



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

Classic and Competition Car

Founded 2010

Issue 140 May 2022



North West Stages Rally



BARC/CTCRC Silverstone.



VSCC LCES Welsh Weekend



British GT Oulton Park

Contents

- Page 4 [Photo of the Month.](#)
- Page 5 [News](#)
- Page 9 [The Marshals Post.](#)
- Page 10 [Motorsport UK Open Weekend.](#)
- Page 16 [SDCC Practice Day, Curborough.](#)
- Page 24 [Legend Fires North West Stages rally.](#)
- Page 30 [Archive Photo of the Month.](#)
- Page 31 [FJ Coffee & Chrome, Prescott.](#)
- Page 43 [Easter Bunny AutoSolo Curborough.](#)
- Page 50 [British GT Championship, Oulton Park.](#)
- Page 57 [TCR UK, Oulton Park.](#)
- Page 61 [Coleford Carnival of Transport.](#)
- Page 74 [BARC/CTCRC Silverstone.](#)
- Page 93 [VSCC LC&E Welsh Weekend.](#)
- Page 100 [MG Car Club Sprint, Curborough.](#)
- Page 106 [WOW Breakfast meeting.](#)
- Page 113 [Tasman Revival Cup Round 2.](#)



Gary Fletcher Vauxhall Firenza Drip Snoot CTCRC Pre 83 Touring cars, Silverstone.

Front cover:

North West Stages - James Ford's Thomas Motors of Blackpool Escort is tribute to Malcolm Wilson and Billy Coleman © Syd Wall.

BARC Race meeting - John Saunders Rover SD1 © Simon Wright.

VSCC LCES - Brian Reeves and his 1928 Riley 9 Tourer © Peter McFadyen

TV Celebrity Kelvin Fletcher and team-mate Martin Plowman, victors in race two in their McLaren 720S © Motorsport Imagery.

Our Team

Simon Wright-Editor.

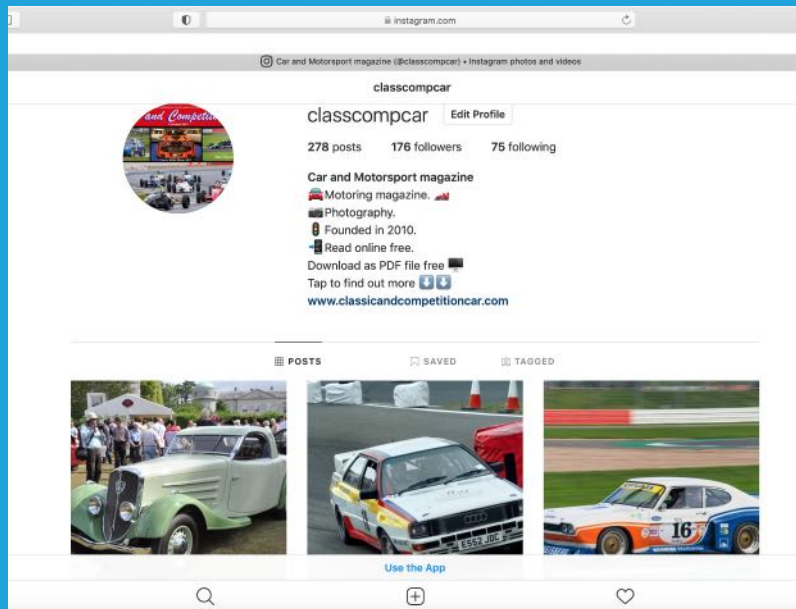
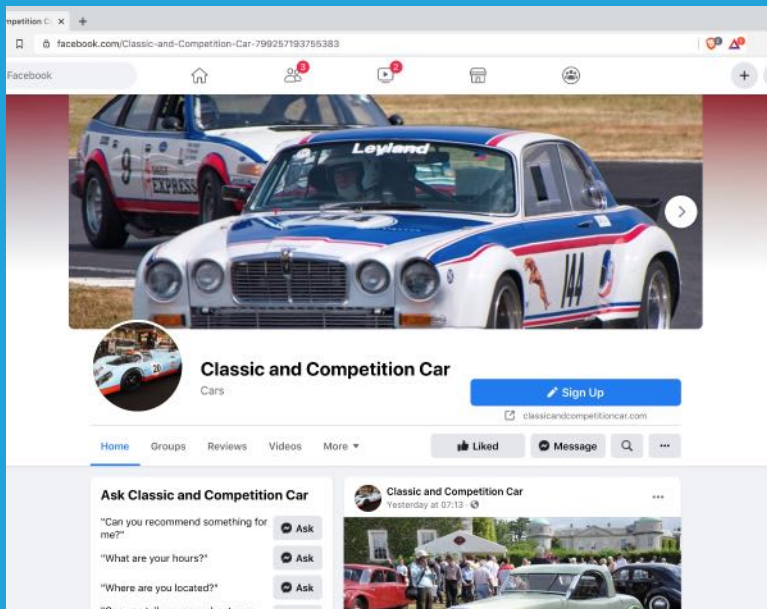
Janet Wright-Staff Photographer.

Independent Freelance contributors.

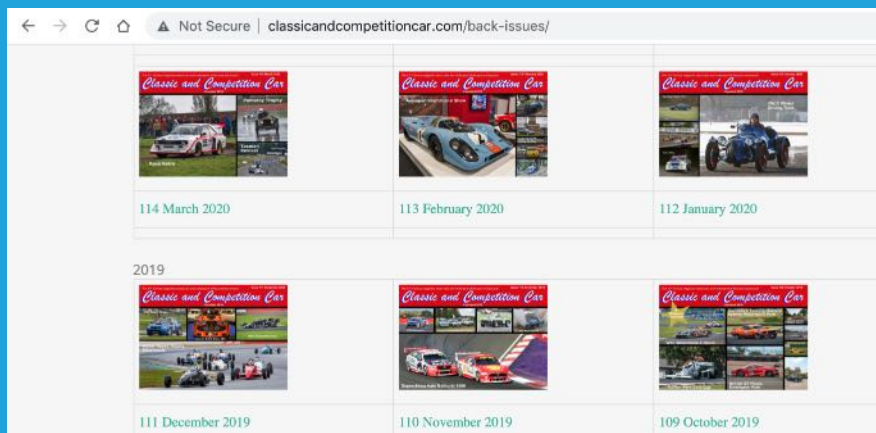
Pete Austin, Peter McFadyen, Syd Wall, Plus David Goose & Stuart Yates of Motorsport-Imagery.

Follow us on Social media.

We upload a new photograph on a regular basis on our social media. Follow us on our Facebook page - Classic and Competition Car Instagram - classcompcar Flickr - classcomp car, Twitter @classcompcar and our You Tube channel Classic and Competition Car



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



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

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

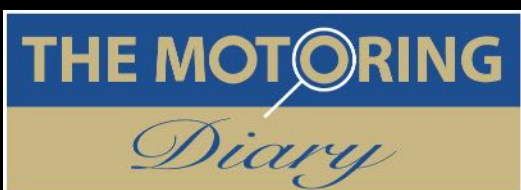
Classic and Competition Car
High View Drive, Kingswinford, West Midlands DY6 8HT

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

Click link below:



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



Photos of the Month

Jaguar mayhem at Club corner during the BARC CTCRC meeting.
By Simon Wright



News

© Motorsport Imagery



Jessica Hawkins, victorious in the Cupra TCR

Maidens Touring Car victory.

History was made over the Easter Bank Holiday weekend at Oulton Park. Jessica Hawkins became the first female racing driver to win a major Touring Car race in the UK. Jessica, driving a Cupra TCR, took outright victory in the second TCR UK Touring car Championship race on Easter Monday.

From East Hampshire, Jessica currently competes in the W Series as well as the British Touring Car Championship. She started her racing career in 2014 in the British Formula Ford championship for a one off event where she twice finished in the top ten. She then contested half of the 2015 MSA Formula championship. In 2016 she switched to the Volkswagen Racing Cup series, then switched to the Mini Challenge in 2017. Returning to the VW Cup in 2018 as well as working as a stunt driver on Fast and Furious Live.

In 2019 she made her debut in the women only W Series and in 2020 joined the BTCC grid.

Diamond Jubilee at Ellesmere Port.

Vauxhall's Ellesmere Port Plant in Liverpool is celebrating 60 years of manufacturing. The Diamond jubilee comes as the Ellesmere plant looks ahead to producing the next generation of battery electric LCV and passenger car models. Parent Group Stellantis is investing £100 million to transform the plant to electric vehicle manufacturing by the end of the year.

The celebrations took place as the final Vauxhall Astra rolled off the production line, with more than 4 million built at Ellesmere port across seven generations. The Plant opened in 1962 as a production facility for the Vauxhall Viva. It went on to produce the Vauxhall Chevette and successive generations of the Vauxhall and Opel Astra. More than 5.2 million vehicles have rolled off the production lines over the past 60 years.

Ellesmere Port will become the first Stellantis plant to produce solely battery-electric models from early next year.





Caterham launches Cater-Ham Sevenses.

Caterham has announced on the 1st of April the long-awaited next step in its brand evolution - The launch of a DIY snack kit. It has been developed to keep avid Seven enthusiasts fuelled throughout the course of their vehicle build, powered during a race weekend or topped up on a road trip. Cater-Ham Sevenses bring you the basic eating experience, allowing buyers to enjoy the pure exhilaration of ham, cheese and crackers. While the average Caterham car kit contains over 870 separate parts, a pack of Cater-Ham Sevenses needs just 3. All ingredients are locally sourced from supermarkets within a two mile radius of Caterham's Dartford production facility, before being hand-stamped into the shape of the iconic Seven sports car and repackaged by a team of dedicated Cater-Ham workers. Burning one litre of petrol produces around 35 Megajoules of energy, while lab tests reveal that a single 95g pack of Cater-ham Sevenses contain enough calories to power an adult human for around 24 hours. There is little chance of a pack of Sevenses adding lightness to anyone who eats it, but it does leave customers with more time to build and drive their Caterham cars.

The initial offering is ham and cheddar, though future plans will reflect the cuisines of some of Caterham's significant export markets. French customers can look forward to ham and brie, Dutch customers will get ham and gouda, Japanese owners will get ham and sakura and in the USA it will be ham and a mini can of artificially flavoured spray cheese. **BEST APRIL LAUNCH OF 2022.**

Correction.

In last month's issue on page 30 we showed a Mazda MX5 as Jamie Moffat's car, finishing 2nd in class C at the Cannock & District Cart Club Windy Oaks AutoSolo event at Curborough at the end of February.

This was incorrect. Jamie Moffat did finish 2nd in Class C but was driving a Ford Fiesta. We apologise for the error in picture, and show him here in action on the CDCC Windy Oaks AutoSolo at Curborough



© Simon Wright



Aston Martin Vantage 50th WEC victory.

The Aston Martin vantage claimed a 1-2 finish in the GTE-Am class and a maiden Sebring success at the opening round of the 2022 FIA World Endurance Championship. The NorthWest AMR Vantage GTE driven by team owner and 2017 World Champion Paul Della Lana from Canada, works driver Nicki Thiim from Denmark and David Pittard from Great Britain ran at the front for most of the 8 hour race before it was red flagged to an early finish due to local weather conditions. This gave them victory in GTE-Am and Aston Martin their 50th class win in the FIA WEC.



Hennessey Venom F5 wins RED Dot design award.

The International Red Dot Award recognises outstanding design achievements and product innovations. Hennessey, the Texas based hypercar manufacturer and high performance vehicle creator has won the prestigious 2022 Red Dot design award for its Venom F5 hypercar. It features an all new carbon-fibre chassis and extensive use of lightweight material. The in-house developed 6.6 litre twin-turbocharged V8 engine develops 1,817 hp gives unparalleled power to weight ratio and a superb driving experience. The development team have already achieved a top speed in excess of 270 mph.

All 24 Venom F5 coupes have already been sold, and production is expected to be around 12 vehicles a year.





Lotus Emira First Edition.

The Lotus Emira is the last petrol engine car from Lotus before switching to full electric production. The new four cylinder Emira is powered by a bespoke version of AMG's M139 direct injection engine. It is manufactured specifically for the Lotus Emira and includes hardware changes to aid mid-mounted integration and new software to give it a true Lotus character. It is the World's most powerful four cylinder engine homologated for road use, up to 208 bhp per litre. Using cutting edge technology, it delivers outstanding performance for comparatively low emissions. The twin-scroll turbocharger with roller bearings is optimised for fast spool-up and minimum lag. The exhaust system is designed by Lotus and is unique to the Emira. The engine produces 360 bhp. A first for Lotus is the standard fit 8-Speed dual-clutch transmission (DCT) with paddle-shift. It is a bespoke rear-wheel drive variant of the transmission developed by Lotus in collaboration with AMG.



The First Edition offers a high level of standard equipment and is available with a variety of 'no-cost' optional finishes and materials to allow customers to tailor the car to their own style.

The car uses 20 inch ultra-lightweight V-spoke forged alloy wheels, diamond cut to create a premium two-tone finish. Silver or gloss black versions are also available as a no-cost option. Two piece disc brakes come with branded callipers in either red, black, yellow or silver. There is also a Tyre Pressure Monitoring System (TPMS).

It will be available in a choice of colours: Seneca Blue, Magma Red, Hethel Yellow, Dark Verdant, Shadow Grey and Nimbus Grey. LED lights are fitted front and rear, and other exterior details include titanium exhaust finisher heated power-fold door mirrors and rear parking sensors. The front bumper air blades, front splitter side sills and rear diffuser are all finished in gloss black.

The interior is available in a choice of seven colours and includes heated seats with 12-way adjustability and 2 memory presets. Climate control, cruise control, keyless start, voice control and selectable drive modes are all included. An integrated satellite navigation system is available in selected markets. It is accessible through a 10.25 inch centrally mounted touch-screen with driver feedback through a 12.3 inch TFT instrument cluster ahead of a multi-function steering wheel. It includes DAB radio. The First Edition will cost £71,995. The entry level Emira will cost £59,995



The Marshals Post

Action from the BARC Race meeting at Silverstone, 26th March 2022. Club Corner.



Motorsport UK Open Weekend, Bicester Heritage, 2nd April 2022. By Simon Wright





© Simon Wright

Motorsport UK, the governing body of motorsport in the UK held their inaugural Open weekend at their new headquarters at the beginning of April. Located at Bicester Heritage, the Open weekend was holding an exclusive viewing of Photographs by renowned artist Indira Flack's Great British Racing Drivers exhibition. Running between 9am and 2pm, the public was invited to tour the building and explore the History of British Motorsport mural which



© Simon Wright

spreads around all the inside walls of the reception area. The mural was designed by Peter Allen, the creative talent behind Magneto magazine. It highlights key events and



© Simon Wright



© Simon Wright



© Simon Wright

figures across the decades with key years represented with driver and car images to reflect the UK's prestigious sporting heritage and icons of motorsport.



© Simon Wright

The Great British Racing Drivers Exhibition was fresh from being displayed at Silverstone Interactive Museum. It is a unique collection of photographic portraits celebrating more than 100 of Britain's iconic and inspirational drivers from the past and present. It represents drivers from karting, circuit racing, rallycross and rallying in a variety of different settings.



© Simon Wright



© Simon Wright



© Simon Wright



© Simon Wright

Visitors were also able to try their hand in state of the art Base Performance simulators, which normally allow Academy members to test their skills behind the wheel in Karts, circuit racing and rallying events. During the open weekend, visitors had the chance to try the simulators using a British F4 Gen 2 car around Silverstone circuit, or try their hand on a rally stage.



© Simon Wright



© Simon Wright



© Simon Wright



© Simon Wright

Over the weekend, several of the other 45 specialist businesses and organisations located at Bicester Heritage opened their doors and put on some displays for people to admire within the heritage site. The HERO Rally organisation is located next door to Motorsport UK and had a lineup of historic rally cars outside for people to admire.



© Simon Wright



© Simon Wright



© Simon Wright

Just across the way, the Motor Shed Ltd had a lineup of vintage and classic vehicles outside and the workshop was open to see the vehicles inside.



© Simon Wright



© Simon Wright

The Supercar Drivers Club were also holding an event onsite, but unfortunately this was behind closed doors and no one was allowed to see the cars on track, but you could see the super cars as they arrived through the site.



© Simon Wright



© Simon Wright

Shenstone & District Car Club Practice Day

Curborough,
20th March 2022.

By Simon & Janet Wright.



Towards the end of March, Shenstone & District car Club held their annual members practice day at Curborough. Using the traditional single lap layout, members were able to test their cars against the clock before the new season started. Although times were recorded, there was no competition. Setting a very fast time was Stuart Bickley in his 1 litre Jedi Suzuki TDF. Enjoy our Photo Gallery from the day.

© Simon Wright

Ray Rowan Dallara F307



© Janet Wright

Steven Potter OMS 2000M



© Simon Wright

Martyn Turner Empire EVO 2



Martin Duffield Jedi Mk4



© Simon Wright

© Janet Wright

Paul Webb OMS PR lifting a front wheel



© Janet Wright

Kerry Waine Magnum 843



© Simon Wright

Chris Horton Van Dieman RF88
Formula Ford.



Stanlet Santer Brabham BT18



© Janet Wright

© Janet Wright



Terry Cotton Dallara F307 hanging the tail out

© Simon Wright

Mark Smith Swift FB91
Formula Ford



Stephen King Rotor JT7C

© Simon Wright



David Bickley Radical SR1

© Janet Wright



David Large Radical PR6

© Janet Wright



Roy Woodfield GBS Zero

© Simon Wright



Paul Cheshire Triumph Spitfire

© Simon Wright



Andy Winston Fairthorpe Electron

© Janet Wright



Nathan Clarke Honda Accord



Howard Davies Alfa Romeo GT

© Simon Wright



© Simon Wright

Mary Elliott Mazda MX5



© Simon Wright



Alan Taylor Mazda MX5

© Simon Wright

Geoffrey Hall MG F



© Janet Wright



Paul Amey Mazda MX5

Alex Smith had a slight off in his Mazda MX5



© Simon Wright



Chris Machell Mazda MX5

© Simon Wright

Stuart Gadd Austin Mini

© Simon Wright



Alan Henley Rover Mini

© Janet Wright



Gordon Peters Fiat 500

© Janet Wright



Liam Ulyatt Peugeot 106

© Simon Wright



Ian Poole MG ZR

© Simon Wright



Mark Williams Renault Clio

© Janet Wright





Paul Cammerer MG ZR



© Simon Wright

© Simon Wright

Ian Poole MG ZR



Rob Thomson Renault Clio 200 Cup



© Simon Wright

Liz Dickinson Austin Mini



© Simon Wright

Steve Barrow MG ZR



© Simon Wright

John Adams Renault Clio RS197



© Janet Wright

Legend Fires North West Stages 2022

North Wales

19th March 2022>

By Syd Wall.

Chris Ingram/Craig Drew Skoda
Fabia Rally2 Evo flew to victory with
the odd impact along the way





Jason Pritchard & Phil Clarke VW Polo Gti R5 threads his way through Friday night's crowds
© Syd Wall



Mark Kelly & Neil Colman Ford Fiesta R5 took his Fiesta to 3rd place
© Syd Wall

© Syd Wall

The 2022 Legend Fires North West Stages

Being seeded at number 1 for his home event was a dream come true for 2019 European Champion Chris Ingram with Craig Drew in their Škoda Fabia Rally2 evo. Now competing in WRC2 in the World Championship, they was using the event as a test before the next WRC round in Croatia. It was also a chance to get to know his new co-driver Craig Drew, replacing his long-time partner Ross Whittock. His Skoda Fabia Rally2 evo was prepared as usual by German team, Toksport but



Paul MacKinnon & Paul Beaton Ford Fiesta Rally2 en route to 2nd place
© Syd Wall

came with plenty of provenance as it was the car used by team mate Andreas Mikkelsen to win the WRC2 category in Monte Carlo and Sweden so far this year. It was quite a surprise to find that Ingram's last UK event was the 2013 Sunseeker, all of nine years ago!

Seeded at number 2 was all-rounder and multiple Historic and Asphalt champion, Jason Pritchard & Phil Clarke who used the event as a shakedown for his first rally in an R5 car, a Melvyn Evans VW Polo GTI, before a British Rally Championship campaign.

Fourth placed Neil Simpson & Michael Gibson Skoda Fabia Rally2 evo drifts flat out to the stage end

© Syd Wall



The rally boasted a ceremonial start in Garstang on Friday night, the whole entry crossing the start ramp over three and a half hours and entertaining a massive crowd. Prospective closed road events organisers should note of the tremendous atmosphere and the likely income to the

Frank Bird & Jack Morton Fiesta bottoms out before the jump on the way to 5th place



© Syd Wall

town and area.

Ingram & Drew were fast out of the blocks, winning stage one and going on to win every stage to take the rally victory. Paul McKinnon & Paul Beaton followed them, 2nd on every stage driving SP 7700, the Fiesta R5 hired from Steve Petch which Steve used in gravel setup on the Malcolm Wilson the previous weekend!

© Syd Wall

Anthony Harrison's Nissan Micra is prepared by Myerscough College Motorsport and was co-driven by student Ella Tyson



The battle behind the two leaders was more interesting with Pritchard & Clarke, Neil Simpson & Michael Gibson in a Skoda Fabia Rally2 evo (Simpson's Skoda being one of the major rally sponsors) and David Wright & Paula Swinscoe in a Ford Fiesta R5 squabbling early on. GT race ace Frank Bird with Jack Morton in a Ford Fiesta Rally2 were up there too, Bird's brilliant record over the last couple of seasons on tarmac rallies making him one of the favourites, but a spin on stage one lost him 15 seconds.

Adam Kyle's Escort flew higher than most of the field and won Class D



Stage two, Long Knots, lasted for 26 cars until the unfortunate Paul Wedgbury & Neil Dashfield in a Skoda Fabia Proto had a very high speed collision with a tree. We hope Neil Dashfield is out of hospital now. The stage

Mike East was happy to reach the end of stage 12



was stopped and crews diverted to stage 3, where Simpson & Gibson overtook Pritchard & Clarke and Wright & Swinscot remained 5th. Stage 4 caused bit of shake-up after another high speed crash, this time for Pritchard & Clarke (no injuries), Wright



Hire this Subaru and you can speed through wonderful stages just as Stephen Cotton did

Myerscough College 3rd Year Student George Merrills won the Simpsons SKODA Star of the g 47th



Bradley Howlett sped to Class B victory in the Peugeot 208 R2



& Swinscoe retired off the road, Neil Roskell & Andrew Roughead in a Ford Fiesta R5 who had been 7th dropped 98 places with fuel pump problems and the stage was cancelled again after problems for car 20, the Ford Escort RS1800 Mk2 of Chris Ford & Matthew Daniels.

So at 1st service, held at Myerscough College as usual, the order was Ingram, McKinnon, Simpson followed by Mark Kelly & Neil Colman and Steve Wood & Dale Bowen in Ford Fiesta R5 and Ford Fiesta WRC respectively.

The short 4km Lewth stage didn't allow for any significant time gaps but Wood dropped enough time to let Simon Bowen & Richard Robinson through to 5th in his Ford Fiesta S2000 Turbo.

John Rintoul's fabulous Mini John Cooper Works WRC retired with a broken driveshaft



© Syd Wall

Ingram increased his lead on stage 6 but dropped time on Long Knots stage 7 after spinning and

crunching the front end, shedding bits as he went past me. With the major delays on two stages, the sensible decision was made to cancel the short Lewth stage to get the rally back on schedule. Instead of a projected 90 minute delay for Long Knots stage 12 which meant there was a strong



Neil Wearden's Hyundai i20 is not a Rally2 version but is 2WD and won Class C

chance that the final 2 stages would be curtailed due to the 7pm road closure order, the stage started only 20 minutes late. Places over the remaining 4 stages remained fairly constant.

So Ingram & Drew took victory in the Skoda Fabia Rally2 evo by fifty two seconds from MacKinnon & Beaton in the Ford Fiesta Rally

Kelly & Colman in the Ford Fiesta R5 had taken 3rd place by 1 second from Simpson & Gibson in the Skoda Fabia Rally2 evo on stage 11 and Bird & Morton

Mike Simpson's Escort RS1600 won the Historic Class and was serviced by three Myerscough College 2nd Year Students



© Syd Wall

had recovered from their first stage spin to take 5th, from Bowen & Robinson. Wood & Bowen were 7th and Joe Cunningham & Joshua Beer in a Ford Fiesta R5, 2 litre took 8th. Then event title sponsor John Stone & Tom Woodburn in the VW Polo GTI R5 and Jonathan Mounsey & Richard Wardle in a Ford Fiesta

The Constantine brothers, Andrew & Mark, won Class A in their Vauxhall Corsa



© Syd Wall

Rally2 rounded out the top ten. In 11th place was Class E winners Wayne Sisson & Peredur Wyn Davies in a Mitsubishi Lancer Evo X. Class D was won by Kyle Adams & Steven Brown in a Ford Escort Mk2 in 14th position overall. Following on in 15th was the Hyundai i20 of Neil Wearden & Mark Fisher who won Class C. The class winners were coming thick and fast now. The Class B winners were next to the finish, with Bradley Howlett & Nick Vandevenne finishing 16th in

Wayne Sisson's Lancer Evo X won Class E



© Syd Wall

their Peugeot 208 R2. The next class winners were Mike Sison & Dale Gibbons in a Ford Escort RS1600 Mk1 who finished 35th overall, winning class H. The final class winners were Mark & Andrew Constantine in a Vauxhall Corsa B who won class A in 39th overall. The organisers did a great job keeping the rally on schedule after quite a number of incidents. The enthusiasm for the rally on social media was quite something and big crowds are guaranteed again for next year. The organisers felt it was best for them to decide not to be part of the National Tarmac Championships this year after inclusion (before cancellation of all rallying) in 2020 and 2021 but surely they'll be featured in 2023. Bring it on!

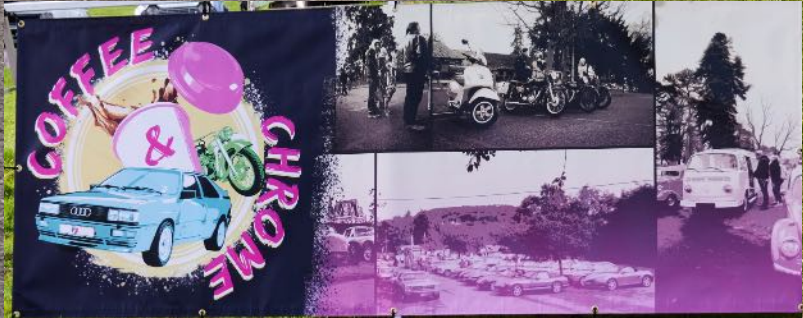
Archive Photo of the Month

By Pete Austin

The world of motor sport suffered another loss last month with the death of Sid Taylor at the age of 89. Sid will perhaps be best remembered as the entrant of Lola T70 GT and Formula 5000 McLarens' in the familiar livery of white with green stripes. Here Peter Gethin is shown in the Sid Taylor entered F5000 McLaren M10B leading Mike Hailwood in the Epstein-Cuthbert Lola T190 at Brands Hatch on March 30th 1970. They would finish the two heat race in that order with Gethin going on to win the championship for the second year running



Footman James Coffee & Chrome Prescott Hill Climb, 10th April 2022. By Simon & Janet Wright



Lotus line-up

The latest Footman James Coffee & Chrome Breakfast meeting took place at the scenic Prescott Hill Climb course in Gloucestershire at the beginning of April. It attracted a 'sell-out' crowd for the free event, with an impressive array of vehicles attending. I think there were possibly more Lotus owners present than any other brand, but all types of vehicle were represented. The original Lotus Elan was probably the most famous Lotus sports car ever built, driven by Formula 1 World Champion Jim Clark in the day, and



Lotus Elan

© Simon Wright

appeared in the popular TV series 'The Avengers' driven by Diana Rigg as Mrs Peel in the show. It was the first Lotus road car to use a steel backbone chassis with a fibreglass body. It was built between 1962 and 1975, powered by a 1.5 or 1.6 litre Lotus twin-cam engine driving the rear wheels. The 1.5 litre engine was only used for the first 22 cars before the 1.6 litre engine was introduced. The Elan had disc brakes all round, rack and pinion steering and 4 wheel independent suspension. The S2 version replaced the original Elan 1600 in 1964. It is believed that over 12,000 of the original Elan model were built.

The Lotus M100 Series Elan was launched in 1989. Designed by Lotus, it used an engine and manual transmission from Isuzu and was built with the testing and development resources of General Motors, as they had bought Lotus in 1986. It featured a fibreglass composite body over a rigid steel backbone chassis, the same as the original Lotus Elan. The 1.6 litre front mounted engine drives the front wheels, the only front wheel drive car ever built by Lotus. The car could have either a normally aspirated engine or a turbocharged version. The Turbo version produced 162 bhp and could accelerate from 0-60 mph in 6.5 second, while the normally aspirated version produced 130 bhp. Prices started from £17,850 but initial sales were disappointing, probably due to the launch of the Mazda MX5. Only 3,855 Elan's were built between 1989 and 1992, including 129 normally aspirated versions. Only 559 were sold in America. Two years after the initial production run was ended, a limited edition Series 2 was launched, with only 800 manufactured. Due to the requirement of a catalytic converter, power was reduced to 155 bhp and 0-60 mph increased to 7.5 seconds.



Lotus M100 Elan S2

© Simon Wright



2007 Lotus Elise S

© Janet Wright



2010 Lotus Exige S Series 2

© Simon Wright

There were numerous modern Lotus models present with the Elise and the Exige. The Lotus Elise was produced between 1996 and 2021, during which over 35,000 were built. The two seater targa top roadster had a transverse mid-engine driving the rear wheel drive. The fibreglass body is bonded to an extruded aluminium chassis. It utilised the 1.8 litre Rover K Series engine producing 118 bhp. This gave it a top speed of 150 mph and accelerate from 0-60 mph in 5.8 seconds.

The Series 2 Elise ran from 2001 to 2021. General Motors offered to fund the project in return for a badged and GM

engined version of the car, the Vauxhall VX220m and Opel Speedster. All three models, Lotus, Vauxhall and Opel, were built on the same production line at Hethel. They all had the same chassis but different powertrains and transmissions.

The Exige was originally a souped-up coupe version of the Lotus Elise roadster, it first appeared in 2000 and production continued until 2021, during this period around



Vauxhall VX220



2016 Lotus Roadster

© Simon Wright



2016 Lotus Exige Series 3

© Simon Wright

10,500 were produced. It is a rear mid-engined, rear wheel drive sports car. It was originally powered by the 1.8 litre Rover K Series engine in VHPD (Very High Performance Derivative). This produced 177 hp, with an optional 'Track Spec' version producing 190 hp. It had a top speed of 136 mph and could accelerate from 0-60 mph in 4.7 seconds. The Series 2 ran from 2004-2006 and used a naturally aspirated 1.8 litre, 16 valve DOHC Toyota/Yamaha engine which produced 190 hp. Externally it had a front splitter, a fibreglass hardtop roof with a roof scoop, a rear engine cover and rear spoiler. These aerodynamic additions increased the downforce to 100 lbs at 100 mph compared to just 13 lbs downforce on the Elise. In 2005 a limited run of 50

Exige using the Toyota engine supercharged. This increased power to 243 hp. They were only available in yellow or black and were badged 240R. It had a top speed of 155 mph and could accelerate from 0-60 mph in 3.9 seconds.

The Exige S was announced in February 2006, fitted with a supercharged Toyota engine producing 220 hp. It had a top speed of 148 mph and could accelerate from 0-60 mph in 4.1 seconds.

The Exige Sport 240 followed in 2007, with just 6 built for the Australian market. It also had a supercharged 1.8 litre Toyota engine, now producing 240 hp. This gave a top speed of 155 mph with a 0-60 mph time of 4.2 seconds.

In 2008 the Exige S was replaced by the Exige S 240. This had a 9% increase in power to 240 hp. This reduced the 0-60 mph time to 4.0 seconds. It also had upgraded AP Racing brakes from the Exige Cup 240 and a larger roof air scoop.

The Exige S 260 ran from 2009 and had a 7% power increase to 256 hp. Weight saving carbon fibre reduced the vehicles gross weight to 2,020 lbs compared to 2,077

lbs for the S 240. After 2009, both the S240 and S260 both received new and enlarged rear spoilers mounted on the rear clam instead of the motor bay cover.

In 2007 the Exige GT3 prototype arrived with the supercharged 1.8 litre Toyota engine now producing 271 hp fed through a C64 6-Speed close ratio gearbox, with uprated clutch and open differential. It had a top speed of 160 mph,



2014 Lotus Exige Series 3

© Janet Wright

electronically limited, with a 0-60 mph time of 3.9 seconds. The Series 3 was unveiled at the 2011 Frankfurt Autoshow. The Exige S V6 and Exige S V6 Roadster both feature a supercharged 3.5 litre Toyota V6 engine, rated at 345 hp. It had a top speed of 172 mph and could accelerate from 0-60 mph in 3.8 seconds, 3.9 seconds for the automatic. It was produced from 2012 to 2015, while the roadster ran from 2013 to 2016.

The Lotus Exige Sport 350 ran from 2015 and was the replacement for the Exige S and was the ultimate version of the Lotus V6 coupe. It was lighter and faster than the Exige S. The Toyota 3.5 litre supercharged V6 remained the same, still producing 345 hp, but weight was stripped wherever possible, losing 51 kg. This reduced the kerb weight to 1,125 kg. The manual gearbox was also heavily revised, providing more precise and quicker shifting. The Roadster version was revealed at the 2016 Geneva Motor Show.

The last of the Lotus models of the past decade is the Lotus Evora. Bigger than the Elise and Exige, it offered a practical road car to appeal to the mass-market. It was launched at the 2008 British International Motor Show. It was based on a whole new vehicle platform, the first from

Lotus Evora GTE



© Janet Wright

Lotus since 1995, which was originally scheduled to be used on three new models. The aim was to build 2,000 cars a year, at a price between £45,000 to £50,000. At the time of launch, it was the only Lotus to offer a 2 +2 seating arrangement. It has a mid-mounted transverse supercharged Toyota 3.5 Litre 24 valve, V6 engine with either a 6-Speed manual or automatic gearbox. The car is constructed on a lightweight aluminium tub with additional front crash structure also made of aluminium. The rear subframe that holds the drivetrain is made from steel. The double wishbone suspension is forged aluminium with Bilstein high performance gas dampers and Eibach coaxial coil springs.



Lotus Evora GTE

© Simon Wright



1965 Wolseley 24/80 imported from Australia

© Simon Wright



1968 Volkswagen Variant L

© Simon Wright



1963 BMW 700
Luxus LS

© Janet Wright



1936 Ford Model 10 CX Tourer

© Janet Wright



© Simon Wright

An interesting car was this 1972 Vauxhall Firenza. The original Firenza model was built between 1971 and 1975, fitted with a range of engines going from 1159cc through to 2279cc. But that was not enough, so this stunning example has been modified and had a 6.2 litre Chevrolet V8 engine fitted.



© Simon Wright

The classic 1973 Ford Capri 1600 XL arriving on site.



© Simon Wright



**Voted Car of the Meeting - 1966 Radford Mini de Ville
Austin Mini Cooper S 1275cc Hatchback**



2003 Alfa Romeo Spider. © Janet Wright



© Simon Wright

1952 & 1970 Morris Minor 1000



1967 MG 1100 © Simon Wright



© Janet Wright **1970 4.2 litre Jaguar E-Type**



© Janet Wright **1991 2.6 litre Rover Sterling 24V**



© Janet Wright

The 1963 Fiat 500 3 door estate is based on the iconic small Fiat 500 saloon. The 500 was initially launched in 1957. This estate or Giardiniera is the longest running model. The air cooled engine is mounted under the floor. The vehicle also features front opening 'Suicide' doors



© Janet Wright



1950 Alvis TA14 Sports Saloon.

The Alvis TA14 was the first model produced by Alvis after the Second World War. It was built for Alvis by Mulliners of Birmingham. Powered by the 1892 cc Alvis straight four engine with a single SU side draught carburettor. The engine produced 65 bhp. It is connected to a 4-Speed manual gearbox. The car had a top speed of 74 mph and could accelerate from 0 to 60 mph in 22.2 seconds.



© Simon Wright

1965 Alvis TE21



1949 Chevrolet
3100 V8 Van

© Simon Wright



1956 Chevrolet

© Simon Wright



1973 Plymouth Barracuda

© Simon Wright



1955 3.2 litre Ford Thunderbird

© Simon Wright



2012 3.6 litre Chevrolet Camaro © Janet Wright



1970 Chevrolet Camaro Z28

© Simon Wright



1975 Ford Thunderbird

© Janet Wright



1958 Chevrolet Bel Air

© Janet Wright



2010 Mercedes Benz Brabus SLS



Lancia Delta HF Integrale 16v



1928 Austin 7 Special



1974 Alfa Romeo 2000 Spyder



1980 2 litre Ford Escort



Volvo P1800



Fisher Fury kit car



1971 Fiat 124 Spider



Volkswagen Derby S

Easter Bunny AutoSolo.

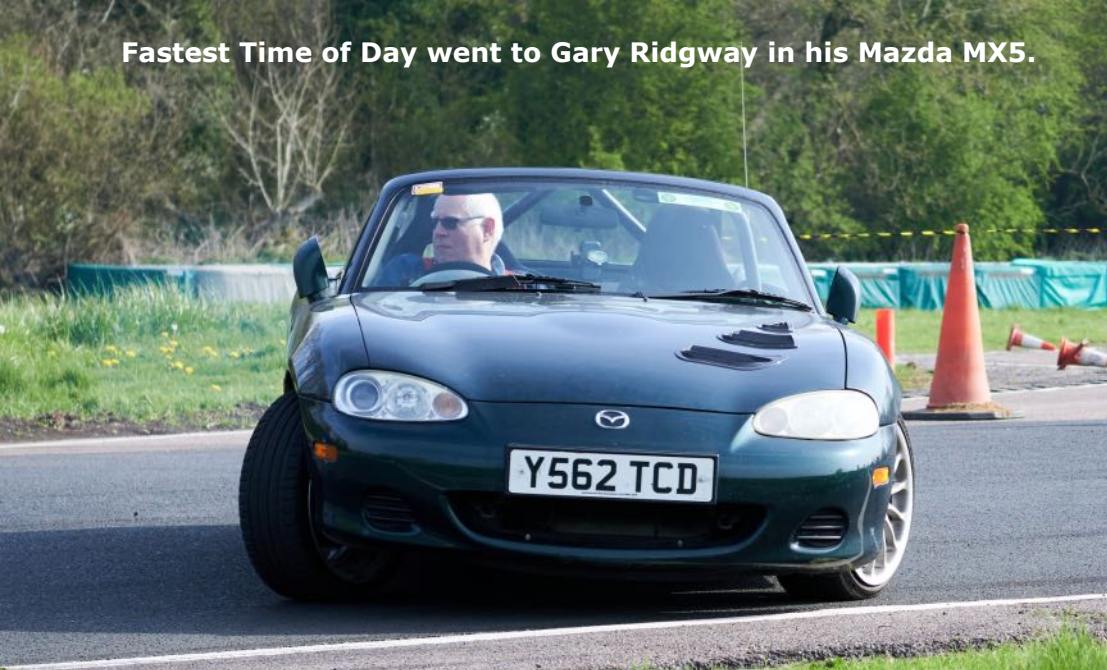
Curborough,
17th April 2022.

By Simon & Janet Wright.



Pete Hall from Mid-Derbyshire MC
three wheels his Citroen AX GT to
36th position and 7th in Class c.

Fastest Time of Day went to Gary Ridgway in his Mazda MX5.



Cannock and District Car Club held their Easter Bunny AutoSolo on Easter Sunday at Curborough, near Lichfield. Although it was a Bank Holiday weekend, they still attracted a good entry to tackle the two tests laid out around the sprint course. Each driver would drive each test six times against the clock. The test around the main part of the track went in the opposite direction to the tests the previous time they were here to add some variety for the drivers.

The Mazda MX5 seems to be the weapon of choice for these types of events, with 20% of the entry driving the popular sports car. It was also the winning model, with Gary Ridgway claiming victory for the event with the



The shared Mazda MX5 Mk1 Eunos of Jamie Yapp was 2nd and 1st in Class E, while Rich Yapp was 20th.

fastest time of the day in his Mazda MX5. His total time of 540.4 seconds was over nine seconds faster than his nearest rival. Providing an MX5 1-2 result was 2nd placed Jamie Yapp in his Mazda MX5 Mk1 Eunos Roadster in a time of 549.7 seconds. He also got the award for 1st in Class E. It was a close fought battle for 2nd as James Nicholls in a Vauxhall Nova was only two tenths of a second behind in 3rd place on a total time of 549.9 seconds. He took the award for 1st in Class C.

**3rd James Nicholls
Vauxhall Nova
1st Class C**



In 4th overall was Eddie Martin from Rugby Motor Club in another Mazda MX5, taking the award for 2nd in Class E. Taking the award for 3rd in Class E was 5th placed Thomas Allison, continuing the Mazda MX5 domination at the event.

Rounding out the top six was Alistair Leggett in a BMW 318 Ti, who only lost out on 3rd in class by just 0.6 of a second behind Allison.

The award for 2nd in Class C went to Tom Bishop, driving a Nissan Micra. His total time of 560 seconds placed him 7th overall.



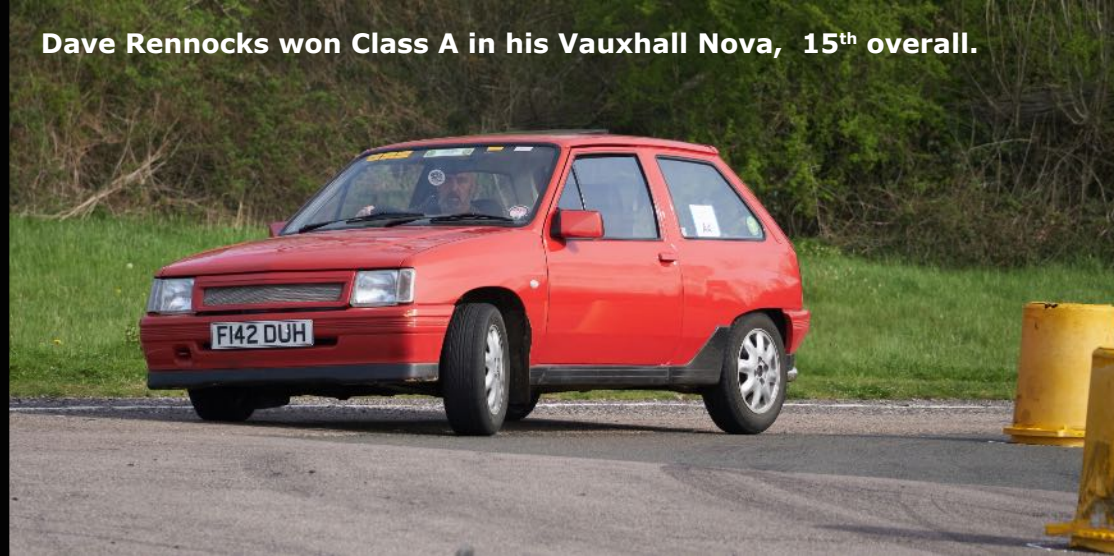
Class F was won by Stuart Gilks in the shared Westfield Aerorace, 9th while Louise Gilks finished 41st.

The next class winner was 9th placed Stuart Gilks in a Westfield Aerorace. He took the award of 1st in Class F with a total time of 567.6 seconds. Continuing down the field, Tomos Boon representing Loughborough Car Club took the award for 1st in Class B with a total time of 585.8 seconds. He was 13th overall in his Toyota Yaris.



Class B winner Tomos Boon, Toyota Yaris, 13th overall

On an equal time of 585.8 seconds was Jamie Moffat in a Ford Fiesta, who took the award for 3rd in Class C .



Dave Rennocks won Class A in his Vauxhall Nova, 15th overall.

In 15th overall was the Class A winner Dave Rennocks. He completed the event in his Vauxhall Nova in a total time of 586.4 seconds. The award for 2nd in Class B went to Dan Lister from Owen Motoring Club. Driving his Renault Clio, he achieved a total time of 586.9 seconds to finish 17th overall. The Class D winner was Lewis Allen from Owen Motor Club, driving a Honda S2000. His total time was 596.4 seconds gave him 18th overall.



Class D winner was Lewis Owen in his 18th placed Honda S2000.

The award for 2nd in Class A went to Matthew Geary in the VW Lupo. He was 21st overall with a total time of 603.4 seconds.

He was followed home by Tom Aleksandrowicz who was awarded 2nd in Class F in his Fiat Punto, taking 22nd overall with a total time of 609.5 seconds.

Taking 3rd in Class B was Charlotte Evans from LOCC. Her Peugeot 206 Gti was 23rd overall with a total time of 616 seconds.

Fastest Junior award went to Oscar Fletcher in a Fiat Seicento Sporting



The award for 3rd in Class A went to Rachel Faulkner in a Nissan Micra. She finished 25th overall with a total time of 618.1 seconds.

Class F saw Emma Bennison from Notts Car Club continue the success of the lady drivers, taking the award for 3rd in Class in a Nissan Micra. She was 31st overall with a total time of 628.5 seconds.

With drivers only being able to win one award each, the Fastest Lady award went to Olivia Holt from WSSCC. She finished 35th overall in her Mazda MX5 with a total time of 642 seconds.

Finally, coming to the Junior awards, Oscar Fletcher in a Fiat Seicento Sporting took the award for Fastest Junior with a total time of 714.1 seconds in 49th overall.

The award for 2nd Junior went to Chloe Burgess from Mid Derbyshire MC, driving a Nissan Micra. She was 50th overall with a total time of 789.7 seconds.



Fastest Novice award went to Sam Harbour in a Mazda MX5 in 24th position.

The Fastest Novice award went to Sam Harbour in a Mazda MX5, who was 24th overall with a total time of 617.8 seconds.

The fastest Lady award went to Olivia Holt in a Mazda MX5 in 35th position.



Eddie Martin Mazda MX5 2nd in class F, 4th overall.



Matthew Geary Volkswagen Lupo 2nd in Class A 21st overall.



Tom Bishop Nissan Micra 2nd Class C, 7th overall.



Tom Aleksandrowicz
Fiat Punto 2nd in
Class F, 22nd overall.



Dan Lister Renault Clio 2nd in Class B, 17th overall.



Chloe Burgess
Nissan Micra
2nd Junior
50th overall.



Thomas Allison Mazda MX5 3rd in Class E, 5th overall.



Emma Bennison
Nissan Micra
3rd Class F,
31st overall



Jamie Moffat
Ford Fiesta
3rd Class C,
14th overall.



Rachel Faulkner Nissan Micra 3rd in class A, 25th overall.



Charlotte Evans Peugeot 206 GTi 3rd Class B, 23rd overall.



Alistair Leggett BMW 3189Ti 6th overall, 4th in Class E

**Oliver Michaels Nissan Micra 4th Class A,
28th overall.**



**Chris Ladkin Toyota Mk2 Roadster 10th
Class E, 19th overall.**



**Rob Bancroft Mini Marcos 5th Class C
27th overall.**



**David Evans GTM13th Class E,
33rd overall**



**Chris Cowles Nibi Cooper
6th Class B, 38th Overall.**



**Carl Barton Skida Fabia TDi 8th Class B,
44th overall.**



**Mark Brotherhood BMW 318Ti 7th Class E,
10th overall**



Drivers Briefing



P.G. Spenser SEAT 6th Class C, 30th overall.

Intelligent Money British GT Championship Round 1

Oulton Park,

16th-19th April 2022.

By David Goose & Stuart Yates
of Motorsport Imagery.



Ian Loggie and Jules Gounon made a strong start to race one, eventually finishing second to the Balfe Audi

Race winners on the cars race debut in the British GT's, Shaun Balfe & Adam Carroll in the new Audi R8 LMS Evo II GT3

© Motorsport Imagery



British GT - Easter at Oulton Park

The 2022 season of the Intelligent Money British GT Championship, returned to its traditional first round at the picturesque Oulton Park circuit in Cheshire over the Easter weekend. After Formula One, these cars are amongst the fastest racing anywhere in the UK at the moment and with eighteen GT3's and thirteen GT4's entered for the first race of the season, 2022 sees the British GT Championship stronger than ever.

The roots of the current British GT Championship

date back to 1993, when the inaugural Sports GT Challenge race took place at Donington Park, with seven Porsche's competing. This year sees the 30th season for the British GT Championship, with 318 races held and 14,091 race laps run.

Easter Saturday saw both final practice and qualifying for the GT's, with lap records being set in both GT3 and GT4 classes. Shaun Balfe in the new Audi R8 Evo 2 set two fastest laps, either of which would have given him and the new car on its debut, pole position. Richard Neary in the Team Abba Racing Mercedes took second fastest with two McLaren's 720S's and the very brightly coloured Mercedes of James Cottingham rounding out the top five. Race 2 pole went to AMG star Jules Gounon in the RAM Racing Mercedes, with Adam Carroll in the Balfe Motorsport Audi also on the front row, Gounon's pole time being almost half a second quicker than anyone else. Richard Williams in the Steller Motorsport Audi R8 GT4 taking pole for race one, with Darren Turner in the Century Motorsport BMW M4 securing pole in race two in a new lap record time, eight-tenths inside the previous GT4 lap record time.



Race 1 Start, full grids of cars in both GT3 and GT4 classes

© Motorsport Imagery

The first race on Monday saw both pole-sitters take first place in each class in what turned out to be an excellent first race of the season. In its debut race in the championship, the Balfe Motorsport Audi of Shaun Balfe and Adam Carroll survived late pressure in race one to win what was described on the day as an

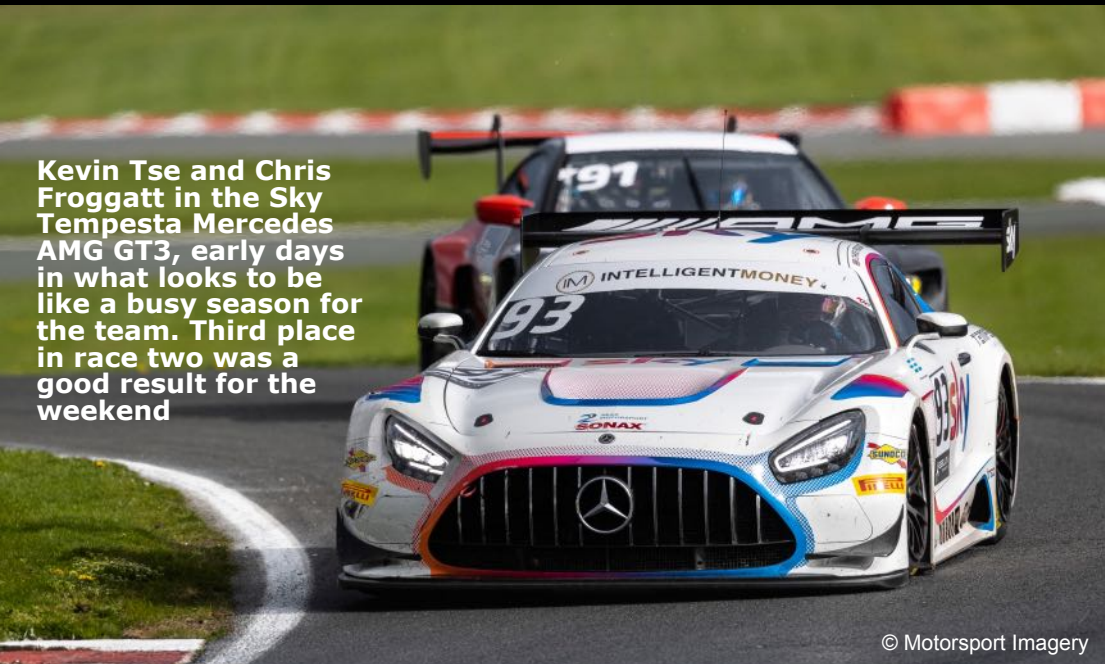
Jack Brown and Will Burns in the Century motorsport BMW M4 GT4



© Motorsport Imagery

epic race. With multiple lead changes throughout the one hour race, the start saw Balfe in the Audi fall from pole to sixth place at the end of lap one, with Richard Neary

Kevin Tse and Chris Froggatt in the Sky Tempesta Mercedes AMG GT3, early days in what looks to be like a busy season for the team. Third place in race two was a good result for the weekend



© Motorsport Imagery

taking the lead in the Abba Racing Mercedes at Old Hall, and Graham Davidson following through in the Team Rocket RJN McLaren at Cascades, not the start the Balfe team had been hoping for, but as always in the British GT's, this was not a sprint race. Just before the pit window, on lap 12, the leading two clashed at Knickerbrook with the McLaren retiring after serious damage was caused when it hit the tyre barrier at Clay Hill. Team Abba's Mercedes was given two stop-go penalties for causing the accident with the McLaren,



Josh Miller and Jamie Day, Aston Martin Vantage AMR GT4

© Motorsport Imagery

effectively ending the Mercedes Team's victory chances. The 2-Seas Mercedes of James Cottingham should have then been favourite for victory but another pit stop penalty again ended their challenge. That left Adam Carroll in the Audi, and AMG factory driver Jules Gounon in the Mercedes to fight for victory. A stunning drive from Gounon over the last few laps closed the gap to the leader down to less than half a second after 37 laps of racing, but an even better defence by Northern Irishman Carroll,



© Motorsport Imagery

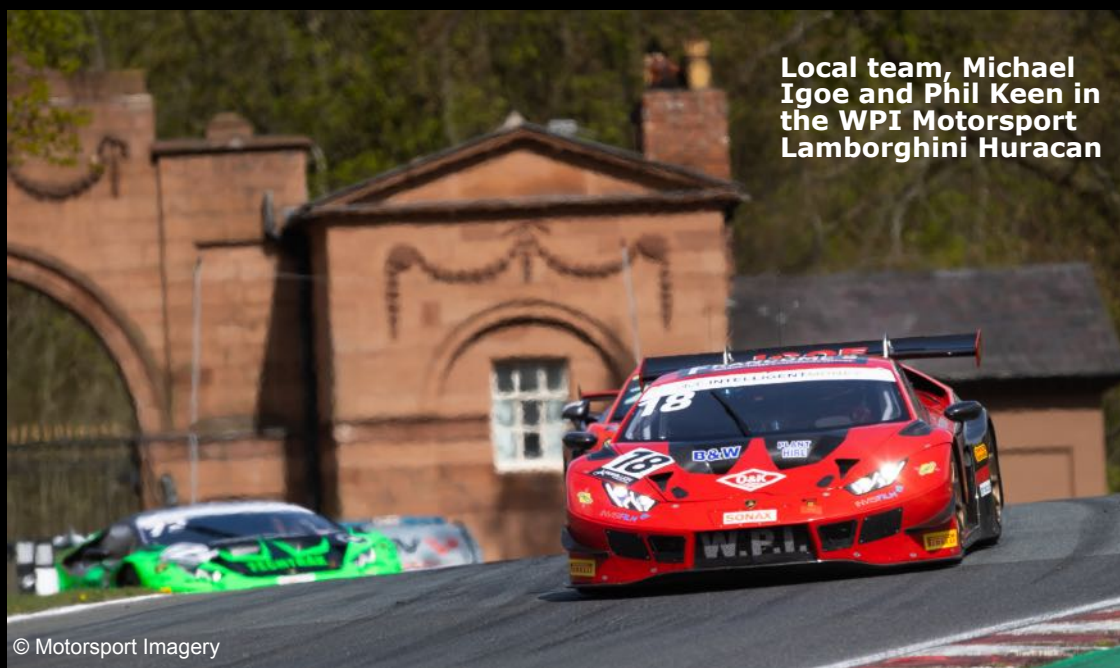
Pushing track limits at Old Hall Corner

secured the teams maiden victory for the new car. Fox Motorsports McLaren 720S of Nick Halstead and Jamie Stanley finishing third, seventeen-seconds behind the leading two.

Despite incurring a penalty for a short pitstop, Steller Motorsports Richard Williams and Sennan Fielding took GT4 class honours from a pole position start, helped along the way by several other teams also incurring the same penalty. From the start, Williams in the Audi battled with Benji Hetherington in the Valluga Racing Porsche Cayman, with the racing in GT4 remaining steady until the

pitstop window. After the pit-stops, a number of the GT4 teams suffered pit stop penalties and the Steller Audi team continued the race in 2nd place, behind the Valluga

Porsche of Ross Wylie. With a third of the race to run, Senna Fielding in the Audi passed Wylie's Porsche to regain the lead, which he held to the finish. Wylie fought hard in the Porsche but eventually lost second place to Josh Miller in the R Racing Aston Martin Vantage AMR. At the end of the race the Aston Martin pairing of Josh Miller and Jamie Day became the youngest driver pairing to feature on a British GT podium, with a combined



Local team, Michael Igoe and Phil Keen in the WPI Motorsport Lamborghini Huracan

© Motorsport Imagery

Matt Topham and Darren Turner, a victory and a fifth place for the crew of one of the only two Aston Martins in this years series first rounds



© Motorsport Imagery

age of 33 years and 14 days old. In comparison to the first race, the second was dominated by events around the race rather than the on track action itself for the GT3 result. Although it finished third in the race, the Paddock Motorsport McLaren of TV celebrity

© Motorsport Imagery



Kelvin Fletcher and Martin Plowman, McLaren 720S GT3



James Cottingham and Lewis Williamson, in the DK Engineering Mercedes AMG GT3

Kelvin Fletcher and team-mate Martin Plowman were awarded the race victory on the day due to the after race penalties given to the top two race finishers. Winners on the road were the RAM Racing Mercedes duo of Ian Loggie and Jules Gounon, after the finish they were given a post race penalty for a short pit-stop. Second place finishers Shaun Balfe and Adam Carroll finished second on the road but were likewise penalised after the race for a short pit-stop. The result, at least on the day was a



Fox Motorsports Nick Halstead and Jamie Stanley, McLaren 720S GT3

provisional victory for third place finishers Fletcher and Plowman. After the race, an appeal was lodged by the RAM Racing Team about the penalty applied and the result of the race remains provisional.



Betty Chen and Angus Fender in the new BMW M4 GT3

The second race was a bit fragmented, half way through, the race was red flagged due to a sudden downpour. This adversely affected some teams because it was mid way through the pit window. After a bit of thought the race was restarted after a 30 minute delay, with all teams starting a second half race with the second driver in the car with no further pit-stops required.

Race two for the GT4 class was won by Matt Topham and Darren Turner in the Newbridge Motorsport Aston Martin



Ian Loggie and Jules Gounon, two top five finishes in the two races over the weekend



Richard and Sam Neary in the AMG Mercedes, second place in race 2

Vantage, beating the Steller Motorsport Audi of Sennan Fielding and Richard Williams into second place. The Audi pairing actually finished ahead in the race but success and team penalties applied after the race gave victory to the Aston Martin. These penalties would normally be applied during the round of pit-stops, but with these being effectively ruled out due to the red flag, the penalties were applied post race.

The championship moves on to the Silverstone circuit for the Silverstone 500 3 hour race, with championship standings currently being withheld until the outcome of the RAM Racing appeal from Oulton Park. The first appeal has been turned down, but the RAM Mercedes Team have used their right to appeal to a higher authority.



Richard Williams and Sennan Fielding, race winners in the GT4 class in the Audi R8 LMS, making it a pair of victories in race one for Audi

TCR UK Touring Car Championship

Oulton Park,
16th-18th April 2022

By David Goose & Stuart Yates of Motorsport Imagery.



Isaac Smith, Two top four finishes
in his VW Golf GTI TCR

THE WORLD'S BEST DRIVING EVENT

Race one winner
Chris Smiley in the
Honda Civic Type R
FK7



© Motorsport Imagery

TCR UK 2022 - Round One at Oulton Park

The Easter weekend saw the rapidly growing TCR UK Touring Car Championship arrive at Oulton Park for the first two rounds of this years championship.

With an ever increasing number of entrants to the series, the weekend saw 25 cars entered from seven different manufacturers in what has been designed to be a cost effective option for teams and drivers wanting to enter the world of competitive touring car racing. Launched in 2014, the TCR concept was designed to allow heavily modified under two litre turbo charged saloons and hatchbacks, to race all over the world with similarly specified cars. TCR UK started racing in 2018, in 2022 there are 15 races planned over seven race meetings at five different circuits.

© Motorsport Imagery



Ant Whorton-Eales in his
Subaru WRX STI TCR

Jack Depper,
Volkswagen
Golf GTi TCR



© Motorsport Imagery

The Oulton Park meeting featured two TCR races on the International circuit, each race being twenty five minutes in duration. Fastest lap times in qualifying are on a par with lap times of the GT4 class in the British GT Championship, for example an Audi R8 LMS GT4, the TCR cars are clearly no slouches in the right hands. Qualifying saw ex BTCC driver Chris Smiley take pole position in his Honda Civic Type R ahead of Isaac Smith in his VW Golf GTi and Bruce Winfield in a Cupra TCR.



Chris Smiley, Honda Civic Type R

Unlike many other championships, TCR worldwide awards points to the top six qualifiers giving all drivers the incentive to qualify well. Race one saw pole sitter Chris Smiley in his Honda take



Safety Car period

Jessica Hawkins, race two winner and the first lady winner of a full touring car race in the UK



victory after leading the race from the start. Max Hart in his Hyundai i30N finished second after taking the place from Isaac Smith in his VW Golf towards the end of the race. Bruce Winfield finished fourth in the Cupra after passing the 2021 TCR Champion Lewis Kent in his Hyundai Veloster on its race debut.



Max Hart's Hyundai i30N TCR, a pair of second places in the two races



© Motorsport Imagery

Callum Newsham, Cupra TCR

Race two saw history made in UK motorsport, with Jessica Hawkins becoming the first ever female to win a touring car race. Starting from second on the grid, she made a strong start and led to the chequered flag in her Cupra TCR, winning at the flag by just a quarter of a



© Motorsport Imagery

Lewis Kent, Hyundai Veloster N TCR

second from Max Hart's Hyundai. Two safety car sessions during the race meant that effectively Hawkins needed to negotiate three race starts, all of which she completed successfully on her way to the historic victory. As the drivers left Oulton Park on their way to the Donington Park GP circuit for the next rounds at the end of May, Max Hart led the Championship by three points ahead of Chris Smiley, with Isaac Smith a further nine points behind. Jessica Hawkins is in fourth place a further nine points behind.



© Motorsport Imagery

Jamie Tonks, Cupra TCR DSG



© Motorsport Imagery

Matthew Wilson, Cupra Leon TCR

23rd Coleford Carnival of Transport

Coleford, Gloucestershire,
Easter Monday, 18th April 2022.

By Simon & Janet Wright.





Sunbeam Alpine in the Market place

Situated near the Welsh border and in the west of the Forest of Dean, the Gloucestershire market town of Coleford held their 23rd annual Carnival of Transport on Easter Monday. The Market Place and town centre was closed off and the roads were filled with vintage, classic and modern sports and supercars. At the top of the town the massive car park by Coleford Railway Museum was also full of display cars.

The town has an estimated population of around 10,000 and it looked like most of them were in town enjoying the cars in the Easter sunshine. Located round the Market place in the centre of town were most of the vintage and classic cars. One of the oldest was The Comet, a Road Coach from the 1890s, which would have been powered by four horses. Moving forward a few years and past the horseless carriage, we had a 1925





1953 MG YB Sports Saloon.

The original MG Y saloon first appeared in 1947. The YB was introduced in 1952. It had a new Lockheed twin leading shoe braking system along with smaller 15 inch wheels and a modern hypoid type back axle. To improve handling it was fitted with an anti-roll bar at the front. Stronger shock absorbers were also fitted. It was powered by a 1250cc XPAG 4-cylinder engine with a single SU carburettor. The model finished production in 1953, with 1,300 built. It was replaced by the MG ZA Magnette in 1954.



Chrysler 56 Sedan Roadster imported from Australia. The Chrysler marque started in 1924, so this would have been one of the first models built by the American manufacturer. Chrysler also pioneered the ornamental radiator cap, styled by Oliver Clark and shaped like the wings of Mercury, to symbolise



speed. Most cars of the period had a temperature gauge built in to the radiator cap, but Chrysler put a temperature gauge in to the dashboard.





1950 Panhard Dyna 120 X86.

One of the most unusual cars on display was this 1950 Panhard X86, believed to be one of only six remaining in the UK. When the car was manufactured there was a steel shortage, so Panhard bought an all aluminium design from

Jeane Gregoire, pioneer of front wheel drive. The aluminium body gives excellent power to weight ratio. The car has a flat twin air cooled 745cc engine with torsion bar valve springs. It produced 32 bhp and had a top speed of 81 mph. This drives



the front wheels through a 4-Speed gearbox with synchromesh on the top 3 ratios. It has all round independent suspension and rack and pinion steering. The car is very light-weight at only 10 CWTS.

Put in four passengers and you double the weight of the vehicle! It had competition success in the Alpine Rally, Monte-Carlo rally and the Mille-Miglia.





bracing bars. The body is a single piece tub moulding with separate bonnet and boot. Ground clearance was 5 inches. The standard engine option was a 2 litre Ford Zetec 4 cylinder engine which produced 135 bhp, and transverse fitting. This would give the car a top speed of 150 mph and could accelerate from 0-60 mph in under 6 seconds. A striking feature are the double-skinned gull-wing doors, hydraulically lifted. It has fully independent suspension all round, with alloy cast uprights and double round tube, nylon bushed, wishbones on the front, and steel uprights and double wishbones on the rear. It also has disc brakes on all four wheels and Ford Sierra rack and pinion steering with just 2 turns, lock to lock. The total weight was 1680 lbs with a weight distribution of 38% Front and 62% rear.



It was hard to miss this bright yellow 2001 Raffo Belva. This British kit car, created by John Raffo, was produced in very low numbers. A modern 2-seater sports car design, it has a square tube space frame chassis with a GRP body. It features an integrated roll over protection with





Healey



Smart line-up.



The Smart Car saloon arrived from The Netherlands.



1950 Ford V8 Pilot



Daimler



1948 Lea Francis Sports



Lancia



Ford Thunderbird



1959 Ford Ranger



1967 Pontiac Catalina



1956 Chevrolet 3100



1971 Buick Skylark



1992 Dodge Minivan



1954 Chevrolet Belair



1959 Buick LeSabre



1978 Pontiac Firebird



Audi Quattro



Ford Anglia



Riley 1.5



Mini



Volkswagen



1933 Austin 10/4



Vauxhall



Triumph Herald Police car



Citroen DS all the way from Spain



Tribute Automotive 250 based on MX5



Scimitar SS1 1300



Vauxhall Victor



Sunbeam



Volvo



Gilbern



Grinnall 3 wheeler.



NSU Prinz L



Doretti



Jaguar 420G



Lotus Turbo Esprit



Mercedes Benz 300SL



Jaguar Enthusiasts Club E-Type V12 and E-Type Mk1



Lotus Elite 2.2 S2



Morris Ten Four



Mitsubishi Evolution



Fiat Coupé



2008 Pontiac Solstice



Ferrari F430



Mini Line-up



TVR Chimaera
500



Austin 7



Alvis TA14 Carbodies.



Lotus Evora S



Pontiac



The ultimate Police car Pontiac

BARC Race meeting

26th-27th March 2022

Silverstone International circuit

By Simon & Janet Wright with additional photos by Stuart Yates of Motorsport Imagery.



Winner of the first Super Tourers race
Jason Minshaw Volvo S40 chased by
2nd placed Tony Absolom Vauxhall
Cavalier.

Steve Primett Ford Escort Mk1 won both of the CTCC Pre 66 and Pre 83 races



© Simon Wright

The British Automobile Racing Club held a two day race meeting featuring the Classic Touring Car Club (CTCC) along with several other saloon and sports cars series. Using the Silverstone International circuit from the Wing Pits, the races started on Saturday afternoon with a 15 minute race for the CTCC Pre 66 and Pre 83 saloons. Qualifying saw Malcolm Jeffs fastest in a Pre 83 Volkswagen Golf GTI Mk1. The fastest of the Pre 66 cars was the Ford Mustang of Robert Gray, in 5th position on the grid. Stephen Primett in a Ford Escort Mk1 took the lead from the start of the race, pursued by Gary in the Mustang. By lap six, Mark Thomas in a Ford Capri had moved in to 2nd and 37 had dropped a couple of places, to 4th. 11 led from start to finish, winning by over ten-seconds from the class P83 B winning Ford

Pre 66 winner in the first race was Phil Bullen-Brown in his Mini Cooper S in 7th overall



© Janet Wright



© Simon Wright

After a spin at the end of the first race, Alan Greenhalgh took the Pre 66 victory in the second race.

Capri of Mark Thomas. A distant 3rd was David Osborne in a Triumph Dolomite Sprint. The Pre 66 cars were certainly not out-classed but heir more modern opponents, with Phil Bullen-Brown coming 7th overall in his P66 C class winning Mini Cooper S. Making it a Mini 1-2 in the Pre 66 class was Jonathon Page in another Cooper S in 8th place. In 9th was class P83 A winner Nigel Garrett in a 5.7 litre Chevrolet Camaro Z28. The next class winner was 16th placed Nigel Cox in his Ford Lotus Cortina who was 1st in class P66 F. Despite a formal reprimand for

Pre 83 Class B winner in the first race Mark Thomas Ford Capri 3 litre in 2nd overall



© Simon Wright

contravention of Motorsport UK regulations regarding flag signals, Steve Yates still took 1st in class P83 D in his 19th placed Ford Escort RS1600. The other three Pre 66 class winners were James Ibbotson in his Hillman Imp Super, 1st in P66 E, Nathan Berrisford in a BMW 1800ti,



**Pre 83 Class A winner in both races Nigel Garrett
Chevrolet Camaro Z28**

© Simon Wright

28th and 1st in P66 B and finally Luc Wilson in an Austin A40, 29th and 1st in P66 D. A final note, Robert Gray in the Ford Mustang finished 4th on the road but was disqualified after the race for contravening the Championship regulations.

The second race was on Sunday, race 8 on the programme. Primett started from pole position, while Robert Gray was allowed to start from the back of the grid having been changed to the Invitation class. Osborne in the Dolomite Sprint made the best of the start from the second row to lead the majority of the race, with Thomas in the Capri on his boot lid. On the penultimate lap Thomas dropped back to 3rd, allowing Primett in to 2nd place. The drama was kept for the last lap as Thomas retired and Primett snatched the win from Osborne by just 0.755 of a second. Osborne claimed his second class win of the meeting in P83 C. With Thomas out, the P83 B



**Pre 66 Class A winner Piers
Grange Ford Mustang race 1**

© Janet Wright

class win went to 4th placed Nic Strong in a Ford Capri. Next was Alan Greenhalgh in a Ford Falcon Sprint, who finished 7th overall and 1st in class P66 A. Jonathon Page made up for his disappointment on Saturday by taking 1st in class P66 C with his Mini Cooper S finishing 9th overall. Garrett took his second P83 A class win of the meeting in his 10th placed Chevrolet Camaro Z28. Gray also made up for his disqualification on Saturday by finishing 11th in his Ford Mustang and 1st in the Invitation Class. The P66 F class was taken by Pat Kenneally in a Ford Lotus



© Janet Wright

Nigel Cox Ford Lotus Cortina won Pre 66 Class F in the first race

Cortina in 15th position overall. Yates took his second class P83 D win of the weekend in his Ford Escort RS1600 in 19th overall. Class P66 E also had a new winner at this meeting, with Douglas Heale finishing in 23rd place overall in his Hillman Super Imp, 1st in class P66 E. To complete the race, Luc Wilson took his second class P66 D win of the weekend, finishing 26th overall, in his Austin A40.

Steve Yates won Pre 83 Class D in his Ford Escort RS1600i, in both races.



© Janet Wright

Pre 83 Class B winner second race Nic Strong Ford Capri 3 litre



© Motorsport Imagery

Pre 66 Class E winner Douglas Heale Hillman Super Imp in second race.



© Janet Wright

© Simon Wright

Pre 66 Class D winner Luc Wilson Austin A40 in both races.



© Janet Wright

1st Pre 66 Class E James Ibbotson Hillman Imp Super Race 1



© Simon Wright

Pre 66 Class B winner Nathan Berrisford BMW 1800ti first race



© Simon Wright

Initiation class winner Race 2 Robert Gray Ford Mustang ahead of race winner Primett Ford Escort



© Simon Wright

Pre 66 Class C winner second race Jonathin Page Mini Cooper S



Pre 66 Class f winner second race Pat Kenneally Ford Lotus Cortina



Dave Griffin BMW E36 M3 won both Pre 93 races.



© Janet Wright

Race two was for the Laser Tools CTCC Pre 93 combined with the Berkshire Jags Jaguar Challenge. After qualifying, pole position went to Dave Griffin in his BMW E36 M3 while the fastest of the Jaguar challenge cars was Tom Robinson in a Jaguar XJR6, 7th fastest and only 0.122 of a second faster than Colin Philpott in his Jaguar XJS. The first race was a walk over for Griffin leading from start to finish. He was initially chased by Michael Dugdale in a BMW E36 M3 for the first three laps before And Cripps in another BMW M3 moved through in to 2nd but he was still dropping back from the leader. The race was red flagged on lap nine after Simon Lewis went off at club in his Jaguar XJ6 and got stuck in the gravel in a possibly dangerous position on lap eight. Griffin won by over eight

Jaguar Challenge winner in both races was Tom Robinson Jaguar XJR6



© Janet Wright

Colin Philpott Jaguar XJS won Jaguar Challenge Class C in both races.



© Simon Wright

seconds from Cripps, with Dugdale right behind in 3rd. In 13th place Ian Knight in a Volkswagen Golf GTI was 1st in the Pre 93 class C, while the last Pre 93 class winner was Byron Aldous in his Volkswagen Corrado, who was 17th overall. The Jaguar Challenge part of the race was dominated by Robinson who finished 6th overall to take Class D in the Jaguar Challenge. Philpott was 7th overall to take Jaguar Class C, while Derek Pearce in a Jaguar XK8 in 11th was 1st in Jaguar Class B. The final Jaguar class winner was Tim Mordant in a Daimler Series 1 XJ6, 16th overall and 1st in Jaguar Class A. The final class winner was Marrant, taking his second victory of the weekend in the Daimler Series 1 XJ6. The second race gained

© Simon Wright



Jaguar Challenge Class B winner Derek Pearce Jaguar XK8 in first race.

Pre 93 Class C winner Ian Knight Volkswagen Golf Gti in both races



© Janet Wright

an additional entry, Steve Walden in a BMW E30 was added to the back of the grid in the Invitation class. Griffin started from pole position and dominated this race like the first one, leading from start to finish. He was again pursued by 33 and 51 but slowly edged away from both of them to win by over eight seconds again. Cripps took his second 2nd, with Dugdale taking his second 3rd of the weekend. Knight also took his second class win of the weekend in 11th position. A different winner in Pre 93

© Simon Wright



Pre 93 Class D winner Bryon Aldous Volkswagen Corrado first race

Class D was Andrew Sheraton in a BMW 325i E30 in 23rd, while addition to the race Steve Walden was 1st in the Invitation class in 28th overall. In the Jaguar Challenge, Robinson took another victory in Class D, 5th overall in the race. Philpott was 6th overall to take his second class win of the weekend in Jaguar Class C. Jaguar class B had a different winner in this race, Mike Seabourne in a Jaguar XJS took class honours in 10th.



Jaguar Challenge Class A winner Tim Marrant Daimler Series 1 XJ6 in both races.

© Simon Wright



© Motorsport Imagery

Andrew Sheraton BMW 325i E30 won Pre 93 Class D 2nd race.



Harry Hickton Citroen Saxo VTR won both Junior Saloon Car races

Race three saw the youngsters out for the first Junior Saloon Car Championship race of the weekend. They raced for fifteen minutes plus one lap in identical Citroen Saxo VTR hatchbacks. Harry Hickton was fastest in qualifying for both races and in the first race he led from the start until the red flag bought the race to an early finish. Hickton won by over ten seconds from Harvey Dent, who had been in a close battle with Connor Duncan, 3rd, Daire Flock, 4th, Maximus Hall, 5th and Travis Chapman 6th.

The second race on Sunday managed to go full distance, and Hickton scored his second victory of the weekend. This time he was just over two seconds ahead of Travis

© Simon Wright



Harvey Dent Citroen Saxo VTR was 2nd in the first Junior race and 3rd in the second.

Connor Duncan Citroen Saxo VTR was 3rd in the first race.



© Janet Wright

Chapman, with Dent right behind in 3rd. Hall improved on his first race 5th place with 4th in the second race, while 5th went to C J Morgan who was not classified in the first race as he was not running at the time of the red flag. Taking 6th place was Jack Ruddell.

© Janet Wright



Travis Chapman Citroen Saxo VTR was 2nd in the second Junior Saloon car race.



Anthony Reid Nissan Primera won the second Super Tourers race

Race four was the high-light race for a lot of the spectators with the CTCC Laser Tools Super Tourers Championship and Burty Haulage Pre 2003 Touring Car Championship out for their first fifteen minute race of the weekend. With two former BTCC champions in the race, it was Jason Minshaw that grabbed pole position in the Volvo S40 by just 0.303 of a second from Anthony Reid in a Nissan Primera. It was Reid that made the most of his front row start to lead the first couple of laps in the Nissan. Minshaw took a turn in front on lap four before Reid retook the lead, which he held for another couple of laps before retiring. This handed the lead back to Minshaw, who then had former BTCC champion John Cleland pop in front on lap eight in his Vauxhall Vectra. Next lap it was Minshaw back in front with Cleland in close pursuit. Then with just two laps to go, Cleland retired from the race. Then on the penultimate lap, former champion Colin Turkington driving a shared MG ZS also retired. Minshaw took the first race victory, over seventeen seconds ahead of Tony Absolom in a Vauxhall Cavalier. Darren Fielding made it a second Cavalier on the podium, in 3rd place. The only other Super

© Simon Wright



**Gary Prebble
Honda Civic was
1st Pre 03 in
both races,
winning Class D**

**Chris Southcott
Honda Civic EKG
1st Pre 03 Class C
first race.**



© Janet Wright

Tourer to finish was 6th placed Andrew Strachan in a Ford Mondeo. The Pre 2003 field started from a separate grid, two rows behind the Super Tourer grid. On pole position for the Pre 2003 field was Gary Prebble driving a Honda Civic EG. At the finish he was 4th overall and 1st of the Pre 2003 cars, claiming 1st in Pre 03 class D. Over six seconds behind was the second Pre 03 car, Chris Southcott in another Honda Civic EK3, who was 5th overall and 1st in Pre 03 class C.

The second race was on Sunday, race twelve on the programme. Minshaw started from pole position but was beaten away from the start by Cleland in the Vauxhall Vector who led the first lap. Minshaw took the lead on the second lap to only loose it to Anthony Reid in the Nissan Primera on the next lap. Minshaw then re-took the lead only to be passed by Cleland. The lead was swapping between Reid, Minshaw and Cleland, all having turns being in front. At the flag it was Reid who took victory in the Nissan Primera by just 0.270 of a second from Minshaw in the Volvo. Only another 0.628 of a second back in 3rd was Cleland in the Vectra

Cavan Grainger BMW E46 330CI 1st Pre 03 Class C second race



© Simon Wright



Former BTCC Champion John Cleland
Vauxhall Vectra DNF

Tony Absolom Vauxhall Cavalier 2nd in
first race



© Simon Wright

Richard Wheeler Nissan Primera DNF



© Janet Wright

Multiple BTCC Champion Colin Turkington
MG ZS DNF first race



© Simon Wright

Jim Pocklington Vauxhall Cavalier Gsi
DNF



© Simon Wright

Simon Mann BMW E46 328ci 6th Pre 03
class C 17th overall first race.



© Simon Wright



© Janet Wright

Andrew Strachan Ford Mondeo 4th Super
Tourer 1st race, 6th overall.



© Simon Wright

Robert Salisbury Honda Accord Super Tourer
DNF



© Simon Wright

Darren Fielding Vauxhall Cavalier 3rd in
first race.



Jamie Winrow Caterham 7 Sigma won both Sigma 135 races, here passing Myrton Wood who was 25th in first race.

Race five was the longest race of the day at twenty minutes for the Caterham Graduates Racing Club - Sigma 135 class. Tom Power started from Pole position in his Caterham 7 Sigma 135, just 0.035 of a second faster than Marc Noaro. Power led the first lap from Jamie Winrow and James McCall, all less than one-second apart. By the second lap Winrow was in-front and remained there until the end of the race, with Power on his tail the entire race. They finished 0.137 of a second apart at the flag, after sixteen laps of racing. A distant 3rd, over five-seconds behind was McCall, followed by Noaro with Robin Webb 5th and Paul Farrell in 6th.

Their second race on Sunday saw Noaro start from pole position, but it was Power from the second row, who led

Tom Power was runner up in both Sigma 135 races



© Simon Wright

James McCall was 3rd in the first Sigma 135 race but retired from the second.



© Simon Wright

the first lap, with first race winner Winrow almost attached to the rear of his car. For lap after lap this pair swapped the lead, never more than ½ a second apart for the entire race. At the chequered flag it was Winrow who took a second victory with Power only 0.808 of a second behind in 2nd place. Webb improved his position to finish 3rd, only 0.196 of a second further behind. Farrell took 4th, also part of the leading train. Slightly further back was Ben Wheatley in 5th and Alaric Barney was 6th. Pole man Noaro retired on the first lap.



Robin Webb took 3rd in the second Sigma 135 race.

© Simon Wright

**Jason Davies
Ford Sierra
Cosworth won
both Classic &
Historic Thunder
saloon races**



© Simon Wright



Classic Thunder Class H3 in both races won by Colin Voyce Ford Escort Mk1

The final race on Saturday saw the CTCC Blue Classic & Historic Thunder Saloon & Blue Oval Saloon Series race close the days action for their first fifteen minute race. Pole position was claimed by Andy Wilson in his 7 litre Holden Monaro, just ahead of Jason West in a BMW E46 M3. The Fastest of the Blue Oval cars was the Ford Escort Mk2 of Malcolm Harding in 12th position. With Wilson failing to take the start, it was Andy Robinson in a 7 litre Ford Falcon that took the initial lead but was soon passed by Jason Davies in a 2 litre Ford Sierra Cosworth and Jason West in a 3.2 litre BMW E46 M3. Davies slowly opened up a gap in front, winning by five seconds from West after thirteen laps. Robinson took 3rd overall and 1st in Class CT A. Colin Voyce in a Ford Escort Mk1 was 4th, taking 1st in class CT H3. The next class winner, in CT C, was Frazer Huntley in a Nissan Primera who finished 8th

overall. Moving down the order, Simon Collier in a Vauxhall Tigra was 1st in class CT S, 17th overall and just two places ahead of Paul Eaton who was 1st in class CT H1 in the Holden VH Commodore. First of the Blue Oval runners was Malcolm Harding, 6th overall and 1st in class B driving a Ford Escort Mk2. The 2nd Blue Oval runner was 10th placed Mike Manning who took 1st in class S driving a Ford Sierra RS500. Finally, Class D was won by Chris Brown in a Ford Fiesta XR2, who finished 22nd overall. The second fifteen minute CTCRC Classic & Historic

Andy Robinson Ford Falcon 1st CT A first race



© Simon Wright



First of the Blue Oval runners in the first race Malcolm Harding Ford Escort Mk2 winner Class B



Classic Touring C winner both races Frazer Huntleu Nissan Primera

Thunder Saloons & Blue Oval saloon race took place on Sunday afternoon. First race winner Davies started from pole position in his 2 litre Ford Sierra Cosworth but he was immediately passed by West in the BMW. It took until the fifth lap for Davies to get in front and then he opened up a slight lead all the way to the chequered flag. His winning margin in this race was 3.134 seconds ahead of West in the BMW. In 3rd place and winning class CT A was Andy Wilson, who had started this race from the back of the grid and had worked his way through the field in his 7 litre Holden Monaro finishing only seven seconds behind West. Voyce in the Ford Escort Mk1 took a second class



Classic Touring S 1st Simon Collier Vauxhall Tigra first race 17th

CT H3 win in 6th, followed by class CT C winner Huntley, also taking a second class win of the weekend. Another driver making it two out of two class CT H1 wins was Paul Eaton in the Holden Commodore. Class CT I was won by Robert Salisbury in a Honda Accord, who was 19th overall.

First of the Blue Oval cars was Martin Reynolds in a Ford Escort Mk2, winning class B in 12th position. He was followed home by Manning taking his second class S victory of the weekend in the Ford Sierra RS500. The final class winner was James Dunkley in a Ford Fiesta XR2, who was 1st in class D, 18th overall.



Blue Oval S winner both races Mike Manning Ford Sierra RS500



Classic Touring H1 class winner in both races Paul Eaton Holden VH Commodore.

Blue Oval Class D winner first race Chris Brown Ford Fiesta XR2



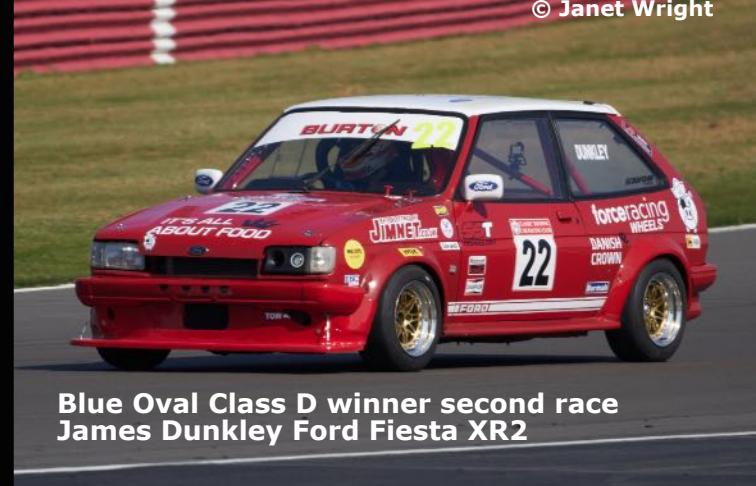
© Simon Wright

© Motorsport Imagery



Classic Touring A class winner second race Andrew Wilson Holden Monaro.

© Janet Wright



Blue Oval Class D winner second race James Dunkley Ford Fiesta XR2

© Motorsport Imagery



Blue Oval Class B winner second race Martin Reynolds Ford Escort Mk2

© Janet Wright



Classic Touring Class I winner second race Robert Salisbury Honda Accord

© Simon Wright



Clive Haynsford Mazda RX8 Classic Touring C 5th in second race 17th overall.

© Janet Wright



Blue Oval Class B 3rd in class first race Tom Abbott Ford Sierra 25th overall.

© Simon Wright



Paul Hand Audi TT Classic Touring class B 3rd in class, 9th overall first race.

© Simon Wright



Classic Touring Class A Neil Agrave Ford Sierra 2nd in class first race 5th overall.

Caterham Graduates Sigma 150 double race winner Harry Senior Caterham 7 Sigma 150.



© Simon Wright

Sunday racing started at 9am with the second Caterham series race, but this was for the Sigma 150 & Sigmax classes. Race seven on the programme, it saw Harry Senior claim pole position in his Caterham 7 Sigma 150. The split grid saw Max Haynes in pole for the Sigmax class. At the front it was Stephen Clark that headed a three car train with Senior and Ben Winrow holding position behind. At the line the order remained the same for the first five laps then Senior and Clark were swapping the lead over the line, with Winrow dropping back a couple of seconds. For the last couple of laps Clark held the advantage but it all went wrong on the last lap and Senior

Sigmax winner in the both races was Max Haynes in a Caterham Sigmax.



© Simon Wright

took the win from Ben Winrow, with Clark out, not classified as a finisher. Jamie Elwood finished 3rd, Allan Curtiss was 4th, Chris Skillicorn 5th and Geoff Newman rounded out the top 6. The Sigmax class was won by Max Haynes in his Caterham Sigmax who was 18th overall. He was over nine seconds clear of Glenn Burtenshaw who was 2nd, 23rd overall, Neil Sturgess in 3rd, Will Rayson in 4th, Andy Molsom 5th and Kevin Barrett in 6th. The second race, seventeen on the list, later in the day saw Senior start again from pole position. However it was Clark that led the first thirteen laps with Senior right behind. By lap fourteen Senior took the lead and the two



Ben Winrow was 2nd in then first Sigma 150 race.

© Janet Wright

swapped places several times. At the finish, Senior took his second win of the day, just 0.147 of a second ahead of Clark at the flag. Winrow took a distant 3rd, over five-seconds behind. Ellwood was 4th this time, Curtis was 5th and Harry Cramer was 6th. Haynes took a second Sigmax victory, this time from 16th overall. Molsom improved to 2nd in class, just ahead of Burtenshaw who had dropped to 3rd in class. Rayson took another 4th in class, with Bartlett improving to 5th in class and Sturgess dropped from 3rd in the first race to 6th in the second.



Stephen Clark was 2nd in the Sigma 150 second race.



Jamie Ellwood was 3rd in the first Sigma 150 races



Glenn Burtenshaw was 2nd in the Sigmax class in the first race.



Neil Sturges 3rd in Sigmax class in first race.



Chris Skillicorn was 5th in the Sigma 150 first race



Angus McClaine was 12th in the second Sigma 150 race.



Rupert Deeth won the first Mini Miglia race.

Following the second CTCC Pre 66/ Pre 83 race it was time for the first Dunlop National Mini Challenge - Miglia Championship supported by Mini Spares race. In qualifying the first four were covered by under a second with Rupert Deeth fastest. From the start it was Aaron Smith from the front row who took the initial lead and for the first few laps, Smith and Deeth took turns in leading, battling nose to tail. By one third distance Deeth managed to lead across the line for lap after lap, but the two were always together. At the flag, Deeth won by just 0.171 of a second from Smith. They had pulled well clear of 3rd placed Chris Morgan who was nearly ten seconds behind. 2013 BTCC Champion Andrew Jordan was 4th, with Jeff Smith and Colin Peacock rounding out the top six. The Libre class was won by Dan Lewis in his 1293cc Mini Libre from Craig Cox and Huw Turner.



The second twenty minute race saw Ben Colburn start from pole position with the top eight finishers from the first race reversed in order on the grid. In the separate Libre Mini grid, the top five were reversed, putting Les Stanton on pole position. From his front row position Ken Astin lead the first lap, but it was Andrew Jordan that had moved from 5th on the grid to 2nd on the first lap, that took the race lead on the second lap. The lead was being contested by a three car train, Jordan, Deeth and Astin, with Deeth and Jordan taking turns to lead. At the flag it was victory for Jordan by just 0.3 of a second from Aaron Smith with Deeth 3rd. The top five were covered by less than a second, with Jeff Smith 4th, Peacock 5th and Morgan 6th.



Dan Lewis won the Libre class in the first Mini Miglia Race



Craig Cox won the Libre class in the second Mini Miglis race 89

Winner of both Kumho BMW races was James Card BMW E36 M3



© Janet Wright

After the second CTCC Pre 93/Jaguar race it was time for the first of two Kumho BMW championship races during the day. After qualifying James Card in his BMW E36 M3 was fastest to claim pole position for the first twenty minute race. In the first race he led from start to finish, being chased enthusiastically by Brad Sheehan in an E46 M3 for the first eight laps before he dropped back to 5th. This left Michael Vitulli in an E46 M3 in 2nd place, where he finished, just over nine seconds behind at the flag, also finishing 1st in the Invitation class. Sheehan had worked his way back to 3rd at the finish. Russell Dack in an E36 M3 was 4th, Jason West in an E46 M3 was 5th and Bryan Bransom was 6th in an E46 M3 after receiving a 20 second penalty for causing a collision. Class C was won



© Motorsport Imagery

Michael Vitulli BMW E46 M3 won the Invitational Class in both races.

© Simon Wright



Kumho BMW Class B winner in both races was Ronan Bradley BMW E36 M3

by Kevin Denwood in a BMW E46 Compact in 8th overall, while class B was won by Ronan Bradley in a BMW E36 M3 in 10th overall. The Mini class was won by Zac



© Simon Wright

Mini Class winner in both races was Zac Blackwell BMW Mini R56

Blackwell in a BMW Mini R56, while the final class winner was Michael Pensavalle in a BMW E30 318is, taking class D in 16th position.

The second race was a repeat of the first with Card leading from start to finish, winning by over four seconds

Michael Pensavalle BMW E30 318is won Khumo BMW Class D in first race.



© Simon Wright

James Ford BMW E36 won Khumo BMW class D in the second race.



© Simon Wright

from Sheehan. Right behind at the flag was Bransom in 3rd and West in 4th. Vitulli took another Invitation class win in 5th. Bradley took a second class B victory in 8th, with Denwood doing the same, winning class C in 9th. The

Mini class also saw a repeat performance by Blackwell taking victory in 11th. However, class D saw a different winner, with James Ford taking 1st in class D, 16th overall.



© Simon Wright

Kevin Denwood BMW E46 Compact won Khumo BMW Class C in second race.



© Janet Wright

Russell Dack BMW E36 M3 was 4th in first Khumo BMW race, 3rd in class A.



Mike Jordan Mini Se7en won both Mini Se7en races seen here battling with Joe Thompson who retired on lap 4 in the first race.

The Dunlop Mini Challenge supported by Mini Spares - Se7en Championship supported by Mini Spares first race followed the second CTCC Super Tourers/Pre 93 race. Fastest in qualifying was Spencer Wanstall just over half a second ahead of Mike Jordan, father of Andrew Jordan. But it was Jordan starting from pole position as Wanstall got a 10 place grid drop after contravention of Motorsport UK regulations. A five car battle soon started at the front with Connor O'Brien having the initial advantage with Mike Jordan, Wanstall, Jo Polley and Joe Thompson all together. Mike Jordan and Wanstall both took turns at the front, with Wanstall having the initially advantage for a few laps, then Mike Jordan got in front and Wanstall dropped to the back of the train with O'Brien applying maximum pressure to the leader. At the flag it was Mike Jordan



Mini Se7en S class winner in both race Michael Winkworth Mini Se7en S 1275



taking the win by just 0.405 of a second from O'Brien, with Polly 3rd and Wanstall 4th. In 5th place was the S class winning Mini Se7en 1275 of Michael Winkworth. Taking 2nd in the S class was Damien Harrington in 7th and 3rd in S class was Ben Seyfried.

The second race had the top eight in reverse order on the grid, so pole position went to Julian Proctor, with Tina Cooper alongside on the front of the grid. The S class started from a split grid after a ten seconds delay and saw Steven Rideout having pole position with Matthew Ayres alongside. Wanstall made the most of the reversed grid to lead for the first four laps, pulling away from 76, then 87. When Wanstall went out on lap five, it was 87 now leading from 76 and 88, then 87 and 88 pulled away slightly from

Connor O'Brien 3 wheeled to 2nd place in both Mini Se7en races



the rest of the pack and swapping the lead until the end of the race. At the flag Mike Jordan took his second win of the day by just 0.436 of a second from O'Brien, repeating the first race results. In 3rd was Joe Thompson from Polley and Graeme Davis in 5th. Winning class S in 6th place was again Winkworth again from 2nd in class Harrington in 7th. In Class S 3rd went to Ben Butler

VSCC Light Car & Edwardian Welsh Weekend, By Peter McFadyen



The 1922 Fiat 501 of Hugh Wace is the same age as the bridge in the background

© Peter McFadyen



Jonathan Miller's 1917 Hudson Super Six

Light Car & Edwardian Welsh Weekend

The Light Car Section of the Vintage Sports Car Club was founded in 1951 for members with what were loosely defined as non-sporting vintage cars developing no more than 30 bhp and was immediately well supported. Edwardian cars, those manufactured between 1905 and 1918, joined the section in 1975 to make it the Light Car and Edwardian Section or LCES and its popularity has continued to grow. These days, the various forms of Austin 7 are the most numerous vehicles in the Section but one of its greatest attractions is the wide range of makes and models, many of them quite rare, which take part in its events and, while the competitive element is never absent, the overwhelming emphasis is on having fun and enjoying old cars.

The programme each year begins with the Welsh Weekend based at the Metropole Hotel in Llandrindod Wells and featuring a scenic tour, typically 60 to 90 miles



© Peter McFadyen

The 1924 Fiat 501C of James Dalton



Susan Martin's Austin 7 proudly wears a dragon mascot for its visit to Wales

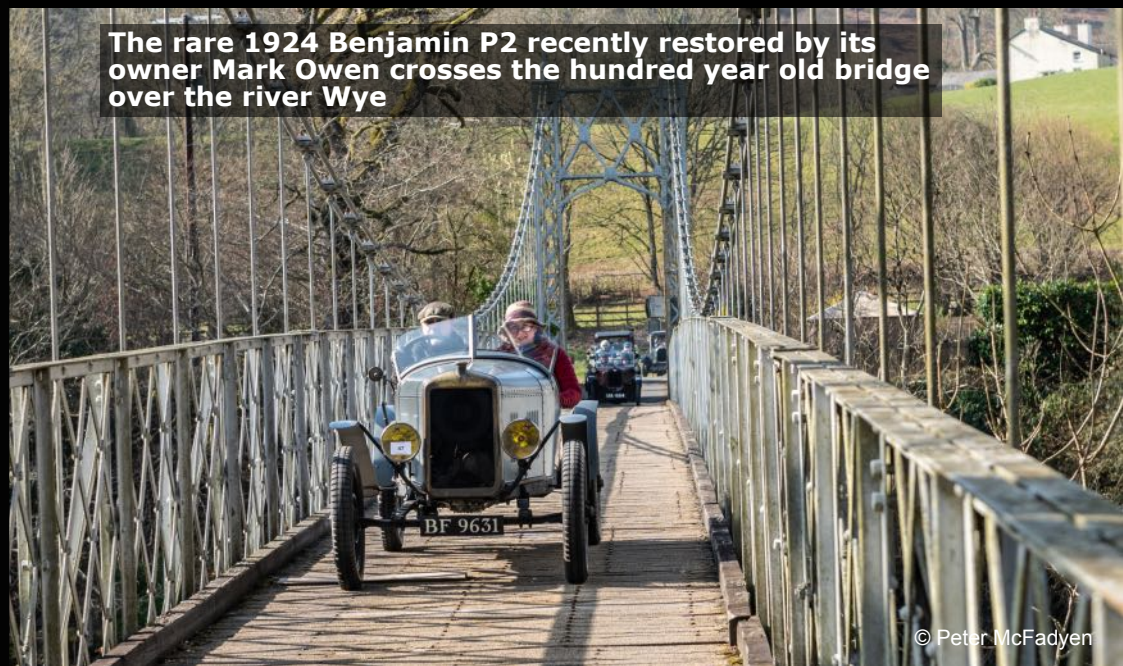
© Peter McFadyen



John Naughton from Knighton in Powys in his 1927 Swift 10hp

© Peter McFadyen

in length, to one of the Principality's many attractive small towns for a lunch halt before driving back to base in time for the 'main event', the annual dinner and prizegiving. The Welsh Weekend usually coincides with the first day of British Summer Time so, on Sunday, after less than ideal



The rare 1924 Benjamin P2 recently restored by its owner Mark Owen crosses the hundred year old bridge over the river Wye

© Peter McFadyen

Playing to the camera as always is Hughie Walker in the very early 1914 GN Grand Prix



© Peter McFadyen

sleeping time, many of the drivers take part in a *relatively* gentle but competitive off-road trial before heading for home. A summer rally and autumn driving tests typically complete the LCES year, always providing enjoyable old

The Morris marque was well represented on the tour. This is Paul Gregory's 1929 Minor



© Peter McFadyen



© Peter McFadyen

Clive Press has just crossed the bridge near Llanstephen in his 1930 Morris Minor.

**Robin Boyce from Redditch, Worcestershire
in his 1923 Austin 7 Chummy**



© Peter McFadyen



**Robert Mellors is appropriately dressed for
early spring in his open 1922 GN Tourer** © Peter McFadyen



© Peter McFadyen

**The Editor of the VSCC's quarterly Bulletin, Matthew Bell
clearly enjoying his drive in the 1907 Star 16hp Raceabout**



© Peter McFadyen

Ian Brough's 1929 Austin RK Saloon

Two Morris Minors,
Steven Kent follows
Richard Woodward



© Peter McFadyen

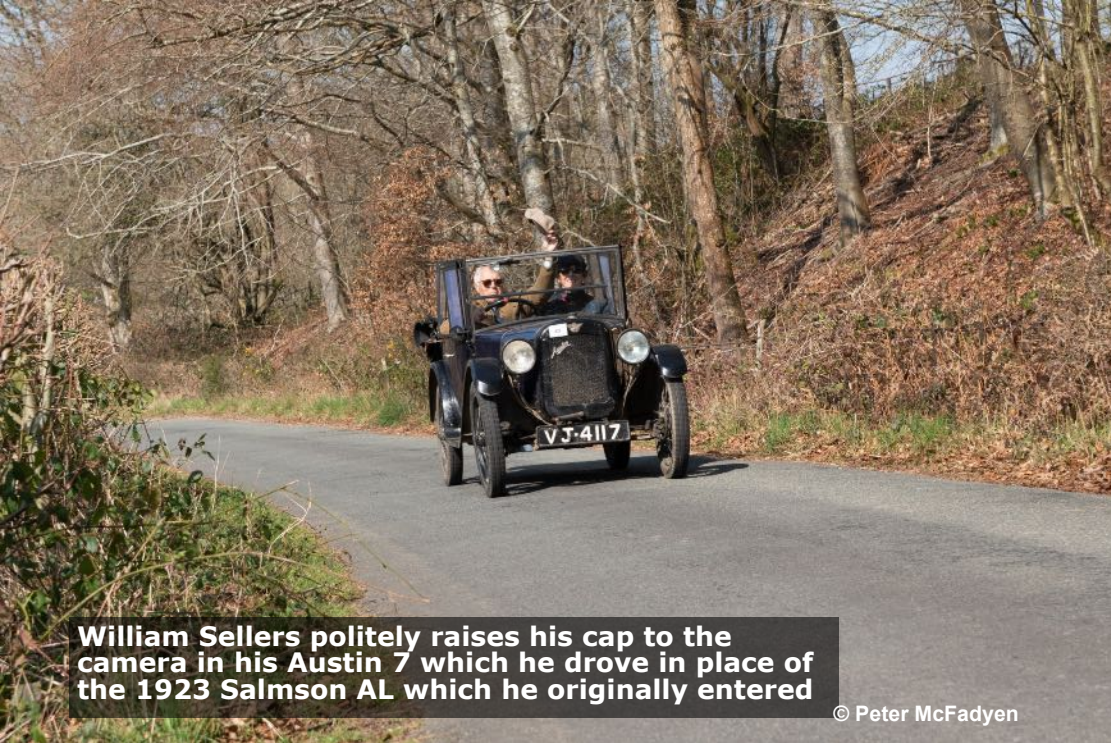
style motoring in attractive locations right around Britain.

The Welsh Weekend fell victim to Covid restrictions and didn't take place in 2020 or 2021 so this year's return to the calendar was particularly welcome. Fine spring weather added to the enjoyment as cars and their occupants drove from Llandrindod Wells via the Black Mountains to Crickhowell for lunch with a stop *en route* in the town of Talgarth before heading back northwards via the Brecon Beacons to arrive in good time for the dinner. The good weather continued for Sunday's trial and Christine Parkinson driving an Austin 7 was declared the winner of the Llwynbarried Trophy for the best overall performance over the two days. She will, of course, receive her trophy at next year's dinner and award ceremony.



© Peter McFadyen

Alex Peadop's 1930 Morris Minor about to cross the
hundred year old bridge over the river Wye



William Sellers politely raises his cap to the camera in his Austin 7 which he drove in place of the 1923 Salmson AL which he originally entered

© Peter McFadyen

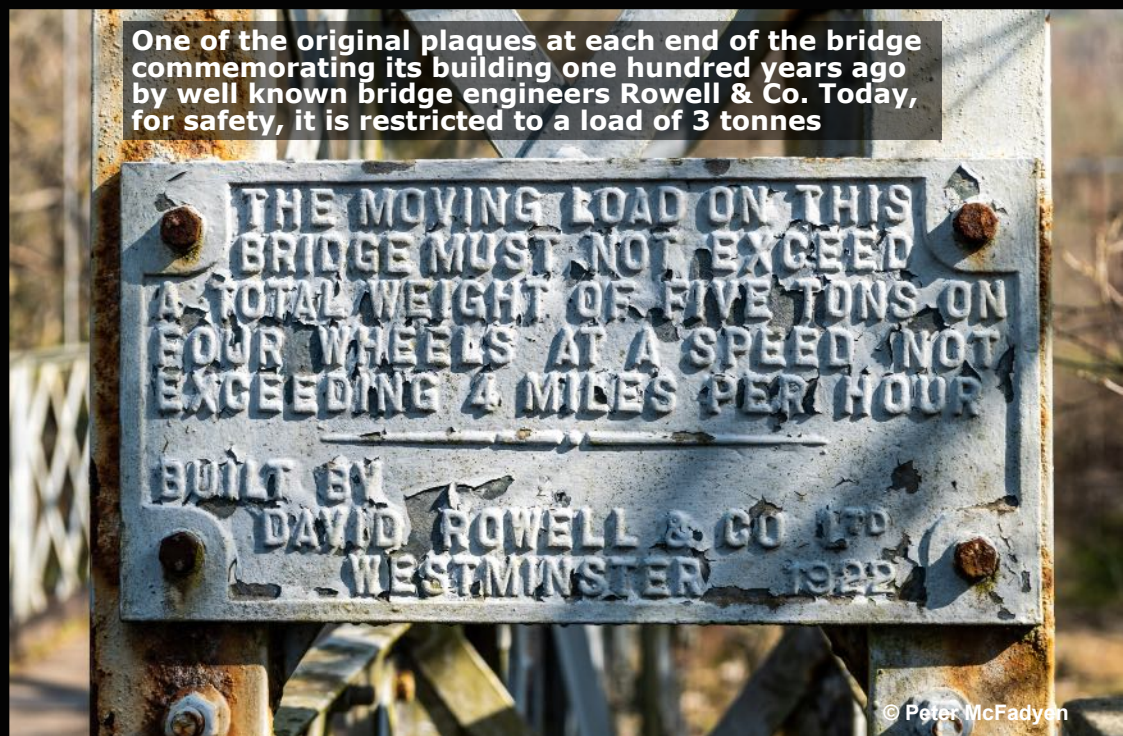


Nick Bell, father of Matthew Bell, brought his 1917 Amilcar C4



© Peter McFadyen

George Beckett's 1923 AC Empire



One of the original plaques at each end of the bridge commemorating its building one hundred years ago by well known bridge engineers Rowell & Co. Today, for safety, it is restricted to a load of 3 tonnes

© Peter McFadyen

MG Car Club Sprint

Curborough,
Sunday 3rd April 2022.
By Simon & Janet Wright.



Fastest Time of Day went to Paul Webb
in the OMS PR with a 31.08 second run.

2nd fastest time of the day went to Mike Hull Jedi Mk1 in 32.17 seconds.



The first speed event of the year by the MG Car Club took place at Curborough, near Lichfield, at the start of April. The event also counted towards the Shenstone & District Car Club Curborough speed championship and had attracted a good entry.

The fastest time of the day, not surprisingly, went to Paul Webb in the OMS PR single seater with a time of 31.08 seconds. Over a second behind was Mike Hull in the Jedi Mk1 with a time of 32.17 seconds. In 3rd overall was the Radical PR6 sports racing car of David Large, with a time of 32.46 seconds, making him fastest in Class 11a.

The first class, SA, was the domain of the MG ZR, with eight cars and nine drivers competing. The first three were all within half a second, with fastest time going to David Owen in his MG ZR. His time of 40.55 seconds was



David Owen MG ZR 1st in Class SA

enough for him to be awarded 1st in class. Only 0.31 of a second behind was 2nd in class Jack Twomey with a time of 40.86 seconds. Taking 3rd in class award was Steve Wood in his MG ZR Trophy with a best time of 40.97 seconds.



John Adams Renault Clio RS200 1st in Class SC

The next class SC saw a mixture of MG sports cars and hatchbacks taking on several Renault Clio hatchbacks. 1st was awarded to John Adams driving a Renault Clio RS200 with a best time of 38.66 seconds, just ahead of 2nd placed Paul Gough in another Renault Clio RS200 with a best time of 39.44 seconds. The best MG was Marcus Brown in an MG TF who was awarded 3rd place with a best time of 40.15 seconds.

Class 1 saw David Coulthard (not that one) awarded 1st in



David Coulthard MG ZR 1st in class 1

his MG ZR with a best time of 39.56 seconds, less than half a second ahead of Richard Froggatt in his MG ZT 260 who was awarded 2nd in class with a best of 40.07 seconds. The award for 3rd in class went to Helen Waddington in her MG ZR with a best time of 40.78 seconds.



Martin Lunn MG Midget 1st Class 2

Class 2 had awards for 1st and 2nd, with Martin Lunn claiming 1st award driving an MG Midget with a time of 40.9 seconds in just a single timed run. He was only 0.12 off a second faster than 2nd placed Roy Clarke in another MG Midget with a time of 41.02 seconds. Class 3 only had three entries and saw 1st place awarded to Rob Bell in his MG F with a best time of 40.84 seconds.

Rob Bell MG F 1st Class 3



1st Class 4 Nick Walker MG ZR.

Class 4 was another three car class with 1st awarded to Nick Walker in an MG ZR with a best time of 39.62 seconds.



Andy Walker MG B 1st Class 5

Class 5 had more entries and 1st place went to Andy Walker in an MG B with a time of 33.17 seconds. In 2nd place was Rob Armstrong in a MG Midget with a time of 38.3 seconds.



Fastest in Class 6a was Dave Morris in a MG TC

Class 6a had a single entry of Dave Morris who set a time of 42.35 seconds in his superb MG TC.



Fastest in Class 6b was the MG KN Bellevue driven by Steven & Charles McAvoy.

Class 6b only had a single car entry as well, which was double driven. However what the class may have lacked in quantity, it made up for in quality, a magnificent MG KN

Bellevue driven by Charles and Steven McAvoy. Steven came out best with a single timed run of 41.53 seconds.

1st Class 7a
Graham Harvey
Austin Mini



Now away from the specific MG categories, Class 7a saw Graham Harvey claim 1st in class driving an Austin Mini to a time of 28.28 seconds, with only 1/10 of a second difference between his two runs.

1st Class 7b was
Steve Barrow
Renault clio 182



Class 7b had awards for 1st and 2nd with Steve Barrow in his Renault Clio 182 getting the award for 1st with a time of 38.47 seconds. In 2nd was Richard Raybould in another Renault Clio with a time of 39.65 seconds.

**1st Class 8a Steve Robinson
Caterham 7 Supersport.**



Class 8a saw Steve Robinson in a shared Caterham 7 Supersport be awarded 1st in class.

**1st Class 8b Simon
Price Westfield SE iW**



Class 8b was another single award class, with Simon Price getting 1st in a shared Westfield SE iW with a time of 34.62 seconds.
Class 8LA saw David Whiteley in a Lotus Elise S1 get the 1st in class award with a time of 36.39 seconds.

**1st Class 8LA was
David Whiteley
Lotus Elise S1**



**Class 9a 1st Alan
Henley Rover
Mini**



Class 9a was the domain of the Mini with Alan Henley taking the 1st award in a Rover Mini with a best time of 39.33 seconds.



Despite this spin at the Mole Hill on one run, Mark Williams still took the award for 1st in Class 9b in his Renault Clio 172

Class 9b had a bigger entry and saw awards for 1st to Mark Williams in a Renault Clio 172 with a best time of

35.18 seconds. The award for 2nd went to Liam Ulyatt in a Peugeot 106 Rally with a time of 35.76 seconds, while 3rd place award went to Thomas Harding in a VW Golf with a time of 36.74 seconds.

The last three classes for racing cars all had just two entries. Class 12b produced the Fastest Time of Day with Paul Webb in the OMS and class 11a saw 3rd fastest overall David Large in the Radical PR6 fastest in class.

3rd fastest overall and fastest in Class 12b was David Large Radical PR6



Fastest in Class 12c was Ioan Evans in a Van Diemen FR88

The final class 12c was for Formula Ford single seater racing cars. Fastest in the class was Ioan Evans in a shared Van Diemen FR88 with a time of 36.18 seconds.



A wrong downshift blew a big hole in the engine of the MG ZR driven by Julie Coffey during practice.



Alan Fairbrother in a MG3 was 8th in Class 1

**WOW Breakfast Meet,
Sixways Stadium, Worcester
24th April 2022.
By Simon & Janet Wright.**



Mini Line-up.

The final winter Breakfast meet for Wheels on Wednesday (WOW) took place at Sixways Stadium in Worcestershire on a sunny Sunday morning at the end of April. The lovely weather attracted a large gathering of vehicles and enthusiasts to the last winter meet on the hard standing car park, before the Wheels on Wednesday regular meetings return to Spetchley Park Gardens from 11th May. There were plenty of classic cars and supercars mixed in with modified cars from most manufacturers.



The vehicle that probably had travelled the furthest was a French registered Renault 5 GT Turbo. This was a second generation Renault 5, the GT Turbo was introduced in 1985. It was powered by a modified four cylinder, eight valve 1397cc engine whose design dated back to 1962 in



1108cc form. It used an air-cooled Garrett T2 Turbocharger and produced 113 hp. With the car weighing only 850 kg, it had an excellent power-to-weight ratio and could accelerate from 0-60 mph in 7.5 seconds. Externally it featured plastic side skirts to differentiate it from the standard Renault 5. Suspension upgrades lowered the car by 1.5 inches at the front and 1.3 inches at the rear. It also came with disc brakes on all four wheels. In 1987 a phase 2 version was introduced which introduced water cooling on the turbocharger. With a revamped ignition system, the engine power was increased to 118 bhp. This gave it a 0-62 mph time of 7.5 seconds.

The Renault 5 GT Turbo competed in the 1987 British Touring Car Championship driven by Roger Saunders and Alex Postan. It was also the only Group N car to ever score an overall win in a WRC Rally when Alain Oreille & Giles Thimonier won the 21^{ème} Rallye Côte d'Ivoire in 1989.

Production finished in 1991.



Ferrari



Maserati Merak



McLaren



Lamborghini Huracan



Nissan GT-R



Aston
Martin
Vantage



Ford Thunderbird



1949 Mercury Eight Coupe



Ford V8 Deluxe convertible



Ford Mustang



Dodge Challenger



Ford Hot Rod



Citroen DS



Honda Beat



VW Golf Gti convertible



Mini Clubman



Ferrari 328 GTS



MG TF



BMW i8



Ferrari



Mazda MX-5



2012 Chevrolet
Sonic SS



Audi Quattro rally car



Ford Escort Cosworth and Sierra Cosworth



Jaguar Estate



Ford Escort RS Turbo



2021 Nissan GT-R



Fiat Coupe



Suzuki Alto FX



TVR

2021/22 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series.

Round 2 Skope Classic meeting
Mike Pero Motorsport Park – Ruapuna
Christchurch

08-10 April 2022.

Photo Credit :Fast Company/Lance Hastie.



Start of the first race with Steve Ross McRae GM1 just ahead of Michael Collins Leda GM1 001

Local series young gun Michael Collins (Leda GM1) made a winning return to the SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series at his home track in Christchurch over the weekend, earning the Bert Hawthorne Memorial Trophy.



© Fast Company/Lance Hastie

allowed Collins final pass for the lead which he managed to hold onto until the chequered flag came out. Third across the line – having spent much of the race defending the position from fellow Lola T332 driver Codie Banks – was the ever-improving Kevin Ingram. Just when Banks Jnr thought he was in with a chance, he was forced to slow dramatically then stop completely on lap 6 of 8 as his car's engine suddenly lost all oil pressure. The news wasn't all bad for members of the Banks family however, Codie's father David Banks (Talor MR1) inheriting 4th place just 5 seconds behind Ingram but a good half a minute up on F5000 class new face Buce Kett (Lola T332) who was a 'very happy man' in 5th. Like sixth placed fellow category new face Alastair Chalmers (Chevron B32) Kett said he was taking a cautious approach, and one he was already benefiting from.

MCRAE WOULD BE HAPPY WITH ONE-TWO RESULT IN FIRST F5000 RACE AT SKOPE CLASSIC MEETING IN CHRISTCHURCH

A little over 50 years ago (on Sunday January 22, 1972) the late, great Graham McRae drove his then new Leda 'GM1 001' Formula 5000 single-seater to a dominant victory in the Lady Wigram Trophy race on a temporary circuit at Christchurch's Wigram Air Force Base. Today, two of his cars – the comprehensively rebuilt and race prepared original STP pink Leda 'GM1 001' now owned by Alistair and Vicki Hey of Queenstown and driven by local category young gun Michael Collins, and a later 'production' model 'McRae GM1' (009) owned and driven by three-time former SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series title holder Steve Ross from Dunedin – qualified first and second, then – after swapping the lead a couple of times amongst themselves, a mistake by Ross



© Fast Company/Lance Hastie

Class A category stalwart Tony Roberts (McLaren M10B)



Bruce Kett enjoying his LolaT332.

Finally in the battle for Class A honours (for earlier era cars) category stalwart Tony Roberts in his recently acquired ex Kip Ackerman South African series McLaren M10B (400-08), was shadowed all the way to by Toby Annabell from Hawera in Taranaki in his similar M10B. Aucklander Frank Karl had battery issues with his McLaren M10B however and was one of three drivers who DNFed today's race.

The other two were Round 1 race winner Grant Martin (Talon MR1/A) who broke an input shaft on the first full lap, prompting an early Safety Car intervention while the prone car was moved, and Tony Galbraith (Lola T332) who had engine issues.

11-04-22

COLLINS CAPS MEMORABLE F5000 SERIES RETURN WITH THIRD WIN FROM THREE AND HIS NAME ON LATEST SKOPE CLASSIC TROPHY

Local F5000 category hero Michael Collins (Leda GM1) capped a memorable return to New Zealand's SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series at the re-jigged Skope Classic meeting at his home track in Christchurch yesterday (Sundy April 10), driving away from a top-class field to comfortably win the 12-lap F5000 feature race and be the first driver to earn the Bert Hawthorne Memorial Trophy which will now go with it. Behind the wheel of his family-run, Alistair & Vicky Hey-owned ex-Graham McRae Leda GM1 (001) Collins (27) was obviously determined to make the most of the opportunities the Skope Classic's COVID-19-inspired date-swap presented. His pole lap – a scintillating 1:18.868 – for instance ,

was the only sub 1:19.00 lap set across the whole weekend, and though arch-rival and eventual feature race and event runner-up, Steve Ross from Dunedin (McRae GM1 009) was able to match and even better Collins's best laps in race trim, in terms of ultimate track speed Collins was King!

He put that fact beyond doubt in the 12-lap feature final race late on Sunday afternoon. Though Steve Ross again got the better start and held the lead – albeit briefly – through the first corner Collins had grabbed it back just two corners later and, with a clear track in front of him, quickly built up a two second buffer on Ross.

Behind the pair the race order has quickly established a pattern, with former NZ Formula Ford champion Kevin Ingram (LolaT332) circulating quickly and efficiently – albeit not at quite the same white hot pace the pair up

Also impressive with his speed and race craft after not driving his McRae GM1 for over a year was three-time former series champion Steve Ross from Dunedin.



© Fast Company/Lance Hastie

front were running at - in third place then another largeish gap back to series' Rnd 1 race winner Grant Martin (Talon MR1/A) in fourth, Codie Banks (taking up the offer of a drive in his father's similar car, the black ex-Jon Woodner Talon MR1, after his own Lola T332 suffered terminal engine damage in the race on Saturday) in fifth, and category new face Bruce Kett (Lola T332) in sixth. Bar the other category newcomer, Alastair Chalmers (Chevron B32) stopping on the warm-up lap with a clutch issue the rest of the 10-strong field got away to another typically unique rolling (thunder) start, the initial running order having Codie Banks in P4 and Tony Galbraith back in P7.

By the third lap however Grant Martin had found a way past Codie Banks to claim 4th place while two laps later Tony Galbraith (Lola T332) had finally managed to wrestle P6 off Bruce Kett's similar Lola.

Up front however the race for the new Bert Hawthorne Memorial Trophy was anything but over, Steve Ross

counterattacking twice between laps 3 and 11, each time reducing the margin Collins had just built on him from between 2 and 3 seconds to just over a single second. As it turned out however Collins was not to be denied completing a clean sweep of SAS Autoparts MSC NZ F5000 series races with a final margin after 12 hard'n fast laps of 3.581 seconds over Ross and 26.891 seconds ahead of Kevin Ingram who was third.

Bert Hawthorne was a talented young Kiwi racing driver from Kaiapoi, just north of Christchurch, who was killed while practising for the German round of that year's European Formula 2 championship at Hockenheim on Friday April 14, 1972.

At just 28 years of age, it was a cruel blow for his family back home in Kaiapoi not to mention the close-knit local motor racing scene where he had got his start – but 50 (22) years on, to honour his memory, the Canterbury Car

© Fast Company/Lance Hastie



Class A Tony Roberts leading fellow McLaren M10B runner Toby Annabell.



in action and accepting the Stan Redmond Memorial Trophy from MSC NZ country manager Steve Wright is this year's recipient, Kevin Ingram.

Club and Hawthorne family put up one of his original trophies for the winner of the SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series feature race at the Skope Classic from this year on.

In accepting the trophy from meeting rep Rob Cope-Williams, inaugural Bert Hawthorne Memorial winner Michael Collins acknowledged the role family – both his own and that of car owners Alistair & Vicki Hey – has on a young driver' career and said that the trophy was for them to savour and enjoy as much as it is for him.

The trophy joins the original Stan Redmond Memorial one traditionally awarded at the annual Skope Classic meeting 'to the driver who, over the course of the weekend exhibits the same sort of pace, grace, and passion for the F5000 racing that Redmond, one of the founding fathers both of the NZ F5000 Association and the now SAS Autoparts and MSC-sponsored NZ F5000 Tasman Cup Revival Series, now in its 19th year, did.

This year the trophy went to Lola T332 driver Kevin Ingram from Feilding.

Earlier in the day Michal Collins also won the second – full handicap 'lollipop' rolling start 7-lap - SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series race of the weekend, after he and fellow back row starter Steve Ross, both made up their full 75 second handicaps within six of the seven laps, Collins taking the win from a fast-finishing Steve Ross, the gap at the finish line just 1.119 of a second.

Third home was David Banks, fourth Kevin Ingram and fifth Tony Roberts in the first of the Class A McLaren M10Bs

The SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series is organised and run with the support of sponsors SAS Autoparts, MSC, NZ Express Transport, Bonney's Specialised Bulk Transport, Mobil Lubricants, Pacifica, Avon Tyres, Webdesian and Exide Batteries.





Michael Collins (Leda GM1) accepting the trophy from meeting rep Rob Cope-Williams.

Results

Race 1 (8 laps Sat pm)

- 1. Michael Collins (Leda GM1 001/ChCh) 12:59.934
- 2. Steve Ross (McRae GM1/Dun) +1.047
- 3. Kevin Ingram (Lola T332/Fldg) +8.038
- 4. David Banks (Talon MR1/Ackld) +13.158
- 5. Bruce Kett (Lola T332/Ham) +42.293 +29.135
- 6. Alastair Chalmers (Chevron B32/H-B) +45.412 +3.119
- 7. Tony Roberts (McLaren M10B/H-B) +50.084 +4.672
- 8. Toby Annabell (McLaren M10B/Tara) +50.388 +0.304
- 9. Codie Banks (Lola T332/Ackld) 2 Laps 10:22.640 1:22.2
- DNF; Grant Martin (Talon MR1/A/Ackld), Tony Galbraith (Lola T332/Hamp Dwms), Frank Karl (McLaren M10B/Ackld)

RACE 2 (7 lap rolling start handicap)

- 1. Michael Collins 10:09.763 7 laps
- 2. Steve Ross +1.119
- 3. David Banks +7.810
- 4. Kevin Ingram +9.668
- 5. Tony Roberts +32.020

iRight: accepting the Stan Redmond Memorial Trophy from MSC NZ country manager Steve Wright is this year's recipient, Kevin Ingram.

- 6. Bruce Kett + 32.151
- 7. Alastair Chalmers +32.412
- 8. Toby Annabell +36.268 7
- 9. Tony Galbraith +1 lap
- DNF; Grant Martin +6 laps
- DNS; Frank Karl.

RACE 3 THE BERT HAWTHORNE TROPHY FEATURE

12 Laps Sun pm

- 1. Michael Collins 12 laps 16:12.702
- 2. Steve Ross +3.581
- 3. Kevin Ingram +28.891
- 4. Grant Martin +32.397
- 5. Codie Banks +45.107
- 6. Tony Galbraith +1:25.979
- 7. Bruce Kett +1 Lap
- 8. Tony Roberts +1 Lap
- 9. Toby Annabell +1 Lap
- 10. Frank Karl +1 Lap
- DNS; Alastair Chalmers

