom Jackson in to 2<sup>nd</sup> place, nineteen seconds behind the

© Simon Wright



The Aston Martin Vulcan of Stepanovs/Tomkins finished 2nd



3<sup>rd</sup> and 1<sup>st</sup> in Class B was the Lamborghini Huracan Super Trofeo Evo of Bovet/McDonald

leader. The Lamborghini had slowed the pace and this allowed the Mercedes to close the gap to just eight seconds before it dived in to the pits again on lap forty one. This put the Lamborghini at least a one lap lead over the entire field. The Valluga Ferrari was now in 2<sup>nd</sup> and the Aston Martin Vulcan in 3<sup>rd</sup> place both one lap down. When the Mercedes returned to 2<sup>nd</sup> it was also a lap down. The Lamborghini Huracan made a second pit stop on lap forty seven but returned still in the lead, but the Mercedes was now on the same lap and only twenty seven seconds behind. The Aston Martin Vulcan was also on the lead lap in 3<sup>rd</sup>.

© Janet Wright



Class C winning Porsche 981 GT4 MR/911 Cup of Erceg/Clutton was 5<sup>th</sup>, followed by Ferrari 458 Challenge of Carver/Plato 6th

© Simon Wright



Team Hard Porsche 991 GT3 Cup of Ollie Turner/ Callum Jenkins 4<sup>th</sup> Class C 10<sup>th</sup> overall.

© Janet Wright



EDF Motorsports SEAT TCR of Nick Hull/ Richard Avery 4<sup>th</sup> Class E, 17<sup>th</sup> overall.

Mac G Taranis being worked on in pits



© Janet Wright

© Simon Wright



Bespoke Defenders Porsche 991 GT3 Cup of Marcus Fothergill/ Dave Benett/ Johnny Mowlem 6<sup>th</sup> Class C 25<sup>th</sup> overall

© Simon Wright



Ferrari 458 Challenge engine

Dragon Sport by Amigo Motorsport Opel Astra TCR of Rhys Lloyd/ Max Coates 6<sup>th</sup> Class E 22<sup>nd</sup> overall



© Janet Wright

© Simon Wright



CTR-Alfatune SEAT Cupra TCR of Alex Day/ William Foster 5<sup>th</sup> Class E 18<sup>th</sup> overall.

© Simon Wright



Valluga Racing Porsche 718 GT4 Clubsport of Jake & James Little 4<sup>th</sup> Class D, 14<sup>th</sup> overall.

© Simon Wright





Porsche 718 GT4 (7) of Jake & James Little being passed by the Class E winning SEAT Cupra TCR of Woodman/Byford

Extending the lead to over twenty seven seconds, the Lamborghini Huracan soon put the Aston Martin Vulcan down a lap again. The Mercedes pitted again on lap fifty eight, giving the Lamborghini a lap lead over everybody else again and the Aston Martin Vulcan moved back in 2<sup>nd</sup>. The Lamborghini led the rest of the race with the Aston Martin Vulcan in 2<sup>nd</sup> one lap behind. At the chequered flag the Race Lab Lamborghini Huracan GT3 of Khera & Frost took the win by one lap, ahead of the Venture Innovations Aston Martin Vulcan of Stepanovs & Tomkins. In 3<sup>rd</sup> place,

Final class winner was the Porsche 997 of Mark & Jake McAleer who took Class F in 22<sup>nd</sup> position.



Team Brit Aston Martin Vantage GT4 of Tucker/Pound were 11<sup>th</sup> and 1<sup>st</sup> in Class D



**A damp track and brilliant performance saw the Class B FF Corse Ferrari 488 Challenge of Seale/Stanley take Pole position. They finished 2<sup>nd</sup> in class and 16<sup>th</sup> overall.**

two laps down on the winner, was the Class B winning Bovet Racing Lamborghini Huracan Super Trofeo Evo of Claude Bovet & David McDonald, with McDonald earning Sunoco Driver of the Day award and he also set the second fastest lap of the race. In 4<sup>th</sup> place, and 3<sup>rd</sup> in class A, was the ING Sport BMW Z4 of Ian Lawson & Kevin Clarke. In 5<sup>th</sup> place, three laps down, was the Class C winning PB Racing Porsche 981 GT4 MR/911 Cup of Erceg & Clutton. In 6<sup>th</sup> place, 2<sup>nd</sup> in class C, was the Valluga Racing Ferrari 458 Challenge of Carver & Plato, also three laps down. Another Ferrari 458 Challenge from RNR Performance Cars, driven by Chris Goddard &

**Fastest lap was set by the Rob Boston Racing Mercedes GT3 of Marrs/Jackson with a 2 minute 00.566 seconds - 109.29 mph.**



Charlie Hollings finished 7<sup>th</sup> and 3<sup>rd</sup> in class C. Taking 1<sup>st</sup> in Class E was 8<sup>th</sup> placed EDF Motorsports SEAT Cupra TCR driven by Ashley Woodman & Martin Byford, five laps down on the race winner. They finished a lap ahead of 9<sup>th</sup> placed Sheard Autosport SEAT TCR of Jonathan Beeson & George Heler, who were 2<sup>nd</sup> in class E, six laps down on race winner. In 10<sup>th</sup> place was the Team Hard Porsche 991 GT3 Cup of Ollie Turner & Callum Jenkins, 4<sup>th</sup> in Class C. Taking 1<sup>st</sup> in Class D was 11<sup>th</sup> placed Team Brit Aston Martin Vantage GT4 of Andy Tucker & Luke Pound despite finishing on the road behind 12<sup>th</sup> placed T7 Motorsport Aston Martin Gt4 of Peter Montague & Stuart Hall who received a 42 second penalty for speeding in the pit lane,



**ING Sport BMW Z4 of Lawson/Clarke was 4<sup>th</sup> overall and 3<sup>rd</sup> in class A, two laps behind the winner.**

dropping them to 2<sup>nd</sup> in Class D. In 3<sup>rd</sup> place in Class D was the Team Hard Ginetta G55 GT4 of Josh Hislop, Ray Harris & Michael McPherson in 13<sup>th</sup> overall. The final class winners were RVR Motorsport with their Porsche 997 driven by Mark & Jake McAleer, who finished 20<sup>th</sup> overall, and 1<sup>st</sup> in Class F. Taken 2<sup>nd</sup> in Class F was the Newbarn Racing Jaguar F Type V6 S driven by Callum & Alan Thompson, who were the last finishers in 27<sup>th</sup> position.



**RNR Performance Cars Ferrari 458 Challenge of Chris Goddard/Charlie Hollings 3<sup>rd</sup> Class C 6<sup>th</sup> overall.**



© Simon Wright

© Simon Wright



**Team Hard Ginetta G55 of Josh Hislop/Ray Harris/Michael McPherson 3<sup>rd</sup> in Class D 13<sup>th</sup> overall.**

© Janet Wright



**Motus One SEAT TCR 3<sup>rd</sup> in Class E 15<sup>th</sup> overall Anton Spires/Stewart Lines**

© Janet Wright



**2<sup>nd</sup> in Class F Jaguar F Type V6 S of Newbarn Racing, driven by Callum & Adam Thompson 27<sup>th</sup> overall.**

**2<sup>nd</sup> in Class E and 9<sup>th</sup> overall, the Sheard Autosport SEAT TCR of Jonathan Beeson/George Heler**



© Simon Wright

© Simon Wright



**5<sup>th</sup> overall and 2<sup>nd</sup> in Class C Valluga Racing Ferrari 458 Challenge of Carl Cavers/ Lewis Plato**

**Stanbridge Motorsport Lamborghini Huracan ST of Fraser Smart/ James Simons 3<sup>rd</sup> Class B 19<sup>th</sup> overall**



© Janet Wright

© Janet Wright



**Woodrow BMW 1 Series of Mike Moss/Chris Murphy was 5<sup>th</sup> in Class C, 24<sup>th</sup> overall**

© Simon Wright



**T7 Motorsport Aston Martin GT4 (50) 2<sup>nd</sup> in class D, 12<sup>th</sup> overall - Peter Montague/Stuart Hall passing the Aston Martin Vantage GT4 of Dale & Mark Albutt 21<sup>st</sup>.**



**Double race winner Matt Robinson Div 1 Anderson/Redspeed VM**

Supporting the car races over the weekend were three races for The Super Series by the British Superkart Racing Club. Each race supported multiple classes and fastest qualifier overall was Liam Morley driving a Div 1 Anderson/VM. The first race had a high drop out rate and was won by Matt Robinson Div1 in an Anderson/Redspeed VM. The 250M class was won by Lee Plain in an Anderson/DEA, 7<sup>th</sup> overall. The 1250 class was won by Thomas Baldwin in an Anderson/TM in 14<sup>th</sup> and the final class winner was Nick Flint in the 450N class driving a Anderso/ KTM.

The second eight lap race was won by Liam Morley in an Anderson/VM by just 0.56 of a second from first race winner Robinson in an Anderson/Redspeed VM. The

© Simon Wright



**The second race was won by Liam Morley Div 1 Anderson/VM**



**250M class winner in first race Lee PlainAnderson/DEA, 9<sup>th</sup> overall**

250M class was won by Paul Platt in 9<sup>th</sup> overall driving a PVP/Gas Gas, just ahead of first race winner Plain. The 1250 class also saw the first race winner pushed back to 2<sup>nd</sup>, with Jack Tritton taking the victory in an Anderson/TM in 23<sup>rd</sup> overall. Nick Flint was the only driver to take two

© Janet Wright



**Double 250M class winner Paul Platt PVP/Gas Gas in races two and three.**

wins on the day, taking his second class win in the 450N class in his Anderson/KTM in 26<sup>th</sup> position.

The third race was held on Sunday and saw Robinson take his second victory of the weekend, beating Morley by 1.8 seconds. Platt also took a second consecutive win in the 250M class in 9<sup>th</sup> place overall. Tritton also took a second consecutive 1250 class win in 23<sup>rd</sup> overall. The 450N class saw a new winner at this meeting, with Ronan



1250 class winner in first race was Thomas Baldwin Anderson/TM

McClintock driving an Anderson/KTM in 28<sup>th</sup> overall, with flint several places further back in the race for 2<sup>nd</sup> in the class.



Double 1250 class winner Jack Tritton Anderson/TM races 2 and 3



Class 450N winner in the third race was Ronan McClintock Anderson/KTM



John Faulkner Div 1 Anderson/FPE 22<sup>nd</sup> in first race about to be lapped by Andy Gulliford Div 1 Anderson/VM 6<sup>th</sup> in first race



John Reader 250M Anderson/Honda DNF leads Colin Mackey Anderson/Honda DNF



© Simon Wright

James Hassell 250M Jade Honda DNF



© Simon Wright

Luke O'Rourke 250M Anderson/Viper SK250 fighting Daniel Jerred 250M Anderson/Honda



© Simon Wright

Rob Austin 250M Anderson/Viper 5<sup>th</sup> in class race 1



© Simon Wright

Mark Pask Div 1 Jade/VM 8<sup>th</sup> in class first race.



© Simon Wright

Clinton Bridge 125) HRK/TM 2<sup>nd</sup> in class in first race, ahead of Fletcher Hurn 1250 Spyda/TM 3<sup>rd</sup> in class in first race



924 Owners Club stand working on a Porsche 924 restoration



© Simon Wright

Of the three major indoor automotive shows that start each year, only the Classic Car and Restoration Show has taken place in 2022. The National Exhibition Centre near Birmingham hosted this years show across 3 halls and attracted 25,221 enthusiasts over the three days who



© Simon Wright

Mechanics work on a



© Simon Wright

were eager to get out and about again after the previous two years. This show is the one show where owners don't have the excuse that their vehicle wasn't ready, and it doesn't need to be in pristine, showroom condition! In fact many cars were being worked on during the show, with many clubs having members demonstrating different techniques on restoring classic and vintage vehicles. There were plenty of practical demonstrations being given on various stages and stands.

The show attracted 152 Classic Motoring Clubs who attended the show, with over 1,000 vehicles on display ranging from 'Barn Finds' to concours show vehicles. The main live stage - The Practical Classics Classic World stage featured the Practical Classics team working on their Reliant 'Rebel with a cause' project over the weekend. They also interviewed various celebrity



© Janet Wright



guests and had expert panels featuring former Top Gear presenter Richard Hammond, Wheeler Dealers Mike Brewer and Marc 'Elvis' Priestley, Master Mechanic Ant Anstead and Car SOS Fuzz Townshend.

The Sporting Bears had their usual Dream Rides, where the public could donate to charity to ride in members classic or super cars. This year they set a new 'Resto Show record' raising £20,018 over the weekend. The money will be shared between three deserving children's



© Janet Wright

charities - Action Duchenne, Birmingham Children's Hospital and Me and Dee. Classic Car Auctions also raised over £9,000 by donating all catalogue proceeds to the Disasters Emergency Committee Ukraine Humanitarian Appeal. There were three different awards up for grabs for owners to contest as well as the return of the National Car Club awards.



© Simon Wright

The Practical Classics restorer of the year Golden Spanner trophy was awarded to Clive Moss and his 1981 Opel Manta B. The trophy was presented at the show by Practical classics editor Danny Hopkins and TV presenter Fuzz Townshend.

The award at the heart of the show was for the Barn Find of the show. The vehicles in contention for this award were displayed together in the Carole Nash Barn Find display, with suitable straw scattered around the large display area. There were several vehicles in serious contention for this award but the winner was the



© Simon Wright



© Simon Wright

1949 Jowett Bradford Ice Cream van, owned by Harry Larcombe.

The high-light of all the Classic Car Shows held recently at the NEC have been the fiercely contested Lancaster Insurance Pride of Ownership contests. Twenty cars lined up on the display, to be voted for by the public. The winner of the vote was the 1992 Volkswagen Golf Cabriolet of



© Janet Wright



© Simon Wright

laura Godtschalk. In 2<sup>nd</sup> place was the 1965 Humber Super Snipe Estate belonging to Brian Kent. The 1973 Ford Escort Mk1 of Shaun Hunter took 3<sup>rd</sup> place. The National Car Club Awards had a first this year, the Car Club of the Year award was shared between three



© Janet Wright





© Janet Wright

clubs - The TR Register, the Triumph Sports Six Club and the MG Car Club who had all come together to create the first inter-club event.

Other winners were the Gay Classic Car Group for the Best Large stand in show and the Boston Classic Car Group for the Best small Stand at show.

The Morris Minor Owners Club won Best Live Working on



1953 Jowett Javelin

© Janet Wright

vehicles at the show.

The Best Live Demonstration on a Car Club stand award went to the Jowett Car Club.



© Simon Wright



1952 Jowett Jupiter

© Simon Wright



Life on Mars Audi Quattro



Barn Find Jaguar



The Classic Citroen 2CV



Volvo P1800 made popular by The Saint TV program.



Riley RM



Midas Mk2 Coupe



1932 Wolseley Hornet Occasional Four Coupe



Andrews Heat for Hire Opel Manta rally car



1937 Chevrolet Fangio, winner of the 2013 Peking to Paris Endurorally.

The Best Barn Find/Unrestored Car at Show award was presented to Daniel Moore's 1935 Rolls Royce 20/25 Enclosed Limousine on the Rolls Royce & Bentley Enthusiasts stand.



© Simon Wright

The Best Restored Car at show was won by the Hillman Husky of Lawrence Delaney on the Hillman Owners Club stand.

The Celebrities Choice Award that was given to the car that turned their heads was won by Joe McColl's 1967 Jaguar S-Type barn find on the Jaguar Drivers Club stand. Not all the cars can win awards but each is special to their owner and often invoke memories of people who may have some history with the vehicle type, either a model they may have previously owned, or maybe a family car from when they were a child.

© Simon Wright



Not all restorations are done on vintage vehicles. This 1996 Rover 216SE Convertible was destined for the scrap yard after having sat on a drive for seven years under a car cover, with the roof down. This was due to a sized



© Janet Wright

alternator. It was bought for just £100 by You Tuber Matt Richardson from the Furious Driving Channel. There are various films on Matts channel showing the full restoration process which included replacement front wing, fuel pump, timing belt and water pump, brake

discs and pads plus a full respray and lots of other parts. The Rover 216 is based on the Rover R8 platform, used by the Rover 200 and 400 Series and was designed in collaboration with Honda. The 216 used a Honda 1.6 litre engine with either single or double overhead cams. It is thought that by the end of 2021, there are only 42 Convertibles left licensed for the road.



© Janet Wright

### 1936 Armstrong Siddeley 20/25 Landaulette ASR 17.

This car was first registered in Scotland on 6<sup>th</sup> June 1936 to a J.T. Young in a black and blue paint scheme. It remained in Scotland until 1989 when it came south in to England, condition unknown. It is believed it remained off the road until purchased in 2021 in the condition seen here. It had obviously started on a thorough restoration which appeared to have been rapidly finished to return the car to the road, possibly as a wedding car, hence the off-white paintwork. Mechanically the car appears to be in good condition mechanically. The car has been running, but currently the fuel tank is not connected and the water pump had seized. The bodywork is the biggest challenge as the previous repairs have left dimensional differences on each side! This starts from the C pillar backwards, with lots of filler, fibreglass resin, silicon sealer, newspaper, Lino flooring (used as packers), modified brackets for the body, mismatched side to side, low grade wood and kitchen laminated worktop sheets used. To rectify these issues, it is planned to take the car back to basics and rebuild. Fortunately the hood mechanism is complete. It will also be returned to its original blue and black colours.

© Janet Wright



### 1962 Trabant P60. - The Early Trabant.

After the second World War, German car production started with pre-war designs in both East and West Germany. The Trabant P50 was introduced in 1957 with a 500cc two-stroke, two cylinder engine that soon evolved to 600cc in the P60. They were built in the former Horch factory in Zwickau by VEB Sechsenring, which was part of the East German IFA group of vehicle manufacturing companies.

© Simon Wright





Lotus Turbo Esprit



1938 Tatra T97



Rover 100



I will soon have this project finished....



Toyota MR2



CLASSICS  
CLASSIC CAR  
& RESTORATION SHOW  
With discovery+



1956 Hillman Minx Californian



Jaguar Mk10



Rover Coupe Owners Club



© Simon Wright

### 50<sup>th</sup> Anniversary of the Renault 5.

The Renault 5 was introduced in 1972, a four seater, three or five door front engine-front wheel drive hatchback supermini. The model saw two generations before it stopped production in 1996. The car above is a 1983 first generation model. The Renault 5 was the best selling car in France from 1972 to 1986, with total production exceeding 5.5 millions over a 14 year period, making it France's most popular car. At launch there were two engine options, 782cc or 956cc. In 1974 a 1289cc engine was added, which was later expanded to 1397cc. It was one of the first superminis which used the new hatchback design, launched three years before the VW Polo and Vauxhall Chevette and four years before the Ford Fiesta.



© Simon Wright



© Simon Wright

### The Frisky Sprint.

A lightweight competition Frisky which was to be affordable to the enthusiast was started in 1957. The concept came from Gordon Bedson who had previously been responsible for the Mackson 500cc racing car and the Kieft 500cc Formula 3 car of Stirling Moss. The Sprint was designed by Bedson and Keith Peckmore and launched at the 1958 Earls Court Motor Show. It had a grp resin body mounted on a parallel-sided ladder type 2 ¼ inch tubular chassis with independent suspension on all four wheels. It was powered by a specially modified three cylinder air-cooled Excelsior 492cc two stroke engine which developed 36 bhp at 5,600 rpm, mounted in the rear. A spur gear type differential was included in the chain-driven final drive arrangement from the 4-Speed constant mesh Albion gearbox. The cockpit was sparse with individual bucket seats and entry through drop-down bottom-hinged doors. Unfortunately the Sprint never made production after Frisky cars Ltd were in financial trouble and went in to liquidation in July 1959.



© Janet Wright



**1965 Velorex 16/350.**

A very unusual car from the Eastern Bloc was the 1965 Velorex 3 wheeler. The Velorex was a manufacturing cooperative in Solnice, Czechoslovakia. This was one of their notable products. A small three wheeled car which was produced from the 1950s until 1971. Production ran to 12,000 vehicles. It was powered by a 350cc JAWA motorcycle engine which produced 16 hp. This gave it a maximum cruising speed of 52 mph.

The origin of the Velorex started in 1943 when the owners



© Simon Wright

of a cycle repair produced a small 3 wheeled car inspired by the Morgan 3 Wheeler from the UK. It used a steel tubular frame and motorcycle parts wrapped in cloth. In post war Czechoslovakia, the automobile industry was unable to meet popular demand for vehicles. The price for the Velorex

was about a quarter of the cost of a typical car.

In 1963 production started of the new Model 16, fitted with either a CZ 175 or JAWA 350 type 572 engines. Production of three wheeled car stopped in 1971 when the company switched to a four wheeled vehicle design. Unfortunately problems in design and manufacturing and the inability to compete with other cars, including cheap Trabants, made the four wheeler a commercial failure and production stopped in 1973. The information was supplied by the Wartburg Trabant IFA Club UK.



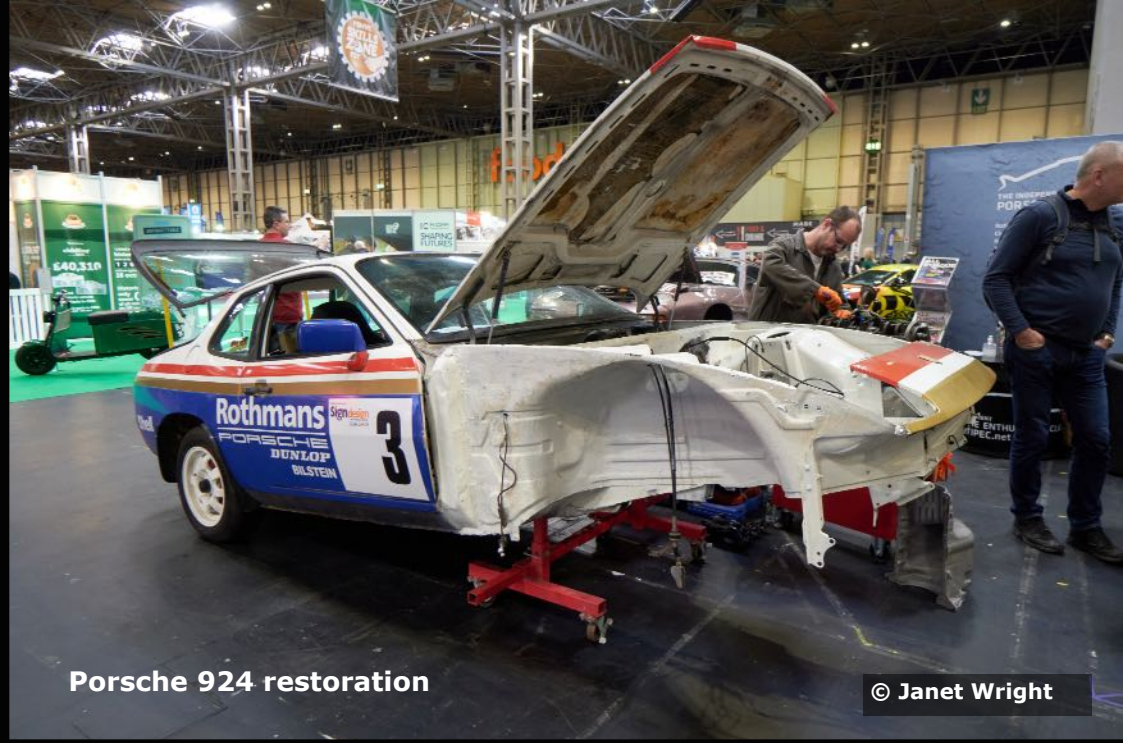
© Janet Wright



© Janet Wright

The original World Cup rally team of Bron Burrell and Katrina Kerridge-Reynolds get their original Austin Maxi rally car re-stickered

© Simon Wright



Porsche 924 restoration

© Janet Wright



Chrysler Ranger XL



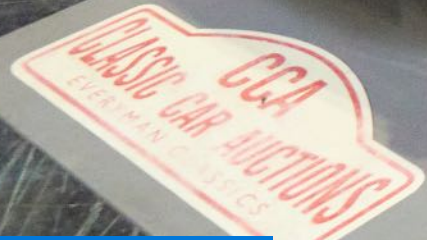
BAE Vantare GT

© Simon Wright



# Classic Car Auctions Practical Classics Classic Car and Restoration Show Sale 2022

NEC  
19th-20th March 2022.  
By Simon Wright



The highest priced sale was a 1967 Bentley T Convertible by Mulliner Park Ward that sold for £75,375



**1949 MG TC Midget - Not Sold**

**Right - 1954 Triumph TR2  
Sold £17,100**

© Simon Wright

Classic Car Auctions held their Practical Classics Classic Car and Restoration Show Sale 2022 in Hall 3 over the weekend of the show. This was its biggest ever sale, with the hammer coming down on £3 million worth of vehicles with a 78% sale rate. CCA also donated all the catalogue



© Simon Wright

**Several Range Rover rolling chassis and engines sold for between £14,175 and £25,312 > Blue E-Type sold for £52,875**

proceeds to the Disasters Emergency Committee Ukraine Humanitarian appeal, raising over £9,000 for the charity. Saturday was the Warwickshire Collection, which consisted of a selection of Range Rovers in various states, Land Rovers and a few Jaguar saloons. The highest price achieved in this sale was £52,875 for a 1966 Jaguar E-Type Series 1 4.2 litre Coupé. The next sale was the Classic Car Sale day 1. This sale was continued on Sunday and saw the highest price achieved. A 1967 Bentley T Convertible by Mulliner Park Ward, one of only 41 cars produced, sold for £75,373. The other sale on Sunday was the Hampshire Collection & The County Down Collection. These were some very interesting cars from the 1930s, plus a selection of dusty barn finds. The highest seller in this sale was a 1938 Plymouth P6 Chrysler Wimbledon Convertible which sold for £17,437



**1938 Plymouth P6  
'Chrysler Wimbledon'  
Convertible Sold £17,437**

© Simon Wright

© Simon Wright



1972 De Tomaso Pantera (pre-L)  
Sold £46,687

© Simon Wright



1994 Nissan Pulsar Gti-R Sold £12,937

1973 Ford Mustang Mach 1 Sold £15,187



© Simon Wright

© Simon Wright



1972 Holden L J  
Torana GTR XU-1  
sold £53,437

© Simon Wright



1961 Austin Healey Sprite Nk1 Sold 14,400

© Simon Wright



1991 Lancia Delta HF  
Integrale 16V sold £18,225

© Simon Wright



1956 Ford Thunderbird Sold £36,000

© Simon Wright



1983 Ferrari 400i Not Sold

© Simon Wright



1957 Oldsmobile Starfire Ninety-  
Eight Holiday Sedan Sold £14,625



1937 Ford Model 78 'Fordor' V8 Sedan  
Deluxe Sold £5,400



70 Ford Mustang Cobra-  
Jet "G Force' Not sold



1981 Colossus The  
Jet Bike Not Sold



1969 Alfa Romeo 1750 GT Veloce Series 1  
Not Sold

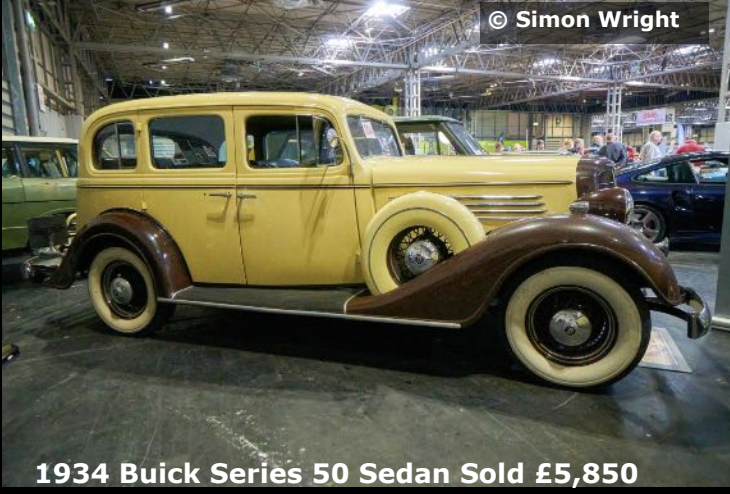


1994 Rover  
Mini Sprite  
"Mini de Ville'  
By Radford Not  
Sold

1999 Rover  
Mini Mk7  
Custom built.  
Sold £13,500



1972  
Ford/  
Jaguar  
V12  
powered  
Ford T-  
Bucket  
Hot Rod.  
Sold  
£12,937



1934 Buick Series 50 Sedan Sold £5,850



1996 Nissan 200 SX Turbo Sold £16,312

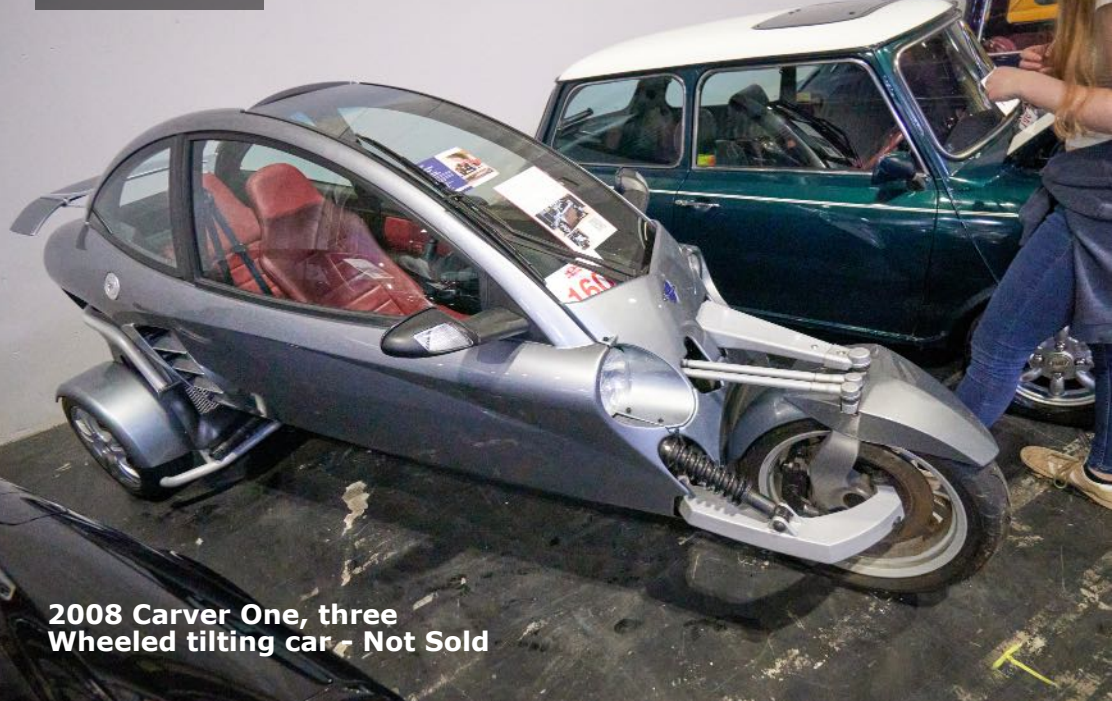
The Government said "take out a private pension and when you retire you can take out a lump sum and buy a Lamborghini"  
This wasn't quite what I had in mind@



1962 Lamborghini 1R Sold £17,437

© Simon Wright

© Simon Wright



2008 Carver One, three wheeled tilting car - Not Sold



1969 Lancia Fulvia Sport Xagato 1300 Sr1 Sold £17,775

© Simon Wright



1916 Saxon 12 HP Two-seater Not Sold

© Simon Wright

# Archive Photo of the Month

By Pete Austin

I was sad to learn last month of the death of the greatest all round drivers, Vic Elford. He is shown here at the Brands Hatch 1000kms race in 1971 in the Martini Racing Porsche 917K he shared with Brian Redman. Also in the photo is the Escuderia Montjuich Ferrari 512M of David Hobbs and Jose Juncadella. The Porsche retired while the Ferrari would go on to finish 5th



**VSCC John Harris  
(Derbyshire) Trial &  
VSCC Herefordshire  
Trial.  
By Peter McFadyen.**



Stephen Longden's Ford Model A Speedster was immaculate at the start of the Mill Close Mine section but not for long

Matt Price in his left-hand drive Ford Model A Special going well in Derbyshire. Photographer Dennis Rushton is on marshalling duty fourth from left.



© Peter McFadyen

The VSCC's trialling season is reaching a climax with the most recent rounds being the John Harris (Derbyshire) Trial based at Ashover and the two-day Herefordshire Trial which, as always, has its HQ at How Caple Court near

© Peter McFadyen

David Bloxam's Austin 7 at Mill Close Mine in Derbyshire



Much Marcle. In Derbyshire, competition could hardly have been closer, not least for overall victory as well as class honours among the short wheelbase modified and special cars of Class 1b where the top seventeen award winners were covered by just 19 points, the winning score of 342 points going to a delighted Stewart Rich and Francine Pimperton in their Austin 7. Nor had their win

Hamish Monro's Riley 9 in the mud



© Peter McFadyen

Despite the cold breeze, the sun shines as William Marsh brings his Austin 7 to the start line



© Peter McFadyen





Dennis Bingham's Riley went well in Derbyshire but suffered gearbox failure just before the Herefordshire Trial

been without its struggles after they broke a spring on one of the hills. Fortunately local resident and fellow VSCC member David Marsh was able to lend them a spare which was fitted at his home to enable them to continue.



Eddie Williams driving the Bentley 3-Litre belonging to front seat passenger Charles Gillett

One point behind the winners was 14-year old Rufus Flann in the Austin 7 Ulster which, with his father Jeremy's guidance, he began restoring at the age of six. Rufus is also a keen kart racer and clearly one to watch for the future. Winner of the long wheelbase classes was Steve White driving a Ford-engined Riley special while Steven Smith won the standard LWB class in his Ford Model A Tudor Sedan. David Johnson (Austin 7 Chummy) won the SWB standard cars class.

William Marsh's bouncer in the Austin 7 has mud in her eye



Marshals work to get Jeremy Holden's Vauxhall A-Type safely back down the hill at Clough Wood which nobody managed to climb all day





**Don Skelton (Austin 7 Sports)** went on to claim a 1st Class award in both trials

A remarkable performance by 14 year old Rufus Flann, guided by his father Jeremy, finish with the second highest score overall only one point behind the winner of the Derbyshire Trial



**Jim Wood points the way to driver Richard Houlgate** in their Austin 7

**Andy Johnson's spirited driving in his 1924 Bugatti Type 13** brought him a 3rd Class award in Derbyshire



Joint overall winner of the Herefordshire Trial, Simon Price approaches the stop & restart at Chandos



© Peter McFadyen

© Peter McFadyen



The compulsory stop & restart at Chandos on the Herefordshire Trial was a popular spectating point. The flag drops for Antony Maitland and his Austin 7

Two weeks later, over the weekend of 19/20<sup>th</sup> March, the Herefordshire Trial produced another remarkable result when father and son Simon and Matt Price, both driving SWB Ford Model A Specials, tied for overall and class victory and in the long wheelbase class Simon Bowyer (Ford Model A) and Paul Jeavons (Vauxhall 30-98 Tourer) also tied on points with Archie Miller taking third place in



© Peter McFadyen

Matt Price tied for the overall win in Herefordshire with his father Simon, both driving Ford Model A Specials



Jon Fleming and his bouncer Ice tackle the stop & restart at Chandos in their Austin Ulster

© Peter McFadyen



Howell Clague concentrating on taking the correct route at Chandos in his Austin 7 Ulster

© Peter McFadyen



Ian Webb (Austin Ulster Replica) gained a 2nd Class award on the Herefordshire Trial

© Peter McFadyen

his Chrysler 66 Sports to make it three different makes at the top of the class.

David Rushton, ably partnered by Corinne Davies-Griffith



The team of Top Gear presenters met with little success in their borrowed Invicta High Chassis

© Peter McFadyen



The 16th century house at Chandos and the Malvern Hills are the backdrop for Chris Batty's climb en route to winning the class for long wheelbase standard cars

in his MG M Type, won the SWB Standard Cars class and Chris Batty took his Ford Phaeton 35 Model A Tourer to class victory in the LWB Standard section. With just one more round to go, the Scottish Trial on 2<sup>nd</sup> April, it will be interesting who emerges as the VSCC's trial champion for 2021/2022.



Matthew Roberts' Ford Model A has a BBC camera drone following him up the hill at Chandos



With the afternoon sun filtering through the trees, Alexandra Milne-Taylor reaches the top of the Chandos hill in her AJS 2-Seater



Vigorous bouncing helped Andrew Wright (Austin 7) to a 3rd Class award

© Peter McFadyen



Winners of the Derbyshire Trial and a 2nd Class award in Herefordshire were Stewart Rich and Francine Pimperton in their Austin 7

© Peter McFadyen



© Peter McFadyen

Richard Marsh (Morris Bullnose) won a 3rd Class award



© Peter McFadyen

Winner of the class for short wheelbase standard cars was David Rushton in his MG M Type