



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

# Classic and Competition Car

Founded 2010

Issue 141 June 2022



VSCC Speed Trial, Curborough



HRDC Mallory Park



RallyNuts Rally



British GT Silverstone 500

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British GT - WPI Motorsport Lamborghini Huracan of Michael Igoe & Phil Keen © Motorsport Imagery

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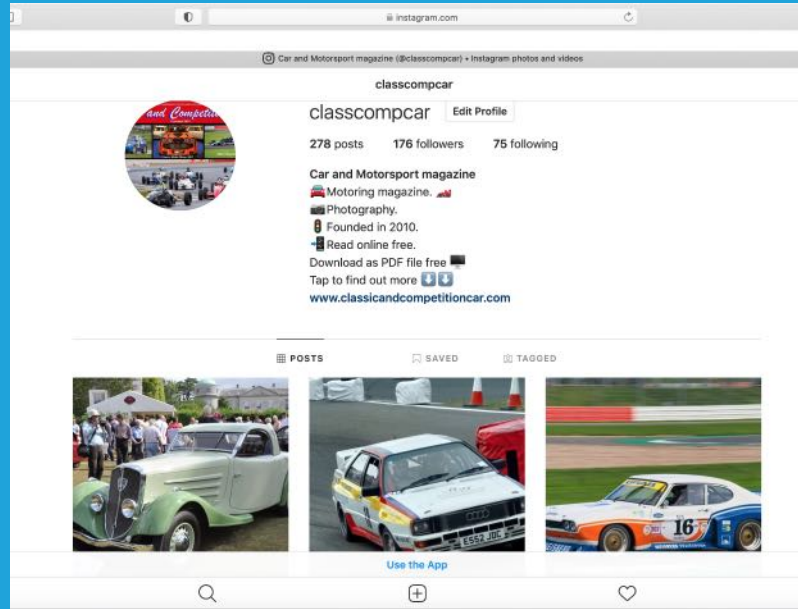
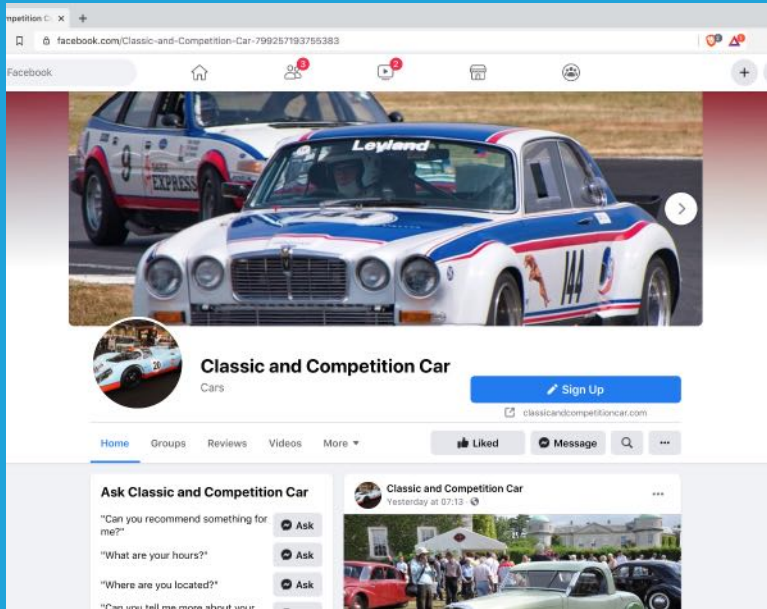
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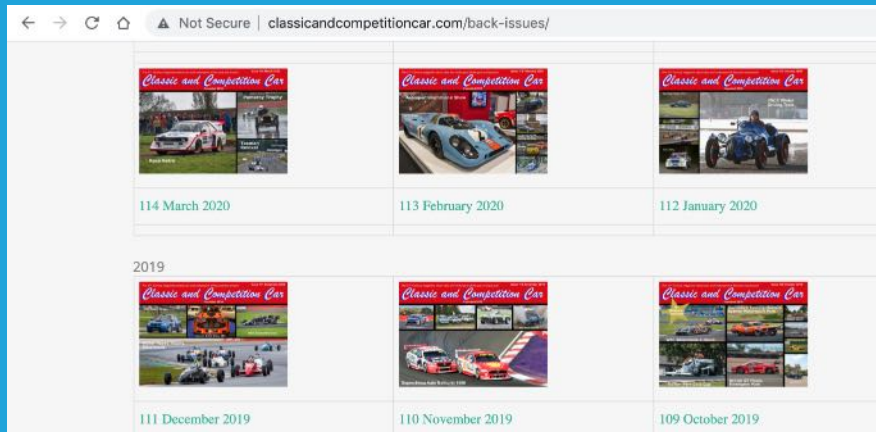
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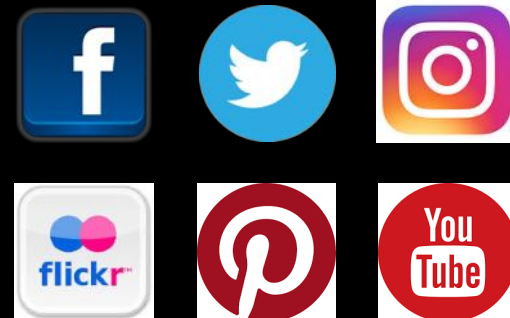
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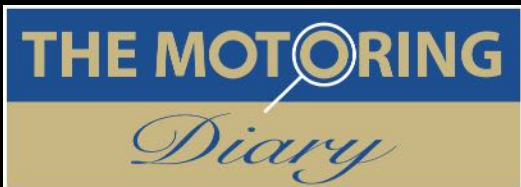
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# Photos of the Month

By Simon Wright.

Louis Bracey had a huge moment at Becketts in the Jaguar E-Type during qualifying for the Gentlemen Drivers Pre-66 GT Cars. Rear wheels in the air going sideways.



# News



## Festival of the Unexceptional 2022.

The 8<sup>th</sup> Concours de l'Ordinaire organised by Hagerty will take place on Saturday 30<sup>th</sup> July 2022 at Grimsthorpe Castle in Lincolnshire. TV Wheeler Dealer Mike Brewer will be attending on the day.

The show is dedicated to sharing some of the greatest everyday of classic cars on the road today. It showcases



forgotten and ordinary classic cars of the late 1960s, 70s, 80s and 90s. New for this year is the entry price is £20 per car and not per person and can be purchased in advance.



## Mark Higgins makes winning rally return.

In celebration of the 60<sup>th</sup> anniversary of the James Bond film franchise, a Land Rover Defender 90 with a unique 007 livery made a winning one-off appearance in the Defender Bowler Challenge in Dolgellau, Wales. It was driven by former rally champion and Bond stunt driver Mark Higgins

and co-driver Claire Williams. With a total time of 55 minutes and 12 seconds, they were 1 minute and 41 seconds ahead of their nearest rival.



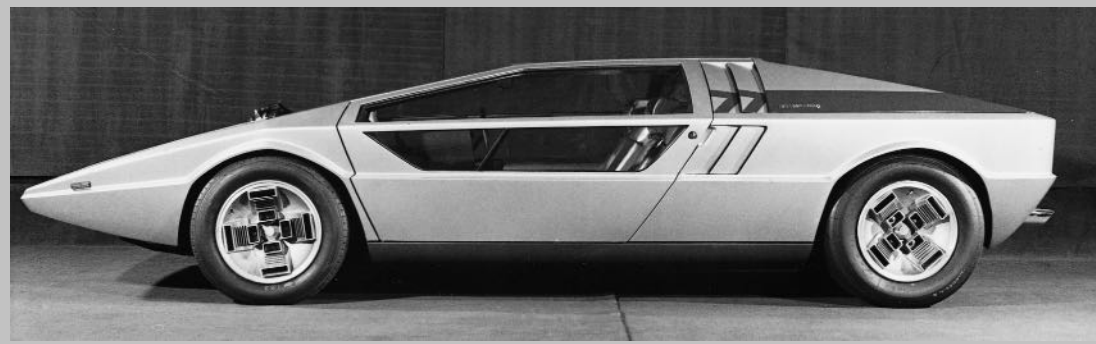


**New Honda Civic Type R sets new Suzuka record.** Honda's next generation Civic Type R set a new front-wheel drive lap record at the World famous Suzuka circuit in Japan. It lapped the 3.6 mile track in 2 minutes 23.120 seconds. It beat the existing record by 0.873 of a second, set by a stripped back 2021 Honda Civic Type R Limited Edition. The new record was set on the 15<sup>th</sup> March 2022 during the new model's final development evaluation. The circuit is often described as one of the World's greatest circuits and has been the test circuit for Honda since 1962. It has also been used to stage the Japanese Formula 1 Grand Prix for all but two years since 1987. The new Civic Type R will be launched in Europe later in 2022.



### **Maserati Boomerang turns 50.**

It is now over fifty years since Maserati showed the Maserati Boomerang at the Geneva Motor Show in 1972. This concept car was created by Giorgetto Giugiaro and produced by Italdesign. One only car was ever built, based on a Maserati Bora chassis and running gear. It had a central eight-cylinder rear 4.7 litre engine, which produced 310 hp. It had a 5-Speed gearbox driving the rear wheels and had a top speed of almost 300 km/h. The two seater sports coupe never went in to production and became a stylistic legacy. The modern design also applied to the interior with a spoke-less steering wheel which also contained the dashboard instruments.





**Bristol Type 603**



**Bristol 409**



**Bristol 409**

© Janet Wright

### Bristol Cars

During the lunch break at the HSCC International Trophy meeting at Silverstone (See page 96), there was a special parade of Bristol cars round the circuit. This was to celebrate the launch of a new book called 'Aero-dynamic', the story of Bristol sports racing cars in the 1950s by Simon Charlesworth and published by Butterfield Press. The display and parade was organised by BRDC member Warwick Banks and Michael Barton and is part of the celebration of cars from the Bristol marque that raced at Le Mans and Reims in the 1950s.. The cars were on display in the National paddock behind Race Control during the day.



**Bristol 400**

© Simon Wright



**Bristol 404**

© Simon Wright



**1950  
Bristol 401  
Convertible  
by Farina**

© Simon Wright



© Simon Wright

## Ferrari Forever Exhibition.



To celebrate the 75<sup>th</sup> anniversary of the very first Ferrari, the Enzo Ferrari Museum in Modena, Italy, is opening the doors to Ferrari Classiche. This is a unique department that is usually never seen by the public. It was set up in 2006 to offer owners an exclusive service designed to protect the priceless heritage that classic Ferraris represent.

The Ferrari Forever exhibition presents the work the department carries out and the services it offers, such as the Certification of Authenticity which is reserved for all Ferrari road cars, sports car and prototypes over 20 years old. The exhibition takes visitors



through the restoration and maintenance process which uses the expertise of highly specialised technicians who have access to the foundry and machine tools that produced the original parts. It also focuses on the historical archive which is a preserved collection of the assembly sheets of every Ferrari produced since 1947. The display is complimented by 15 officially certified cars on display, including some restored by the Department. These include a 1956 250 GT Competizione Tour de

France from designer Sergio Scaglietti. Another on display is a 1959 250 GT Cabriolet built in limited numbers by Pinin Farina. The exhibition is open to the public from the 12<sup>th</sup> March 2022 until the 17<sup>th</sup> February 2023.





# The Marshals Post



Club Corner, Silverstone, Toyota MR2 750 MC meeting.



HRDC Mallory Park



# 750 Motor Club Race Meeting

Silverstone National circuit

30<sup>th</sup> April 1<sup>st</sup> May 2022

By Simon & Janet Wright



Ben Swift Renault Clio 182 10<sup>th</sup> overall and 4<sup>th</sup> in class A dives inside Chris Page Renault Clio 182 22<sup>nd</sup> overall

The 750 Motor Club made their first visit to Silverstone in 2022 at the end of April. Using the National circuit, the club had a twenty race program with a mammoth entry, featuring saloon, sports car and racing car races over the weekend.

**Double race winner Aaron Cooke Toyota MR2 Roadster.**



© Simon Wright

After morning qualifying, the meeting started with the first of three fifteen minute **Toyo Tires Toyota MR2 Championship** races. Pole position went to Aaron Cooke in his Toyota MR2 Roadster just ahead of Jim Mew in



© Simon Wright

**Dave Hemingway Toyota MR2 Mk1 double class MRA winner.**

**Luke Carter Toyota MR2 Mk2 class MRB winner second race.**



© Janet Wright

another Roadster. Cooke converted pole position in to a win, taking the first race by over nine seconds from Adam Lockwood in 2<sup>nd</sup> place, also in a MR2 Roadster. In 3<sup>rd</sup> place, and taking the MRB class was Alastair Topley in a MR2 Mk2, only 0.2 of a second ahead of Ben Rowe, 2<sup>nd</sup> in the MRB class and 4<sup>th</sup> overall. In 5<sup>th</sup> overall was Sam Harper in another Mk2, 3<sup>rd</sup> in class MRB and 6<sup>th</sup> was Mew, taking 3<sup>rd</sup> in class MRC. Class MRA was won by Dave Hemingway in a Mk1 in 23<sup>rd</sup> position overall. The second Toyota race was number five on the programme and saw Cooke take his second win of the day, followed by Lockwood for his second 2<sup>nd</sup> place finish. In 3<sup>rd</sup> place and taking the class MRB win was Luke Carter in a Toyota MK2 Mk2. Hemingway also took his second class win of the day driving his MR2 Mk1 in to 26<sup>th</sup> overall.



© Simon Wright

**Alastair Topley Toyota MR2 Mk2 Class MRB winner first race**



Scott Austin Alfa Romeo 156 won both Alfa races.

The second race of the day was a twenty minute race for the **Hitek Alfa Romeo Championship**. It was the Alfa Romeo 156 of Scott Austin that claimed pole position, over three seconds ahead of Andy Page in a Giulietta 116. Austin finished over five seconds ahead of Thomas Hill in an Alfa Romeo GT, who was 1<sup>st</sup> in the AR6 class. In 3<sup>rd</sup> place was Graham Seager in an Alfa Romeo 147 GTA. The

© Simon Wright



Thomas Hill won his class in both races in his Alfa Romeo GT



Andrew Bourke Alfa Romeo 156 won the ART class in both races

ART class was won by Andrew Bourke in an Alfa Romeo 156 in 9<sup>th</sup> overall.

It was a repeat of the first race for the top three with Austin taking his second victory of the day in the second race, Austin was over three seconds ahead of Hill, who took his second class win of the day, while Seager took 3<sup>rd</sup> again. Bourke also took his second class win in 9<sup>th</sup>.



© Janet Wright

Peter Sloan Alfa Romeo 145 finished 16<sup>th</sup> in both races.

Stacey Dennis Alfa Romeo Giulietta 8<sup>th</sup> in both races 2<sup>nd</sup> in class ARM second race



© Janet Wright

# Alfa Romeo Championship

© Simon Wright



Robin Hall Alfa Romeo 156 14<sup>th</sup> both races

© Simon Wright



Andy Inman Alfa Romeo 156 GTA 7<sup>th</sup> both races , 5<sup>th</sup> in class AR6.

© Simon Wright



Andy page Alfa Romeo Giulietta 2<sup>nd</sup> ARM class 4<sup>th</sup> overall first race.

© Janet Wright



Andreas Georgiou Alfa Romeo 156 13<sup>th</sup> both races.

© Simon Wright



James Ford Alfa Romeo 156 11<sup>th</sup> first race.



Gabriele Iaccarino Alfa Romeo GT 6<sup>th</sup> second race, 4<sup>th</sup> in class.



Roadsports race winner Matthew Weymouth BMW E36 M3

After the lunch break, racing restarted with the forty five minute **Tegiwa Roadsports Series** race. Starting from pole position was John Munro in a Lotus Elite S2 who was nearly two seconds faster than Kier McConomy in a BMW 1-Series. Munro led for the first twenty eight laps before retiring. This gave the lead to Matthew Weymouth who went on to win in his BMW E36 M3. Nearly twenty seconds behind was Rob Boston in a Lotus Elise, who also won the



2<sup>nd</sup> overall, the class winning Lotus Elise of Rob Boston



Class winner Ben MacCauley Lotus Elise S2

RSB class. In 3<sup>rd</sup> place was John Munday in a Honda Civic. The only other car that completed the full forty laps was 4<sup>th</sup> placed Matthew Higgins in a BMW M3. The RSC class was won by Ben Macauley driving a Lotus Elise S2, 2 laps down on the winner. The final class winner was Philip Adcock in a BMW Compact who won class RSD in 19<sup>th</sup> position, four laps behind the winner.



Class D winner Philip Adcock BMW Compact Battling with the Ginetta G40 of Cooper & Bottomey which was disqualified for being under weight.



Pole man John Munro Lotus Elise S2 retired from the race.



Mike Marais SEAT Leon DNF



John Munday Honda Civic 3<sup>rd</sup> dives inside Joel Arguelles Renault Clio 197 DNF

# Roadsports



Keir McConomy BMW 1-Series spins out as Sam McKee BMW E36 328i 16<sup>th</sup> takes avoiding action.



Ben Uren BME E46 M3 3<sup>rd</sup> Class A



Mike Rayner Lotus Elise S1 spins off at Luffield to retire.



Emma Dawson Mini Cooper S R53 26<sup>th</sup>

Ivor Mairs BMW 325ti 5<sup>th</sup> Class C



David Bryant Toyota MR2 Turbo 4<sup>th</sup> class A ahead of Jon Glover Ford Puma 5<sup>th</sup> Class D



First race winner Matthew Booth Jedi Mk6/7 leads the field

The only single seater racing cars appeared next for the first of three fifteen minute races over the weekend for the **Swallow Hill Homes F1000 Championship**. The entire grid consisted of Jedi Mk6/7 models and Dan Gore took pole position by just 0.11 of a second from Matthew Booth. It was Robert Welham who led initially until he retired on the fourth lap. Booth took the win by just over two seconds from Thomas Gadd, with Gore finishing 3<sup>rd</sup>. The second race on Sunday morning saw Gadd improve

© Janet Wright



Race 2 & 3 winner Thomas Gadd Jedi Mk6/7



Ben Powney Jedi Mk6/7 finished 2<sup>nd</sup> in the third race.

on his Saturday performance by winning the second race. He was almost four seconds ahead of Matthew Higginson, while Gore took another 3<sup>rd</sup> place. Gadd made it two in a row in the third race, winning by over three seconds from Ben Powney. Robert Welham took 3<sup>rd</sup>.

© Simon Wright



Matthew Higginson Jedi Mk6/7 was 2<sup>nd</sup> in the second race.



Andrew Harding won both Clio races in his Renault Clio 197



Justin Griffiths Renault Clio 197 finished 3<sup>rd</sup>.

The second of the three Toyota MR2 races was followed by the first fifteen minute **K-Tec Racing Clio Sport Championship** races. It was the Renault Clio 197 of Andrew Harding starting from pole position with Owain Rosser lined up next to him on the grid in an identical Clio 197. It was Harding who took a convincing victory by just over a second and a half from Rosser, with Justin Griffiths in another Clio 197 taking 3<sup>rd</sup> place. Taking the class win in CLA was Jack Dwane in a Clio 182 who finished 5<sup>th</sup>.

The second race on Sunday saw a repeat performance of the first race, with Harding winning by 0.43 from Rosser and Griffiths in 2<sup>nd</sup> and 3<sup>rd</sup>, Dwane also repeated his first race class win in CLA with a 5<sup>th</sup> overall

Jack Dwane Renault Clio 182 won Class A in both races.



Owain Rosser Renault Clio 197 finished 2<sup>nd</sup>.



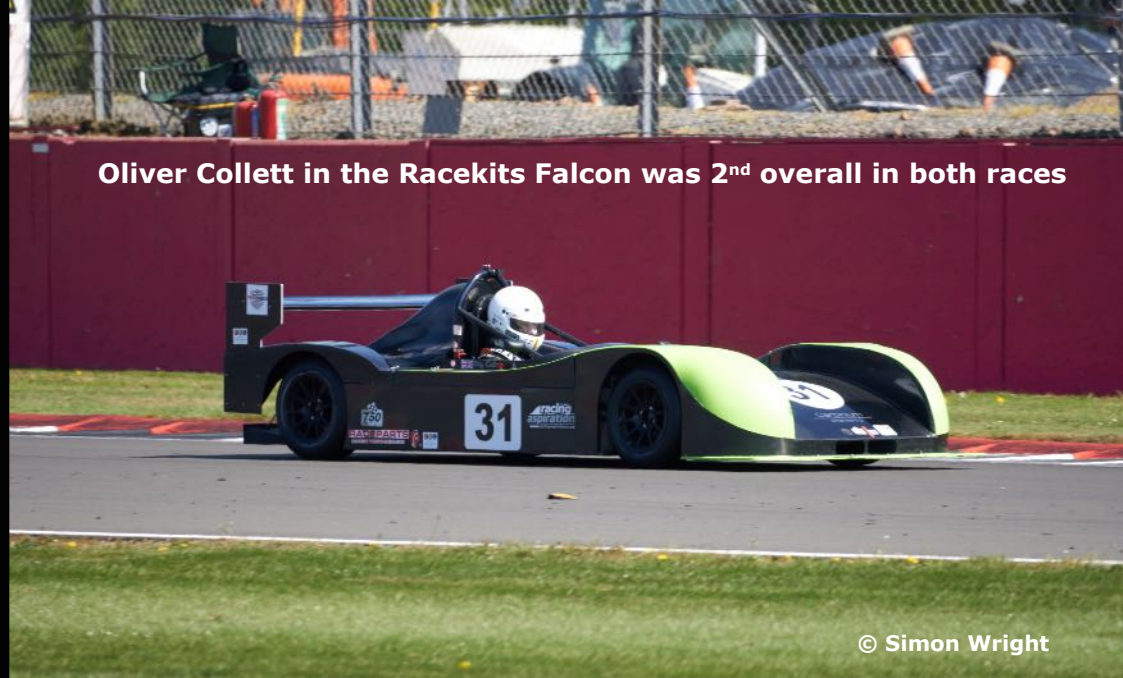
Double 750 race winner Peter Bove in his Dari 88P



© Simon Wright

The Raceparts 750 Formula Championship had their first fifteen minute race of the weekend next. It was Peter Bove in the Davri 88P that started from pole position with Oliver Collett in a Racekits Falcon next to him on the grid. Bove won the race only 0.34 of a second from Collett. They were well ahead of 3<sup>rd</sup> placed Richard Rothery in a PRS 1b, who was over twenty seconds behind in 3<sup>rd</sup> place. Taking class 7FB was 4<sup>th</sup> placed Conway Daw in a SDAR/17 750F.

Oliver Collett in the Racekits Falcon was 2<sup>nd</sup> overall in both races



© Simon Wright

The grid for the second race was taken from the drivers second fastest lap time in qualifying and still saw Bove on pole with Collett next to him. Bove was another driver to take a pair of wins at this meeting. He was just 0.9 of a second ahead of Collett. In 3<sup>rd</sup> place and well behind the leaders was Conway Daw in a SDAR/17 750, who repeated his class 7FB class win.

Winning Class 7FB in both races was Conway Daw in the SDAR/17 750F



© Simon Wright



Richard Rothery in a PRS 1b was 3<sup>rd</sup> overall in the first race.

© Simon Wright

# 750 Formula



Mark Glover (4) Racekits Falcon 5<sup>th</sup> ahead of William Smith SZT Mk1 (NS) in Practice.



Ulric Hilliam ADR 1 12<sup>th</sup> in race 1



Jake Doherty SS/F 750 10<sup>th</sup> first race



Raymond Barley Racekits Falcon 5<sup>th</sup> first race



Chris Gough CGR2 Evo 8<sup>th</sup> in first race



Conway Daw SDAR/17 750F 4<sup>th</sup> first race



Martin Depper Centaur Mk16 14<sup>th</sup> first race



Huw Davies Phoenix Fire Mk2 9<sup>th</sup> in first race



© Simon Wright

Craig Land took two wins in the Locost

**The Demon Tweaks/Yokohama Locost Championship** was very popular and a large entry took to the track for their first fifteen minute race of the weekend. This was a large field of twenty nine cars taking the start. With identical cars, the lap times were very close and Craig Land got pole position by just 0.3 of a second from David Martin. Land took possibly the closest victory of the day, winning by just 0.02 of a second from Martin West. Shaun Brame, Todd



Martin West was 2<sup>nd</sup> in both Locost races.

Boucher and Karl Ruijsenaars took the next three places, with the first five covered by just 0.73 of a second. The second race grid was based on the drivers second best qualifying time but still saw Land and Martin line up at the front of the grid. The race result was a repeat of the first race with Land taking a second win by over seven seconds from David Martin, Boucher, West and Ruijsenaars, with 2<sup>nd</sup> to 5<sup>th</sup> all covered by under a second.

© Simon Wright



Todd Boucher was 3<sup>rd</sup> in the second Locost race



Shaun Brame was 3<sup>rd</sup> in the first race

© Simon Wright

David Drinkwater  
BMW Compact  
took 2 class wins,  
Hot Hatch races.



© Simon Wright

Sunday saw several additional races, starting with the **PBS Brakes Hot Hatch Championship**. The Honda Civic Type R dominated qualifying, claiming the top four places. Philip Wright took the closest of pole positions by just 0.03 of a second from Ryan Polley. In the race Wright won by just over half a second from Polley with Kris McCloy taking 3<sup>rd</sup> in another Honda Civic. The HHB class was won by Paul Jarvis in a Citroen Saxo VTS in 10<sup>th</sup> overall. The HHC class was won by David Drinkwater in a BMW Compact in 14<sup>th</sup>, a lap down on the winner.

The positions were reversed in the second race with Polley winning by over two seconds from Wright, with Geoffrey Conner taking 3<sup>rd</sup> in a Renault X85 Clio. Jarvis took a second HHB class win in 11<sup>th</sup> and Drinkwater did the same in HHC in 17<sup>th</sup>.

The **Demon Tweaks/Yokohama Classic Stock Hatch Championship** qualifying was dominated by the Ford

Paul Bancroft Honda Civic  
Type R was 9<sup>th</sup> in first Hot  
Hatch race



© Simon Wright

Fiesta XR2 taking the top five places. It was Scott Ward in a XR2i who sat on pole position, just 0.64 of a second ahead of Pete Morgan in a XR2. In the race it was Lee Scott in another Ford Fiesta XR2i that won the race from pole man Ward in 2<sup>nd</sup>. Making it a Full Fiesta podium was Martin Cayzer in another XR2i in 3<sup>rd</sup>.

Scott made it a double win in the second race, with Ward taking another 2<sup>nd</sup> place. Maintaining the Fiesta domination of the podium, it was Pete Morgan in 3<sup>rd</sup> in another Fiesta XR2.

The **Switch MX5 Cup by 5Club MX5 Championship** had Ben Abbit on pole position next to Oak Richardson. In another close result Abbit won the race by just 0.12 of a second from George King, with Oak Richardson only 0.59 of a second behind in 3<sup>rd</sup>.

In the second race King managed to swop the order, taking victory in a photo finish where he and Abbit crossed the line together. Richardson took another 3<sup>rd</sup> place.

The **Armed Forces Race Challenge** events are always popular and the first race saw Simon Wing on pole position in a Peugeot 205 Gti, just ahead of Adam Dewis in a Vauxhall Astra. In the race the order was reversed, with Dewis taking the win from Wing by just half a second, with both winning their respective classes. John Cobley was 3<sup>rd</sup> in a SEAT Ibiza Cupra. The AFC class was won by David Russell in a BMW E36 3 Series in 7<sup>th</sup> overall. In 13<sup>th</sup> place, Peter Dilnot won the AFD class in his Ginetta G40

The second race grid used the drivers second fastest qualifying time to arrange the grid and was a repeat of the first race with Wing on pole with Dewis next to him. The final race of the day gave Wing victory in the Peugeot 205 Gti by over forty seven seconds. Taking class AFB in 2<sup>nd</sup> place was Alexander Smith in a Honda Integra Type R. He was followed home by 3<sup>rd</sup> placed Mark White in a Honda Civic Type R. Russell made it a double class AFC victory in 4<sup>th</sup> overall while Dilnot did the same in class AFD, bringing the Ginetta home in 11<sup>th</sup> overall.

# Rallynuts Stages Rally 2022.

Builth Wells  
9<sup>th</sup> April 2022.  
By Syd Wall.



Pre-event suspension mods proved to be a winner for Mathew Hirst & Declan Dear who took the Rally win.

Charles Payne & Carl Williamson Ford Fiesta Rally 2 was 10th but won the 'Rear Wheel High Jump' award



© Syd Wall

Dylan Davies & Mark Glennerster Skoda Fabia R5 were a very happy 3rd overall



© Syd Wall

The second event of the MRF Tyres BTRDA National Rally series provided 6 stages and 42 miles of challenging gravel in Myherin, Sweet Lamb and Hafren and was based as usual at the vast Royal Showgrounds in Builth Wells. Heading the competitors was Malcolm Wilson Rally winner Steve Petch in the first of 17 Rally2/R5 cars in a 134 car entry. The historic classes were spiced up by not one but two of the new build Fiat 131 Abarths, driven by 3 times BRC champion Matt Edwards and multiple Historic champion Nick Elliott.

But coming from a victory two weeks before at the North Wales Stages, it was Mathew

Hirst and Declan Dear who triumphed, setting an impressive four fastest times from six stages in their Ford Fiesta R5. They never looked back after taking a 15 second lead on the first stage in Myherin.

Last year's Rallynuts winners Elliot Payne and Patrick Walsh were their nearest challengers and took second

overall in their Ford Fiesta Rally2 whilst Dylan Davies and Mark Glennerster rounded out the podium in third behind the wheel of a Skoda Fabia R5. Rain throughout the week before the rally and heavy hail storms during Friday scrutineering suggested the stages would be soft and wet but an overnight frost made for an icy and slippery start, with more hail



© Syd Wall

Elliot Payne & Patrick Walsh Ford Fiesta Rally 2 overcame an initial poor setup to finish 2nd



A fast stage 2 roll for Will Onions & David Williams in their Ford Escort RS 1800 Mk II didn't stop him completing the rally

for the early runners. The lower powered modern and historic classes were given first sight of the stages but it wasn't long before all trace of the ice had gone, except for shaded areas and Petch paid the price by sliding off into a ditch, losing over 10 minutes. After two more stages without the hope of a good finish, the crew packed up and went home.

© Syd Wall



Jack Thorne & Andy Burnell in their MG ZR 160 were impressive on the way to the Class RF2.0 win



Boyd Kershaw & Keegan Rees 'Flying Kiwi' Escort won Class B11

Despite the early hail, the rest of day was sunny and the smooth stages (in very good condition after crews had complained about the roughness of the North Wales Stages gravel) soon dried out and became distinctly dusty.

Elliot Payne wasn't satisfied with the morning setup on his Fiesta Rally2 but Hirst's almost 1 second per kilometre gain on the first stage was still a surprise. Payne and Ian



Charlie Wright & Ashley Ramsey Peugeot 106 Gti three-wheels to victory in Class B10



© Syd Wall

Ross Clements & Christopher Lear in their MG ZR were one of the first to drive the icy early morning stages



© Syd Wall

Bainbridge in a Fabia R5 were the closest challengers to Hirst, swapping places until the penultimate stage where Bainbridge hit a rock and the subsequent damaged steering dropped him to 6th at the end of the day.

© Syd Wall



Meirion Evans & Gwynfor Jones Ford Escort RS 1800 Mk ii, historic Class H3 winners.

Payne was much happier with his Fiesta's handling after adjustments to the suspension at the lunch time service and it brought him closer to Hirst's times, finishing 30s behind at the end of stage 6, the final stage. Dylan Davies replaced Bainbridge in third and was

© Syd Wall



The opposition didn't learn enough to stop Matt Edwards & Hamish Campbell Fiat 131 Abarth winning Class H6

delighted with his performance, his first in his own car which is normally hired out. Fourth place went to Perry Gardener & Jack Bowen in a Fiesta R5, after the fastest time on stage 6, tied with Hirst. Fifth place fell to Russ Thompson & Stephen Link in a

Richard Garnett & Stefan Arndt Nissan Micra K11 won Class 1400C



© Syd Wall

Ashley Davies & Sam Fordham Ford Escort Mk II, on the way to the B12 Class win



© Syd Wall

Mitsubishi Evo IX, a superb result against the lighter and more powerful machinery around them. Bainbridge held on to sixth whilst Tom Llewellyn and Ross Whittock (fresh from Rally Guanajuato in Mexico and a regular co-drive in the American rally championships) took seventh in their Mitsubishi Mirage R5, their performance improving in the afternoon after suspensions mods over

© Syd Wall



Classic Alitalia livery for Nick Elliott & Wyn Davies Peredur Fiat 131 Abarth, 2<sup>nd</sup> in class.

© Syd Wall

Lewis Hooper & Steven Brown Nissan Micra won Class RF1.4



Roger Chilman jr & Paul Morris Ford Escort RS 1800 MK II won historic Class H4



© Syd Wall

another Evo IX. Completing a good day for the family, Elliot Payne's dad Charles Payne rounded out the top ten in a

lunch. Richard Hill & Pat Cooper took eighth in a Mitsubishi Evo IX followed by James Giddings & Aled Davies in

© Syd Wall

Rarely seen on rally stages, a Ford Cortina 1600E Mk2 driven by Miles Chamberlain & Nick Wilkins

Jonathan Brace & Paul Spooner Ford Escort RS 1600 Mk I celebrated their Class H1/2 podium top step with a sandwich and not champagne



© Syd Wall



**Matt Jackson & Sasha Hewriot Ford Fiesta R2T won Class R2**



© Syd Wall

Fiesta Rally2 which he shared with Carl Williamson. In the immensely popular historic classes, Meirion Evans & Gwynfor Jones won class H3 from Rob Gough & Aled Edwards, Roger Chilman Jr & Paul Morris won class H4 from Alan Walker & John Connor, all in Escort RS1800 Mk2s and in the battle of the Fiat 131s, Matt Edwards & Hamish Campbell took class H6. Nick Elliott & Wyn Davies Peredur headed the class after stage 1 but Edwards won

© Syd Wall



**Russ Thompson & Stephen Link Mitsubishi Lancer Evo IX enjoyed the morning ice and won Class B13**

**The 1400S Class win went to Pete Gorst & Mark Twiname Vauxhall Nova SRi**



the next 5, taking the class lead on stage 4 and holding it to the end.

**The moment Matt Honeyborne & Stuart thomas rear suspension broke on the BMW 328i E36**

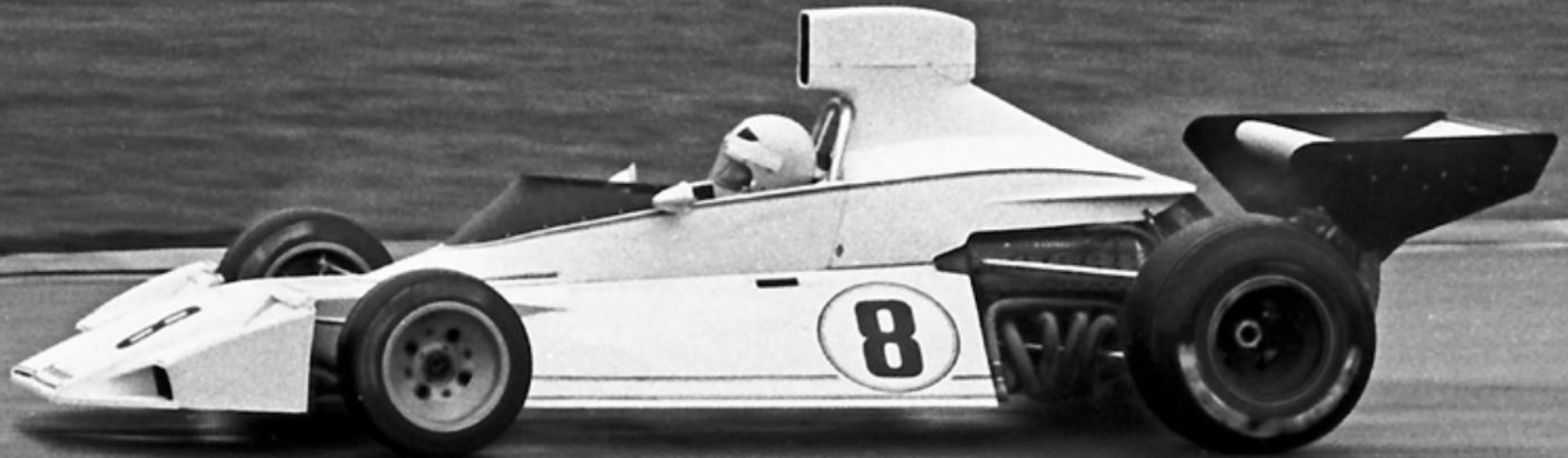


© Syd Wall

## Archive Photo of the Month

By Pete Austin

Taking part in the 500cc F3 class at the recent Prescott Historique hillclimb meeting was ex Formula One driver Richard Roberts in his 1957 Cooper Mk11. Coming up through Formula Ford Roberts, driving a GRD, shared the Lombard North Central F3 Championship with Tony Brise. In 1974 he bought the second F1 seat at Brabham alongside Carlos Reutemann in a BT44. He took part in three Grand Prix retiring in Argentina with gearbox problems but finished 15th in the Brazilian GP and 17th in South Africa. The better funded Rikki von Opel took over the seat when Roberts' backing fell through. He was entered in an Iso Williams at the Swedish Grand Prix but Tom Belso took over the car. He is shown here practicing for the 1974 Race of Champions at Brands Hatch in a Brabham where he would finish 12th.



# Pride of Longbridge (POL) 2022

Cofton Park, Longbridge,  
16<sup>th</sup> April 2022.

By Simon and Janet Wright.





© Simon Wright

Back after missing the last four years, the Pride of Longbridge (POL) was finally back in Cofton Park. The last event in 2018 was a 'Mini' POL held on the roadside in Low Hill Lane after Cofton Park was too water-logged to take the thousands of cars that usually attend. This year the weather was much kinder, with a dry and mainly sunny day, though there was a cool breeze.



© Simon Wright



© Janet Wright

There was a large turn-out of vehicles, though the majority were the more modern Rover and MG models which were manufactured in the later years of production at Longbridge.



© Janet Wright



1996 Rover 216 Convertible

© Janet Wright



1975 Rover 2200 TC

© Simon Wright



Rover Vanden Plas

© Simon Wright



1995 Rover 220 Coupe

© Simon Wright



1962 Rover 3 Litre P5

© Janet Wright



Rover 95

© Simon Wright



Rover Stirling

© Janet Wright



Rover BRM

© Simon Wright



Rover 416 SI Estate

© Simon Wright





Mini line up

© Janet Wright

Longbridge is probably best known for its iconic Austin Seven Mini which was built between 1959 and 2000 under the British Motor Corporation (BMC), British Leyland/ Leyland Cars and the Rover Group brands. When

front door half window. Internally they also had a pull cable to open the door from the inside. Later models had the more normal wind up door windows. It was available in 3 styles, the standard saloon, a pickup truck and a van/ Countryman estate car. The A Series engine was available in four different sizes, 850cc, 997/998cc, 1098cc and 1275cc.



© Simon Wright

**Original Mini and one of the last original style Mini saloons** launched in 1959 it was a revolutionary design. Plenty of interior space in a compact body capable of carrying four people and powered by the robust and economical A Series engine. The early models are easy to identify as they had external door hinges, and the first models had a sliding



Mini Traveller

© Simon Wright



Minivan

© Simon Wright

The Mini, with its unique rubber cone suspension, re-wrote the book on car handling and went on to achieve much success in all forms of motorsport. In the British Saloon Car Championship, Sir John Whitmore was the champion in 1961 at the wheel of an Austin Mini Seven and Rhodesian driver John Love took the title in 1962 driving a Mini Cooper. Rally success followed with famous victories on

the 1964 Monte Carlo Rally by Paddy Hopkirk and Henry Liddon in a 1098cc Mini Cooper S and then in 1965 By Timo Makinen & Paul Easter in another 1098cc Mini Cooper S.

There were also two variations on the original saloon, the Riley Elf and the Wolseley Hornet both used a different bonnet and central upright radiator grille to the original Mini and at the rear they had small til fins housing the rear light cluster.

They also had luxurious interiors and uprated performance.



Riley Elf

© Janet Wright



Rally Mini

© Simon Wright



Wolseley Hornet

© Simon Wright



Austin Mini Beach car

© Simon Wright

There are still hundreds of original classic Mini cars on the roads and quite a few were present on the day. The Mini Clubman added an additional body style in 1969, with a more square nose. It also introduced the 1275 Mini GT, which replaced the high performance Mini Cooper S.



Mini Clubman Estate

© Simon Wright



Mini 1275GT

© Simon Wright



John Cooper Works Mini

© Simon Wright



© Janet Wright

1984 Austin Metro City



© Simon Wright

1988 Austin Metro Vanden Plas



© Janet Wright

1990 MG Metro 1300



© Simon Wright

1998 Rover 100 1.4 and 1993 Rover Metro 1.1



© Simon Wright

Rover 100 Cabriolet



Rover 114 GSi with special trailer  
Janet Wright



**Austin 1100**

© Simon Wright

During the late 1950s and 1960s, BMC did badge engineering with various models. Cars such as the 1100 /



**Morris 1300 GT**

© Janet Wright



**Riley Kestrel**

© Simon Wright

1300 saloon would be badged as Austin and Morris for the standard model, with an MG and Riley Kestrel version offered as a sporty alternative with different levels of trim and uprated engine, usually including twin SU carburetors for improved performance. Then there were Wolseley and Vanden Plas luxury versions, which would include wooden dashboards and leather seats and additional comfort features. A sporty Austin/Morris 1300 GT was introduced with the same engine and twin Su carbs as the MG 1300, but without the other MG modifications.



© Simon Wright

**MG 1100**



Austin Cambridge

© Simon Wright



Austin Cambridge

© Simon Wright



Morris Oxford

© Simon Wright

This badge engineering was often performed on various Austin and Morris models. With BMC/British Leyland group having absorbed some many British motor manufacturers, it allowed the company to maintain a loyal following of specific marques to have a new vehicle without having to develop a separate vehicle. Usually the basic model would be branded Austin and Morris. Sporty saloons would be branded MG and Riley who had a sporting history while Vanden Plas and Wolseley would be the more luxurious version. An example of this being the Austin Cambridge, which appeared as the Morris Oxford and Wolseley 4/44. Other models which this applied to included the 1800 and 2200 saloon and its successor the Princess/Ambassador range.

The replacement for the 1100/1300 range did not have the full range of badge engineering. The Austin Allegro was another typical Austin medium family saloon. Using front wheel drive, it offered a variety of engine sizes and trim levels. When it was launched, it also features a unique talking point at the time, a rectangular steering wheel. It



Austin Allegro Super

© Janet Wright

versions used the new E Series engine at 1.5 litre and 1.7 litre. The only badged model apart from Austin was the up-market Vanden Plas version. The model was produced from 1973 to 1982 and was only offered in two styles, a conventional saloon with a boot lid, not a hatchback, and a 3 door Estate model.

Unfortunately, British Leyland missed a trick with the Allegro by not making it a hatchback. They had already pioneered the style with the Austin Maxi, the first British 5-door hatchback. Launched in 1969, it was another Front engine, front wheel drive car, the last car designed by Alec Issigonis, father of the Mini. It was powered by the E-Series engine in 1500cc or 1750cc. The Maxi was built at Cowley, but the engines were manufactured at Longbridge. Production ran until 1981.

didn't remain long before being replaced with the more traditional round steering wheel, but now, modern racing cars mainly featuring a rectangular steering wheel, maybe the Allegro was ahead of its time. The smaller engined models used the solid and reliable A Series engine at 1 litre, 1.1 litre and 1.3 litre sizes. The larger engined



Austin Allegro 3 1.3 HL

© Simon Wright



Austin Maxi

© Simon Wright



© Simon Wright

MG Maestro 2.0



2001 Rover 75



2005 Rover Streetwise

© Simon Wright



© Janet Wright



MG ZR 160 Modified

© Simon Wright







© Simon Wright

One of the earliest cars on display was a 1929 Austin 7. This was the economy car built at Longbridge from 1923 until 1939. It was one of the most popular cars on the road



© Simon Wright

during this period. It was powered by a 4-Cylinder 747cc side-valve engine which produced 10.5 hp. It originally had a 3-speed gearbox which was replaced with a 4-Speed gearbox in 1932 and synchromesh was added in 1933. It was also built under license in Germany as the BMW Dixi, in France as the Rosengart and built in America by the American Austin Car company. In Japan Nissan also



© Janet Wright

used the design as a basis for their first car, but as a copy, not under license. This eventually led to an agreement in 1952 for Nissan to build and sell Austin cars in Japan under the Austin name.



1953 Austin Somerset © Janet Wright



© Simon Wright 1940 Austin Eight



1936 Austin Six © Janet Wright



1950 Austin A40 Devon © Simon Wright



© Janet Wright Austin & MG Maestro



© Simon Wright 1976 Princess 1800



1934 Austin Ten © Simon Wright



© Simon Wright Austin Healey Frog-Eyed Sprite



1957 Austin A35 © Simon Wright



© Simon Wright

People travel from all over the World to attend POL and we found some who had travelled from the Republic of Slovenia, a country in Central Europe, in their Rover 75. We also heard of another vehicle which had travelled from Turkey.



© Simon Wright

This Rover SD1 came from The Netherlands.



© Simon Wright

From the number plate format, we believe this Rover 114 Gti came from Spain



© Simon Wright

This MG ZT came from France.



A pair of rare MG X-Power SV-R coupes

© Simon Wright



© Simon Wright



© Simon Wright



© Simon Wright



© Simon Wright



2019 MG 3 and 2017 MG ZS  
© Simon Wright

# Intelligent Money British GT Championship Silverstone 500

Silverstone May 4th-5th  
By Stuart Yates and David Goose of Motorsport Imagery.



Race start and the race winning Barwell Motorsport Lamborghini Huracan of Adam Balon & Sandy Mitchell leads into Copse



Second place for Nick Moss and Joe Osborne in their Optimum Motorsport McLaren 720S

© Motorsport Imagery

It was a glorious weekend as Silverstone played host to the Intelligent Money British GT Championship for their Silverstone 500 3 hour race.

With a new qualifying lap record and 0.7s ahead of anyone else, Sandy Mitchell took the Barwell Motorsport Lamborghini Huracan along with partner Adam Balon to the GT3 pole position. Alongside the Barwell car was the Redline Racing Huracan paired by Alex Malykhin and James Dorlin.

Carrying through their earlier free practice pace Richard Williams and Sennan Fielding took a dominant GT4 pole in their Audi R8 LMS, their second pole in three rounds. Again, as in GT3 a new qualifying lap record was set, this time by Richard Williams. Along side the Audi



Not the perfect start for Richard Neary & Sam Neary who were involved in a first lap incident

© Motorsport Imagery

in second were Marco Signoretti and Matt Cowley in the Academy Motorsport Ford Mustang.

Race day dawned and as the teams took to the track for the warm up the sun had yet to make an appearance, but a little over two hours later the cars took to the grid under blue skies and full on sun.

The three hour Silverstone 500 had plenty of scope for the teams to employ different strategies, with no set pit windows and a maximum time behind the wheel of 100 minutes for each driver thing could evolve as the race progressed.

As the race got under way it proved to be a very eventful, and in some cases, a very short race. By the first corner Adam Balon held on to first place but Alex Malykhin had been passed by the 2 Seas Motorsport Mercedes AMG of James Cottingham on the inside. By the time the cars had got down to Club on this opening lap it was race over



Laughter all around during the autograph session from Jonny Adam & Flick Haigh

© Motorsport Imagery

Alex Malykhin received a stop-go penalty for excessive contact when passing Adam Balon



© Motorsport Imagery

for Cottingham who made contact with Richard Neary whilst also collecting and unfortunate Ian Loggie. Malykhin also relieved Balon of the lead in the first five minutes but was given a stop-go penalty for making excessive contact with the Lamborghini.

By the time teams opted for their first round of pitstops at the 45 minute mark, Alexander West had progressed from



© Motorsport Imagery

GT4 cars lead by Richard Williams – Steller Motorsport Audi R8

tenth to second before Morgan Tillbrook in the Enduro McLaren managed to catch pass him, also catching Balon but failing to pass before the Barwell Huracan pitted.

At the flag it was victory for Barwell Motorsport with Adam Balon and Sandy Mitchell, only 0.529s ahead of the Garage 59 McLaren 720S of Alexander West and Marvin Kirchhoefer, who had set a new GT3 lap record during his first stint. 35s further back was third place pairing Nick Moss and Joe Osborne in the Optimum Motorsport McLaren 720S.



© Motorsport Imagery

The 2 Seas Motorsport Mercedes AMG of James Cottingham & Lewis Williamson during Warm up

Second place starters Alex Malykhin and James Dorlin came in fourth and Flick Haigh and Jonny Adam finished fifth.

In GT4 claiming their second Silverstone 500 win in two years were Matt Topham and Darren Turner driving the

GT4 victors for the second year running, Matt Topham & Darren Turner



© Motorsport Imagery

Newbridge Motorsport Aston Martin. A hard four way battle only really settling down when the race entered it's final 60 minutes.

Richard Williams took pole in the Steller Audi but but came under immediately pressure from Will Burns' Century BMW, Josh Miller's R Racing Aston Martin and Marco Signoretti's Academy Mustang. The order was shaken up when Williams and Miller made contact, an incident that sent the Audi spinning off the track and earned the R Racing team a 10s stop-go penalty. Shortly after, Signoretti was caught in a tangle with a GT3 car and lost his own chunk of time. Jordan Collard also looked to be part of the fight at the front in the Toyota Gazoo Racing Supra but unfortunately a rear-right puncture, and subsequent damage from it put a halt to his progress.

Strategy soon came to play when three teams decided to run long opening stints, Burns, Ross Wylie's Valluga Racing Porsche Cayman, and Topham who enjoyed a superb opening hour to hang on to the lead pack and bring

Newbridge's Aston as high as third before finally diving into the pits to hand to Turner.

The each stop Newbridge Motorsport Pro-Am pairing meant each pitstop would be 14s shorter than that of a Silver Cup crew. Turner took the wheel and went out for a longer middle stint on fresh tyres, the Aston began to make sizable progress, carving into the early advantage of the Silver crews around it and eventually snatching the overall lead just before the second driver swap inside the final hour.

The Steller Audi driven by Fielding caught Matthew Graham in the Valluga Porsche in the closing minutes, eventually passing into Vale for third spot. This would be amended to second when the BMW of Will Burns and Jack Brown were handed a 40 sec post race penalty for causing a collision, this after a second place looked a certainty.

After this amended result Matthew Graham and Ross Wylie would be third.

**The following is taken from the British GT News article**



© Motorsport Imagery

Kevin Tse & Chris Froggatt – Sky Tempesta Racing Mercedes AMG





Flick Haigh & Jonny Adam - 2 Seas Motorsport Mercedes AMG

after it was provisionally awarded victory.

The National Court's judgement that pitstop time penalties should not have been applied post-race also affects GT4's result. The #42 Steller Motorsport Audi moves from third to first at the expense of Newbridge Motorsport's #27 Aston Martin and the #90 BMW entered by Century Motorsport. R Racing's #23 Vantage finishes fifth after swapping places with Valluga Racing's #51 Porsche, and there's also a change in seventh where Team Parker Racing's #65 Cayman jumps back ahead of the #68 Team BRIT McLaren.

Retrospective Success Penalties applied to Oulton's revised Race 2 top-three finishers have resulted in just one position change across both classes at Silverstone. Steller's Audi is now classified third in GT4 after dropping one place due to its additional 20 seconds.

**dated May 18th and affects the Oulton Park and Silverstone results,**

*The results of this year's Intelligent Money British GT Championship rounds at Oulton Park and Silverstone have been finalised and made official following a National Court hearing on Tuesday (May 17).*

*RAM Racing's appeal against the result of Race 2 at Oulton Park was upheld by the National Court.*

*As such, the provisional result and points as published post-race have been amended.*

*RAM Racing's #6 Mercedes-AMG moves back up to first place, Balfe Motorsport's #22 Audi to second, and Fox Motorsport's #40 McLaren to ninth after Success Penalties exceptionally served at the chequered flag dropped the cars to fifth, sixth and 10th respectively. Meanwhile, Paddock Motorsport's #11 McLaren moves back to third*



Showing the effects of the midday sun, mirage and haze behind the Porsche of Ross Wylie & Matthew Graham



The Century Motorsport BMW M4 of Betty Chen & Angus Fender having a slight moment

© Motorsport Imagery



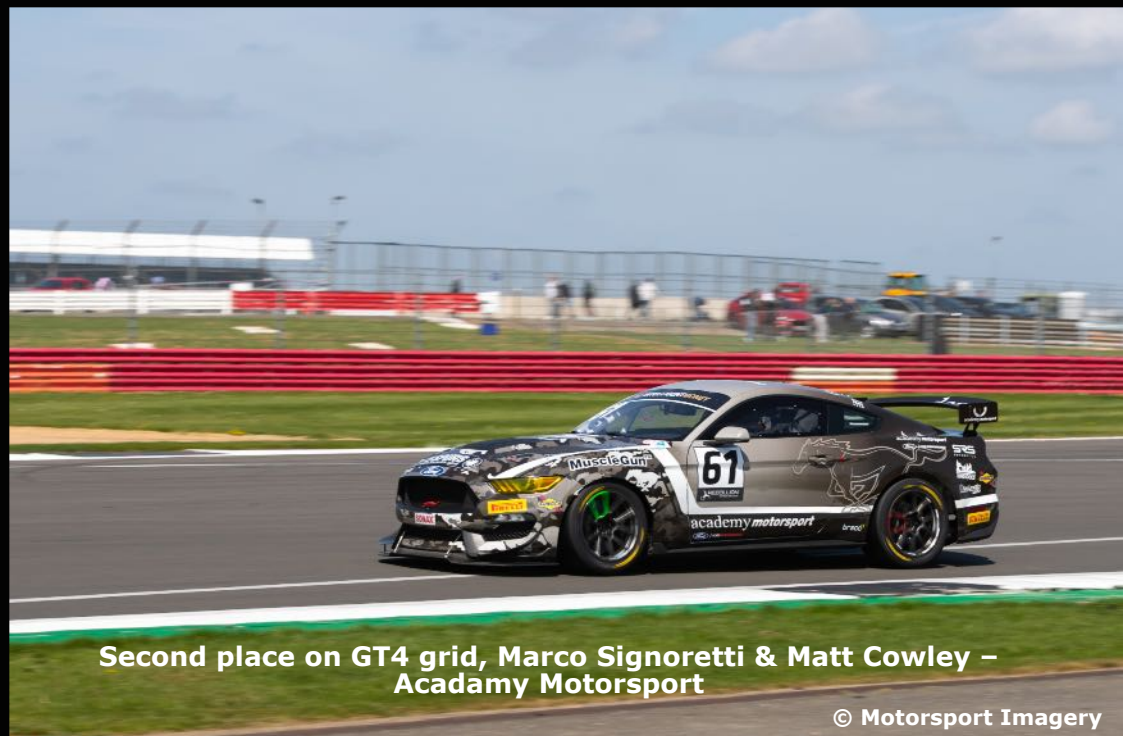
Ian Loggie and Callum MacCleods Mercedes AMG showing the damage from the opening lap

© Motorsport Imagery



© Motorsport Imagery

Team Brit McLaren 570S - Aaron Morgan Bobby Trundley



Second place on GT4 grid, Marco Signoretti & Matt Cowley – Academy Motorsport

© Motorsport Imagery

# Lotus 7 & Caterham Car Club Sprint.

Curborough.

8<sup>th</sup> May 2022.

By Simon & Janet Wright.

Simon Rogers set the Fastest Time of the Day in his Caterham Gsxr in a time of 53.97 seconds.



**Class 5 winner and 2<sup>nd</sup> fastest overall was Shaun Elwell in a Caterham Superlight.**



© Janet Wright

The Lotus 7 and Caterham Car Clubs held their spring sprint meeting at Curborough on the 8<sup>th</sup> May 2022. The lovely sunny weather gave everybody the opportunity to take 4 timed runs after early morning practice. The first two timed runs took place before the lunch break, with the last two coming after lunch. The track conditions seemed to be ideal for the third timed run, as this was when the majority of best times were set.

The Fastest Time of the Day (FTD) went to Simon Rogers in a Caterham Gsrx with a time of 53.97 seconds, over four and a half seconds faster than the next competitor. He also

**2<sup>nd</sup> in Class 5 and 3<sup>rd</sup> overall Graham Denholm in a Caterham HPC**



© Simon Wright

had the fastest terminal speed at the finish line at 113 mph and set the fastest time in Class 7 - Unlimited BHP any tyres.

In 2<sup>nd</sup> position overall was Shaun Elwell in a 2 litre Caterham Superlight, who set a best time of 58.63 seconds. This gave him a class win in Class 5 - Unlimited BHP, list 1B Tyres.

In 3<sup>rd</sup> place overall was Graham Denholm in a 2 litre Caterham HPC, which he set on his first run. He set a best time of 59.57 seconds. This placed him 2<sup>nd</sup> in class 5 - Unlimited bhp kist 1B tyres.

© Simon Wright



**Class 1 winner Paul Boston Caterham 32<sup>nd</sup> overall**

Moving back to Class 1 for 130 bhp list 1A Tyres, the winner was Paul Boston in a 1.6 litre Caterham, with a best time of 64.32 seconds on his first run. This placed him 32<sup>nd</sup> overall.

Charlie Wilson was 2<sup>nd</sup> in Class 1 driving a 1.6 litre Caterham Roadsport with a best time of 65.08 seconds, set on his fourth run of the day.

Only 1/100 of a second behind in 3<sup>rd</sup> in class 1 was John

© Janet Wright



**2<sup>nd</sup> in Class 1 was Charlie Wilson in a Caterham Roadsport**

**Class 2 winner Ian Jones in a Caterham Superlight.**



© Simon Wright

Clarke in a 1.6 litre Caterham 7. His best time was 65.09 seconds on his third run of the day. Moving up to Class 2 for 155 bhp, list 1A tyres, the fastest in class was Ian Jones driving a 1.6 litre Caterham Superlight. His best time was 62.61 seconds, set on his third run of the day. This placed him at 28<sup>th</sup> overall. Adam Cumming was 2<sup>nd</sup> in Class 2 at the wheel of his 1.6 litre Caterham 7 Supersport. His best time was on his second run, clocking 65.1 seconds, over two and a half seconds down on the class winner.

**Adam Cummings  
Caterham 7 Supersport  
was 2<sup>nd</sup> in Class 2**



© Janet Wright

**Roger Cumming was only 0.08 slower in 3<sup>rd</sup> in class**



**Class 3 winner was Robert Jacobs in a 7**

© Janet Wright

Class 3 for 155 BHP list 1B tyres was the largest class with twenty seven entries. Robert Jacobs was fastest in his 7, with a time of 59.71 seconds on his 3<sup>rd</sup> run, This placed him 4<sup>th</sup> overall. He was closely pursued by 2<sup>nd</sup> in class Paul Collins in a 1.6 litre Caterham 7 Superlight, who was only 0.05 of a second slower, with a time of 61.80 seconds, on his third run. In 3<sup>rd</sup> place in class 3 was Stuart Diaper in a 1.6 litre Caterham 310. He set his best time on his third run, in 61.91 seconds.



© Simon Wright

**2<sup>nd</sup> in Class 3 was Paul Collins in a  
Caterham 7 Superlight**

Chris Whitlow in a Caterham 7 F190 won Class 4



© Simon Wright

Class 4 for 220 bhp List 1B tyres had a fastest time of 59.83 seconds by Chris Whitlow in his 1.6 litre Caterham 7 F190. This placed him 5<sup>th</sup> overall. Right behind him on time was James Thornton who was only 0.04 of a second slower to take 2<sup>nd</sup> in class 4 in his 1.8 litre Caterham Clubsport. Both of these fastest times were set on the drivers fourth run at the end of the day. Robert Spencer took 3<sup>rd</sup> in class 4 driving his 2 litre Caterham 420R SV with a time of 59.96 seconds on his

© Janet Wright



2<sup>nd</sup> in Class 4 was James Thornton in his Caterham Clubsport

second time fourth run after No Time was recorded the first time he attempted a fourth run.

As mentioned earlier, Class 5 was won by Shaun Elwell who was 2<sup>nd</sup> fastest overall. Graham Denholm was 2<sup>nd</sup> in class and 3<sup>rd</sup> overall. In 3<sup>rd</sup> place in class was Gill Elwell in the Caterham Superlight, with a best time of 64.40 seconds on the second run.



2<sup>nd</sup> place in Class 7 went to David Thomas in a Caterham Hyabusa

© Simon Wright

Class 7 for unlimited bhp with any tyre had produced the Fastest Time of Day for Simon Rogers. The only other car in the class was the 1550cc Caterham Hyabusa of David Thomas. His best time of 60.34 seconds put him 10<sup>th</sup> overall.

3<sup>rd</sup> in class  
1 was John  
Clarke  
Caterham 7



© Janet Wright

In Class 4, 3<sup>rd</sup> place went to  
Robert Spencer in a Caterham  
420R SV



© Janet Wright

Class 2 saw Roger Cumming take 3<sup>rd</sup> in  
class in his Caterham Supersport.



© Simon Wright

Gill Elwell took 3<sup>rd</sup> in Class 5 in a Caterham Superlight



© Simon Wright

Class 3 saw Stuart Diaper in a  
Caterham 310 take 3<sup>rd</sup> in class.



© Simon Wright

Michael Sankey  
Caterham Superlight  
was 6<sup>th</sup> in Class 4.



© Janet Wright



An impressive line-up in the paddock.

© Simon Wright



Richard Young Caterham Roadsport 6<sup>th</sup> Class 1 © Janet Wright



Andy Gerner Caterham 420R finished 4<sup>th</sup> in Class 4

© Simon Wright



Justin Dobson Caterham 310R 6<sup>th</sup> in Class C



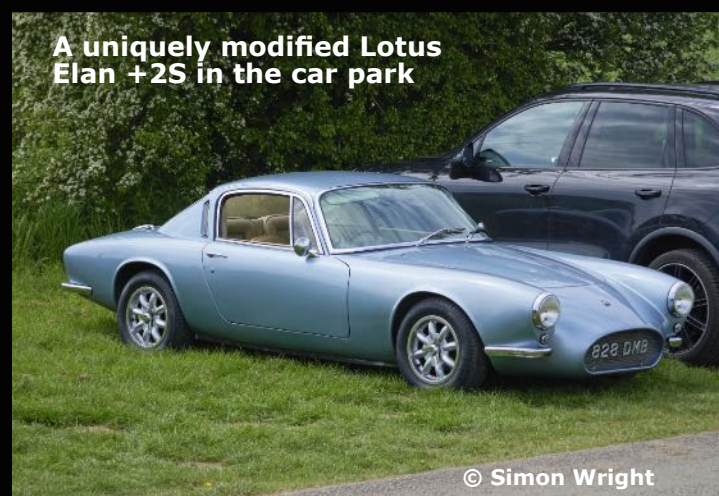
Jonathan Heyes Caterham Superlight 4<sup>th</sup> in Class 3

© Simon Wright



Chris Alston Caterham Zetec Sprint 2000 was 7<sup>th</sup> in class 4.

© Janet Wright



A uniquely modified Lotus Elan +2S in the car park

© Simon Wright



Tony Kiss Caterham 18<sup>th</sup> Class C

© Simon Wright



# Ferrari Daytona SP3 Award





### Ferrari Daytona SP3 wins Red Dot: Best of the Best.

Four highly prestigious awards have been scooped by Ferrari at the end of March. At the Red Dot Award: Product Design awards, the Ferrari Daytona SP3 received the Red Dot: Best of the Best 2022 award.

The Daytona SP3 joins the limited-edition Icona Series. The mid-rear engine V12 sports car gets its inspiration from 1960s Sports Prototypes, the 330 P3/4, 330 P4 and 412P that took the first three places of the International World Sports Car Championship 24 Hours of Daytona 1967. It highlights the work of the Ferrari Styling Centre, headed by Flavio Manzoni, that has devised cutting-edge



solutions that render the Maranello based car manufacturer's unique. The design is based on racing car designs of the sixties and seventies, such as the 330 P4, 350 Can-Am and 512S. These designs also inspired the use of a Targa design removable hardtop roof panel, providing the driver with wind in the hair driving and greater usability.

The heart of the car is a mid-rear-mounted, naturally aspirated 6.5 litre V12 engine producing 838 bhp. The



F140HC is the most powerful internal combustion engine ever built by Ferrari. It is matched to a 7-Speed transmission system. This gives it a top speed of 211 mph (340 km/h) and it can accelerate from 0-62 mph in just 2.85 seconds and 0-124 mph in 7.4 seconds.

Between 2015 and 2022 Ferrari has won a total of 23 Red Dot Awards, more than any other car manufacturer in the awards 68 year history. In the last eight awards, the jury has awarded Ferrari the most prestigious award, the Red Dot: Best of the Best, no fewer than seven times. This year the Ferrari Daytona SP3 follows in the footsteps of the FXX-K, the 488 GTB, the J50, the Portofino, the Monza SP1 and the SF90 Stradale

# BRSCC / HRDC Chris Meek Trophy Race Meeting.

Sunday 15<sup>th</sup> May 2022.

Mallory Park.

By Simon & Janet Wright



David Jones Volvo Amazon was 12<sup>th</sup> in class TC65 I the HRDC Jack Sears Trophy for Touring Cars 1958-1966.

Despite being last at the start of the second race Jamie Boot won both HRDC Allstars races in the TVR Griffith Here he passes Barry Level in the Tornado Talisman who was 10<sup>th</sup> overall



© Simon Wright

The Historic Racing Drivers Club ran the Chris Meek Trophy race meeting in conjunction with the BRSCC at Mallory Park on Sunday 15<sup>th</sup> May 2022. They had four series represented at the meeting, with each series getting two twenty minute races during the day. After morning qualifying, it was the HRDC Dunlop Allstars that started the racing, just before the lunch break. The



Andrew Somerton Lotus Elan S1 won the GT Class and finished 2<sup>nd</sup> overall ahead of Matthew Moore in the Austin Healey 3000 in 3<sup>rd</sup>

© Simon Wright

Allstars series is for pre-66 Sports, GT & Touring Cars and had a nice varied entry. Jamie Boot took pole position in his TVR Griffith from Andrew Somerton in a Lotus Elan S1. The morning was warm and sunny as the racing started and Somerton made the most of the start to grab the lead in the Lotus, with Boot in the TVR attached to his boot! On the fourth lap Boot took the lead, which he maintained until the chequered flag. After twenty one laps, he was just 1.944 seconds ahead of Somerton, won won the GT class in 2<sup>nd</sup> position. Behind them there was an interesting battle that was to last all day between the mighty Austin Healey 3000 of Matthew Moore and the dynamic duo of Neil McArthur in a Wolseley Hornet and Julian Crossley in a

The giant killer in the Allstars race was the TC Class winning Wolseley Hornet of Neil McArthur who was 4<sup>th</sup> overall in the combined classification



© Simon Wright

Morris Mini Cooper S. Moore took 3<sup>rd</sup> only five and a half seconds behind Somerton, while McArthur won the TC class in 4<sup>th</sup> only 0.492 of a second behind the much more powerful Austin Healey and Crossley in 5<sup>th</sup> overall was only a further 0.361 of a second behind the Hornet. Only two other cars completed full race distance, with Samuel Ashby in an Austin Speedwell Sprite in 6<sup>th</sup>, over forty seconds behind the winner and Marc Gordon was 7<sup>th</sup> in the Jaguar XK150S FHC.



Samuel Ashby Austin Speedwell Sprite was 5<sup>th</sup> overall, battling out of the hairpin with the Jaguar XK150S FHC of 6<sup>th</sup> placed Marc Gordon

The second race in the afternoon was held in damp conditions. As the lights changed, the grid moved off as one, except for pole man Boot, who was stuck in pole position. The rest of the field managed to avoid the TVR and Boot got away in last place. Somerton also made a bad start and was only in 4<sup>th</sup> at the end of the first lap, while Boot had already overtaken 3 cars to be in 13<sup>th</sup> position. At the front there a a battle royal, continued from the first race,

Robert Burdett Austin A40 Speedwell was 7<sup>th</sup> overall and 2<sup>nd</sup> in GT class



© Janet Wright

between the Austin Healey 3000 of Moore and the two A Series engined Touring Cars of McArthur (Wolseley Hornet) and Crossley (Morris Mini Cooper S). The small cars were constantly pulling alongside the big engined sport car at the hairpin almost every lap. By lap ten Boot was up to 5<sup>th</sup> only six seconds behind the leaders and then Crossley pulled off from 3<sup>rd</sup>. Lap twelve Boot was up to 3<sup>rd</sup>, and then 2<sup>nd</sup> by lap fourteen. By lap sixteen Boot was back in front and he then pulled away to take his second victory of the day. Moore was over seven seconds behind at the flag. McArthur took 3<sup>rd</sup> again, winning the TC class for the

© Simon Wright



Mike Lamplough Gilbern GT 1800 was 9<sup>th</sup> overall and 4<sup>th</sup> in class

second time on the day. Somerton completed the trio of second time class winners, taking the GT class win in 4<sup>th</sup> place. A pair of Austin Healey sprites driven by Ding Boston and Samuel Ashby finished 5<sup>th</sup> and 6<sup>th</sup>. On the Combined Classification Boot was a clear winner by over ten seconds from Somerton in 2<sup>nd</sup>, taking 1<sup>st</sup> in the GT class. Moore was 3<sup>rd</sup> while McArthur took a fantastic 4<sup>th</sup> overall and 1<sup>st</sup> in the TC class. In 5<sup>th</sup> was Ashby in the Austin Speedwell Sprite and Marc Gordon took 6<sup>th</sup> in the Jaguar XK150S FHC.



Samuel Ashby Austin Speedwell Sprite 2<sup>nd</sup> in GT class ahead of Ellis Bardsley Austin Healey Sebring Sprite 11<sup>th</sup> in GT class

© Janet Wright

Chris Blewitt Ginetta G4 was 10<sup>th</sup> in GT class.



© Janet Wright



Neil Burnside MGA Twin Cam Roadster was 9<sup>th</sup> in GT class.

© Simon Wright

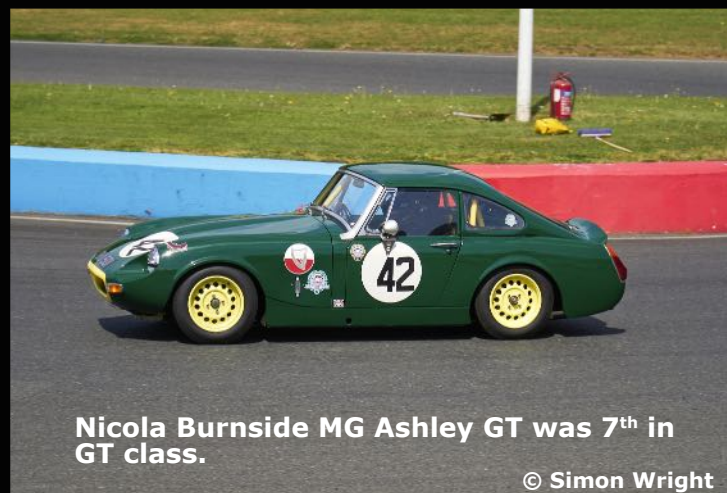


Ding Boston Austin Healey Sebring Sprite was 8<sup>th</sup> in GT class.

© Janet Wright



Paul Clayson MGB Roadster cuts the grass on his way to 6<sup>th</sup> in GT class.



Nicola Burnside MG Ashley GT was 7<sup>th</sup> in GT class.

© Simon Wright



Julian Crossley Morris Mini Cooper S was 4<sup>th</sup> in TC class.

© Simon Wright

Start of the first Mini race, with double race winner Jeff Smith taking the lead from the start.



© Janet Wright

After the lunch break it was the first of two HRDC Swiftune Trophy for pre-66 Historic Mini races. Jeff Smith claimed pole position in his Austin Mini Cooper S by nearly half a second from Will Dyrdal. From the start Jeff Smith took the lead and slowly open up a slight gap to the pursuing Tom Bell and Nick Swift.

Around quarter distance Bell and Swift swapped position and Bell slowly dropped back. Three laps from the end of the race Will Dyrdal and Bill Sollis made contact under braking for the esses. Both cars shot straight off track and hit the tyre barriers head on, at



Richard Dorlin Morris Mini Cooper S took the HRDC class win in the first race, here leading Richard Colburn and Neil McArthur.

speed. The Morris Mini Cooper S of Sollis launched into the air and almost rolled, before coming back down on its



© Simon Wright

Double victory for race winner Jeff Smith in his Austin Mini Cooper S

wheels. Both cars suffered extensive damage at the front, but both drivers did walk away from their vehicles. Unfortunately the tyre and crash barriers both suffered heavy damage and took around an hour to repair before the next race could start. Back at the front, Jeff Smith won the race by



Seeing double. Neil McArthur won the HRDC class in the second race and in the Combined classification. Here leading the other Wolseley Hornet of Stephen Griffin © Simon Wright

just 1.767 seconds from Nick Swift, while Tom Bell was over seventeen seconds further back in 3<sup>rd</sup>. Mike Jordan took 4<sup>th</sup> ahead of Dan Lewis and Mark Hunt. Winner of the HRDC class was 11<sup>th</sup> placed Richard Dorlin in a Morris Mini Cooper S just ahead of the unusual Wolseley Hornet of Neil McArthur was 2<sup>nd</sup> in HRDC class. This nearly was a different result as Dorlin and 10<sup>th</sup> placed Jo Polley were originally unclassified as they were waved off to the paddock before they had actually taken the chequered flag, The second race took place late in the afternoon on a damp to drying circuit. Officially it was a lights to flag second victory of the day for Jeff Smith, but he was under pressure for the entire race from Swift and Bell. At the flag, Swift was only 0.684 of a second behind Smith and Bell in 3<sup>rd</sup> was only 0.453 of a second behind Swift. Michael Cullen was 4<sup>th</sup> just ahead of Mike Jordan in 5<sup>th</sup> and Dan Lewis in



Andy Harrison took his Morris Mini Cooper S for a quick spin in the first race . He finished 15<sup>th</sup> overall. © Simon Wright

6<sup>th</sup>. Taking 1<sup>st</sup> in the HRDC class was McArthur in the Wolseley Hornet in 10<sup>th</sup> overall and the only finisher in the class.

The combined classification kept the same order for the top three, with Jeff Smith 1<sup>st</sup> from Swift and Bell. Mike Jordan claimed 4<sup>th</sup>, with Lewis 5<sup>th</sup> and 6<sup>th</sup> in the combined classification was David Ogden. McArthur took the 1<sup>st</sup> place in the HRDC class with Dorlin getting 2<sup>nd</sup>.



© Simon Wright

Nick Swift and Tom Bell had a very close battle for 2<sup>nd</sup> overall



Close racing at the start of the first Classic Alfa Challenge race.



© Janet Wright

After the hour delay to repair the barriers after the first Mini race, it was time for the first race of the day for the HRDC Classic Alfa Challenge for 750-116 Alfa Romeos. After a

© Janet Wright



Combined Classification and 2<sup>nd</sup> race winner Ambrogio Perfetti in an Alfetta 2000 GTV

very close qualifying session, Ambrogio Perfetti claimed pole position in his Alfa Romeo 2000 GTV by just 0.29 of a second from Chris Snowdon in an Alfetta 2000 GTV. By the time the race started, the drizzle had stopped and



Second race winner Chris Snowdon in his Alfa Romeo Alfetta 2000 GTV was 2<sup>nd</sup> in the Combined classification.

© Simon Wright

the track was drying. Perfetti and Snowdon shot away from the rest of the field and stayed nose to tail for twenty one laps. Snowdon only led over the line for one lap, but it was the lap that counted, the last lap. He snatched victory by just 0.288 of a second from Perfetti. A distant 3<sup>rd</sup> was Jonny Horsfield in an Alfetta GT, the only other car to complete the full race distance. He was also 1<sup>st</sup> in the Nord class. Paul Wallis in a Giulia Sprint GT was 4<sup>th</sup> and John Wagstaff was 5<sup>th</sup> in a GTV 2000. In the Monza class 1<sup>st</sup> place went to Peter Smart, 6<sup>th</sup> overall in his Giulia Ti.

© Simon Wright



Jonny Horsfield Alfa Romeo Alfetta GT 1<sup>st</sup> NORD class, both races - 3<sup>rd</sup> overall Combined classification.



© Simon Wright

Gavin Watson Alfa Romeo Giulietta Ti Berlina won the Monza Class in the combined classification.

The second race was a repeat of the first, with again Snowdon only leading for one lap, but this time he led for the first lap, then Perfetti moved in front and stayed there right to the chequered flag. His winning margin was only 0.885 of a second over Snowdon in 2<sup>nd</sup> place. Horsfield took another Nord class win in 3<sup>rd</sup> place, again the only other car to complete full race distance, but this time he

© Simon Wright



Peter Smart Alfa Romeo Guilja Ti won the Monza class in the first race



Richard Drake Alfa Romeo Alfasud Ti retired from the first race

was only fourteen seconds behind Showdon. One lap down, it was Wagstaff who took 4<sup>th</sup> this time, with Wallis in 5<sup>th</sup>. Rounding out the top six was Frank Horsfield in a Giulietta 2.0. Taking the Monza class in this race was Gavin Watson driving a Giulietta Ti Berlina in 8<sup>th</sup> overall. For the Combined Classification, Perfetti had done enough to win by 0.597 of a second from Snowdon. In 3<sup>rd</sup> place was Jonny Horsfield, followed by Wallis and Wagstaff, while Frank Horsfield claimed 6<sup>th</sup>. The Monza class went to Gavin Watson, 8<sup>th</sup> overall.

© Janet Wright



Frank Horsfield Alfa Romeo Giulietta 2.0 3<sup>rd</sup> in Nord class, 6<sup>th</sup> overall.

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John Symes Alfa Romeo Giulietta Ti 5<sup>th</sup> in class © Simon Wright

© Simon Wright

Paul Wallis Alfa Romeo Giulia Sprint GT 4<sup>th</sup> and John Wagstaff Alfa Romeo GTV2000 5<sup>th</sup>



© Simon Wright



© Janet Wright

David Churchill Alfa Romeo Giulia Super 13<sup>th</sup> ahead of James Gibbons Alfa Romeo Giulia TI 12<sup>th</sup>



Timothy Dutton Alfa Romeo Giulia Sprint GT was a Non-Starter.

© Simon Wright



© Janet Wright

Geoff Turrall Alfa Romeo Giulia Sprint GT 11<sup>th</sup>



Richard Ibrahim Alfa Romeo Alfasud Sprint 4<sup>th</sup> in class Corsa 7<sup>th</sup> overall

© Simon Wright



The final race series to run was the HRDC Jack Sears Trophy for 1958-1966 Touring Cars. Qualifying was very close with a Ford Lotus Cortina lockout of the first three places on the grid. Michael Cullen claimed pole position by just 0.139 of a second from Pete Chambers and Paddy Shovlin was only a further 0.194 of a second behind in 3<sup>rd</sup>. There was drizzle during the first race and Chambers made the most of his front row start to lead from Shovlin for the

first seven laps, the pair pulling away from the rest of the field. But it all ended in tears on the eighth lap as Shovlin dived for the inside at Gerrards and locked up his brakes. As Chambers turned in, the two collided, resulting in both going off on the grass at Gerrards and spinning. Both had damage to their front wings where contact was made. For Chambers it was the end of the race as he pulled over to the tyre wall and retired. Shovlin managed to get back on track, but had dropped down to 4<sup>th</sup>. This handed the lead to Cullen who was over twelve seconds ahead of Harry Barton in his BMW 1800 TiSa, with Thomas Butterfield in 3<sup>rd</sup> place behind the wheel of Jaguar Mk1. Shovlin was managing to keep his Lotus Cortina under control and was back to 2<sup>nd</sup> on lap ten, though over twelve seconds behind Cullen. The gap was slowly shrinking but not by enough to change the order and at the flag it was victory for Cullen by just over five seconds from Shovlin. Barton took 3<sup>rd</sup> in the BMW, while Butterfield took the TG class win in his Jaguar in 4<sup>th</sup> place. Completing the top six were Jerry Bailey in another Ford Lotus Cortina Mk1 in 5<sup>th</sup> and Alex Williams in a Ford Anglia was 6<sup>th</sup>. The TGS class was won by Simon Blanckley in an Austin A40 Speedwell in 10<sup>th</sup> position.



**Double race winner  
Michael Cullen Ford  
Lotus Cortina Mk1  
winner of the Jack  
Sears Trophy race  
combined classification**

© Janet Wright



Thomas Butterfield Jaguar Mk1 1<sup>st</sup> TG class in both races 4<sup>th</sup> overall

The second race at the end of the day just managed to scrape in before the 6pm circuit curfew. Chambers got his car fixed and started from the tenth row of the grid. But it was Butterfield who made the best of the start in the Jaguar Mk1 to lead the first three laps, with Barton, also from the



Simon Blanckley Austin A40 Speedwell won class TGS in first race.

second row of the grid, in 2<sup>nd</sup> at the end of the first lap. Cullen had dropped to 3<sup>rd</sup> on the first lap but soon worked his way through to take the lead on the fourth lap. Shovlin had dropped back to 14<sup>th</sup> on the first lap, while Chambers had shot through to 8<sup>th</sup>. They both continued to slowly work through the field towards the front. Chambers was 3<sup>rd</sup> by lap six and 2<sup>nd</sup> by lap seven and Shovlin was up to 3<sup>rd</sup> by lap eight. By lap nineteen, Shovlin had passed Chambers for 2<sup>nd</sup> but it was too late to challenge for the lead. At the flag Cullen won by just 0.679 of a second from Shovlin, with Chambers only a further 0.730 of a second back in 3<sup>rd</sup>. Barton in the BMW was 4<sup>th</sup> while Butterfield was 5<sup>th</sup>, also



Mike Thorne Austin A30 Speedwell won class TGS in second race.

taking the class win in the TG class. In 6<sup>th</sup> place was Martin Reynolds in a Ford Anglia. It was Mike Thorne in an Austin A30 Speedwell who took the TGS class win in 8<sup>th</sup> overall. The Combined Classification saw Cullen take the win from Shovlin by over five seconds. The BMW of Harry Barton was classified as 3<sup>rd</sup> in the Combined Classification ahead of Thomas Butterfield in the Jaguar, also winning the TG Class. Martin Reynolds in a Ford Anglia was 5<sup>th</sup> and Eric Walker in a Ford Anglia was 6<sup>th</sup>. On the Combined Classification it was Simon Blanckley in an Austin A40 Speedwell who was 1<sup>st</sup> in the TGS Class



Sharlie Goddard Sunbeam Rapier 3<sup>rd</sup> in class TG 16<sup>th</sup> overall.



Paul Alcock Morris Minor Lowlight 4<sup>th</sup> in class TGS13<sup>th</sup> overall. © Simon Wright



Pete Chambers Ford Lotus Cortina Mk1 lead the first race until crashing out



Probably the furthest they were apart before the collision. Paddy Shovlin Ford Lotus Cortina Mk1 on the grass chasing Pete Chambers Ford Lotus Cortina Mk1

© Simon Wright



Ding Boston Riley 1.5 OUMF 4<sup>th</sup> in class TG 19<sup>th</sup> overall

© Simon Wright



Marc Gordon Jaguar XK150S FHC 2<sup>nd</sup> in class TG

© Janet Wright



Colin Sowter Ford Anglia was 6<sup>th</sup> in class TC85, 10<sup>th</sup> overall.

© Janet Wright



Paul Raynes Austin A40 Speedwell finished 5<sup>th</sup> in class TGS despite the open boot lid.

© Simon Wright



Harry Barton BMW 1800 TiSa 3<sup>rd</sup>

© Simon Wright

# The Heart of England Retro and Classic Car Show

Heart of England Conference Centre.

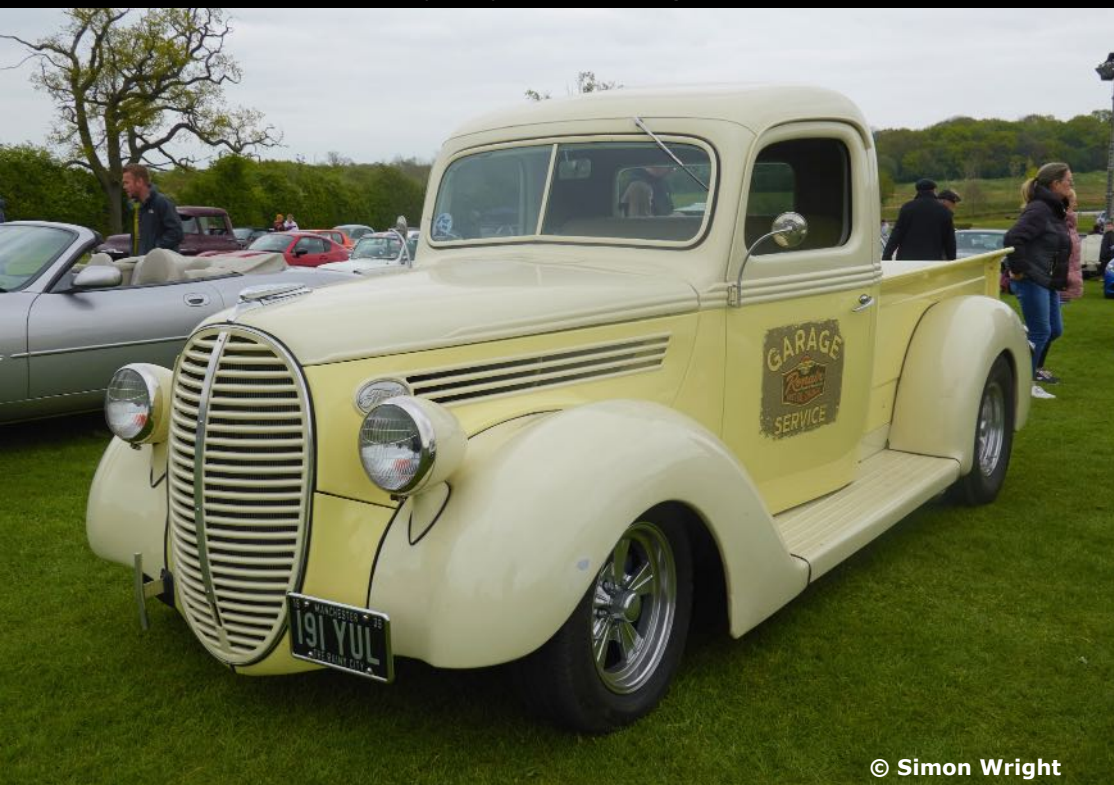
19<sup>th</sup> May 2022.

By Simon & Janet Wright



The Heart of England Retro and Classic Car Show held their regular monthly meeting in April at the Heart of England Conference Centre, Fillongley, CV7 8DX. The meetings are held on the third Thursday of the month from 5pm. The venue has a large grass area to display plenty of vehicles and caters for classic, vintage, retro, future classic or anything interesting.

The warm sunny evening attracted a large gathering of vehicles and motorcycles, including some interesting and unusual vehicles. One of the old vehicles was a 1939 3.9 litre American Ford Pickup truck, claiming to be from Manchester - The rainy city, according to the number plate.



© Simon Wright

It is a Ford model 81C with a type 830 body, powered by a 3.9 litre Ford flat head V8 engine which produced 85 bhp. It was connected to a 3-Speed manual transmission. The oval front grille was unique to this model.



© Simon Wright

Another interesting vehicle was a 3-wheeled Bond Bug which has been modified and powered by a Kawasaki 750cc engine. The original Bond Bug was designed by Tom Karen of Ogle Design for the Reliant Motor Company. Introduced in 1970, they were built at Bond Cars Ltd, then production shifted to the Reliant Tamworth factory. Production ended in 1974 after just over 2,200 were built. Powered by a 700cc Reliant engine which produced 29 bhp. The more up-market 700ES model had a modified engine which produced 31 bhp. This gave the light-weight vehicle a top speed of 76 mph. The Kawasaki 750cc engine design is a DOHC four valve per cylinder, liquid cooled, 4-stroke four cylinder in-line unit, which produces around 74 bhp.





© Janet Wright

The Sammio Spyder is a fibreglass body kit conversion designed to fit on a Triumph Herald chassis. It can also be adapted to fit on a Citroen 2CV which has a similar wheelbase. It is supplied as an unpainted fibreglass body shell and bonnet. All bodies come with a Sammio bonnet badge and a numbered body identification plate. An aluminium front grill can also be purchased as an extra



© Simon Wright

along with an aluminium pre-made supporting cage. The body is made in England by the Sammio Motor Company, based in Swindon. This particular car was first registered in 1970 and is powered by a 1.6 litre engine.



© Simon Wright



© Simon Wright



© Simon Wright

This 1990 Ford Sierra RS Cosworth is a high performance version of the popular Ford Sierra. The RS Cosworth was built between 1986 and 1992 as either the 3 door hatchback (1986-1987) and the four door saloon (1988-1992). The saloon was a front engine four wheel drive configuration, using the Ferguson 4x4 MT75 transmission system. It is powered by a 2 litre Cosworth

engine which produces around 220 hp. This gave the car a top speed of 150 mph and a 0-60 mph time of 6.1 seconds. It is thought that there are only around 250 left on the road from a total of around 1653 built and registered in the UK.



© Janet Wright



© Simon Wright

Two British classics in almost the same colour. The 1937 Austin 12/4 Ascot was first introduced in 1932. The 12 part of the name refers to the taxation horsepower, which was a British rating which controlled the annual taxation payable to use the car on the road. It was powered by a 1535cc side-valve, four cylinder engine which produced 24 bhp. It was attached to a 4-Speed 'crash' gearbox. Synchronesh was added to third and fourth gear in 1934 and then also on second in 1935. Between 1933 and 1939 over 71,000 were built.

The 1959 Morris Oxford Traveller Series IV which was built between 1957 and 1960. The Oxford IV was only made in the Traveller estate version. The all steel body replaced the earlier 'Woody' Series III Traveller. It was powered by the 1.5 litre BMC B-Series 4 cylinder engine. The back is slightly unusual. The main rear door is a hatchback style, hinged at the top. The opens to half way down. At the bottom is a separate hatch that is hinged on the bottom but there is a solid metal panel between the two hatches, which is fixed.



© Simon Wright



© Simon Wright

The show was Out of this World. If there was an award for the furthest travelled to get to the show, this vehicle may well have won it. We didn't know if to put this in the Classic vehicle or modern, interesting vehicle category. We didn't see it arrive, but if this was the driver, then it is definitely Vintage, Jurassic class!



© Simon Wright



© Janet Wright

There are many American Muscle cars in this Country, with the majority being Ford Mustangs or Pontiac Firebird/ Grand Am models. This was more unusual. The Mercury Cougar was built between 1967 and 1997. This 1970 model is a first generation Pony Car that was produced between 1967 and 1970. Powered by a 5.4 litre V8 engine which produced 300 hp. New for the 1970m model was the split vertical from grille (which looked like an electric shaver). Just over 72,000 were built in 1970.



© Simon Wright



© Janet Wright

1951 Morris Minor MM Tourer.

This two door convertible was manufactured by Morris. It had a 1.1 litre petrol engine which produced 27 hp and drove the rear wheels through a 4-Speed manual gearbox. It had a top speed of 64 mph and could accelerate from 0-50 mph in 29.2 seconds. It also had a fuel consumption figure of around 40 mpg. It was the first British car to sell over 1,000,000 vehicles and was built between 1948 and 19781, with over 1.6 million coming off the production line. The original Minor MM ran from 1948 until 1953. Towards the end of 1950 it was offered with a water pump on the engine instead of the former gravity g]fed cooling system. This allowed for an interior heater for the first time, as optional equipment.



1949 Riley RMA

© Simon Wright



© Janet Wright

2015 Honda Civic Type R



1993  
Toyota  
Corolla

© Simon Wright



Ford Line-up  
Capri and 2  
Escorts

© Simon Wright



1978 Opel Record

© Janet Wright



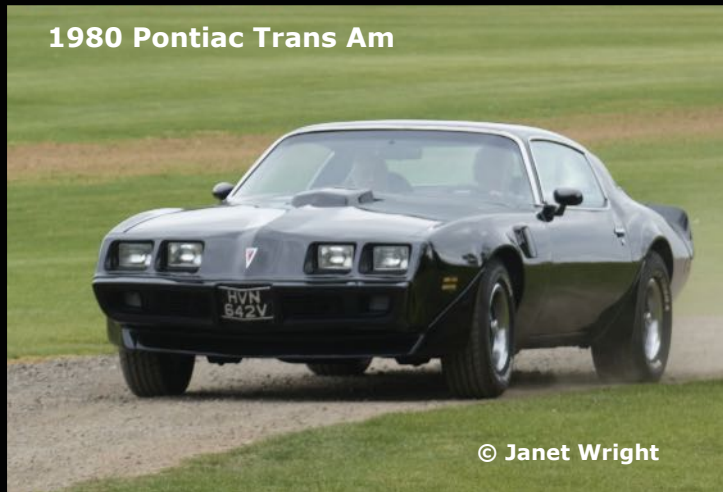
VW Karmann Ghia

© Simon Wright



1953 MG TD

© Simon Wright



1980 Pontiac Trans Am

© Janet Wright





1967 Ford Mustang.

© Janet Wright



2017 Alfa Romeo 4C © Simon Wright



1998 Ferrari 550 Maranello © Simon Wright



© Simon Wright



Spooky duo

© Simon Wright



2005 Nissan Cube 3 Rider Autech e.4WD

© Janet Wright



Triumph Dolomite

© Simon Wright



1984 Vauxhall Nova

© Simon Wright



1966 Sunbeam Alpine

© Janet Wright



**2011 Toyota FJ Cruiser**

© Janet Wright



**1976 Range Rover**

© Simon Wright



**1998 Land Rover Defender and 1982 Land Rover**

© Simon Wright



**1992 Range Rover Vogue SE**



**1961 Land Rover Series II**

© Simon Wright



**1984 Jago Jeep kit.**

© Janet Wright



**1979 Vauxhall Cavalier GLS 2000**

© Simon Wright



**1981 Austin Mini 1000 City**

© Janet Wright



**1982 Vauxhall Chevette 1600 Rally car.**

© Simon Wright



Lotus Evora 400

But which is faster from 0-60?

© Simon Wright



© Simon Wright  
1964 Rolls Royce Silver Cloud III



Triumph Herald

© Simon Wright



1948 Plymouth Special De Luxe Police patrol car.  
© Simon Wright



2021 MEV Rocket  
© Simon Wright



Chevrolet BelAir  
© Janet Wright

# VSCC Speed Trials

1<sup>st</sup> May 2022.

Curborough.

By Simon & Janet Wright

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

Fastest Time of Day went to Julian  
Grimwade 1934 Frazer Nash Single Seater.





The Vintage Sports Car Club (VSCC) held their annual Speed Trials at the Curborough sprint course near Lichfield on the 1<sup>st</sup> May 2022. It was a welcome return for spectators to this short track which offers excellent spectator viewing from the bank that runs alongside the majority of the main straight. The circuit is fairly twisty round the back half of the circuit, with a long finishing straight to the timing line. As usual, the VSCC had attracted a very good entry for this event, split in to the usual classes, allowing everybody the equal chance to win an award.

There were three Overall awards presented. The Fastest time of the day (FTD) went to Julian Grimwade in his 1934 Frazer Nash Single seater. His best time from the two competitive timed runs was 37.63 seconds which gained him the Curborough Trophy.

The Fastest Vintage award went to Jonathan Cobb driving a 1928 Frazer Nash Ford with a time of 39.26 seconds.

© Simon Wright



**Fastest Vintage : Jonathan Cobb Frazer Nash**

**Fastest Young Driver:" Jack Bond Bentley 3 / 4.5 litre**



The final overall award was for the Fastest Young Driver and this went to Jack Bond who was driving a 1923/28 Bentley 3 / 4.5 Litre and set a time of 40.74 seconds. Moving into the classes there were various awards presented in each class.

© Motorsport Imagery

**Class A winner: Stuart Rose Austin 7 Ulster.**



Class 1 was for Standard and modified Sports-cars and saloon cars up to 750cc unsupercharged. In 1<sup>st</sup> place overall was Stuart Rose in a 1930 Austin 7 Ulster with a time of 47.83 seconds.

1<sup>st</sup> of Handicap was Patrick Teague in a 1929 Austin 7 Ulster, with a time of 51.09 seconds.



Class 2 was for Standard and modified sports-cars and saloons 751-1100cc unsupercharged and up to 750cc supercharged. This was won by Ms Rebecca Gunn in a 1929 Austin 7 Ulster. Her best time was 47.62 seconds which also got her the award for 1<sup>st</sup> Vintage in class as well. She shared the car with Fergus Gunn who won the award

**Class 3 winner:” David Johnson  
Frazer Nash Super Sports**



© Simon Wright

for 1<sup>st</sup> on Handicap in the class with a time of 50.88 seconds. The final award in Class 2 went to Nigel Stoud in a 1930 MG M Type whose time of 54.49 seconds got him 1<sup>st</sup> Standard Vintage award. Class 3 was for Standard and modified sports-cars and saloons 1101-1500cc unsupercharged and up to 1100cc supercharged. Getting both 1<sup>st</sup> overall and 1<sup>st</sup> Vintage in class was David Johnson in a 1929

Frazer Nash Super Sports with a time of 43.42 seconds Peter Scully driving a 1935 MG PAVB took the 1<sup>st</sup> on handicap with a time of 50.87 seconds. The 1<sup>st</sup> Modified Vintage award went to Miss Jane Arnold-Forster in a 1925 Frazer Nash Anzani Tourer with a time of 60.91 seconds. Class 4 for standard and modified sports-cars and saloons

**Class 6/4 winner: Neil Thorp Hudson Spikins Special**



© Janet Wright

1501-2000cc unsupercharged and over 1500cc supercharged was merged with Class 6 for standard and modified sports-cars and saloons over 3000cc unsupercharged and over 2000cc Supercharged. This combined class was won by Neil Thorp in a 1935 Hudson Spikins Special with a time of 45.32 seconds. The 1935 Frazer Nash/BMW 319 Type 45 Saloon driven by Richard Gatley took 1<sup>st</sup> on handicap with a time of 49.2 seconds. The 1924 Vauxhall 30-98 Tourer of Richard Thorpe set a time of 51.98 seconds to claim 1<sup>st</sup> Vintage in class. The final award in this combined class went to David Marsh in a 1925 Vauxhall 30-98 who won 1<sup>st</sup> Standard Vintage with a time of 58.81 seconds.

Moving on to the Edwardian Cars - Class 7, this saw Geoff Smith take 1<sup>st</sup> in class in the 1918 Piccard-Pictet Sturtevant

**Class 7 winner: Geoff Smith Piccard-Pictet Sturtevant Aero SPL.**



© Janet Wright

Aero SPL with a time of 42.82 seconds. The 1<sup>st</sup> of Handicap award for this class went to John Deveuve driving a 1906 Brasier Race About, with a time of 62.22 seconds. Class 8 was for Special Sports-cars and saloon cars up to 1100cc unsupercharged and under 750cc supercharged.

**Class 8 winner: Tim Stamper Riley Brooklands Replica.**



© Simon Wright

Taking both 1<sup>st</sup> in class and 1<sup>st</sup> Vintage in class was Tim Stamper driving a 1929 Riley Brooklands Replica. His best time was 43.6 seconds. The 1<sup>st</sup> on handicap in the class went to Clive Bergman in a 1933 Austin 7 Special with a time of 49.42 seconds. Class 9 for Special Sports-cars and saloon cars 1101-1500cc unsupercharged and up to 1100cc supercharged was won by Dr David Pryke in a 1936

**Class 9 winner: Dr David Pryke Morgan/Riley 4/4**



© Janet Wright

Morgan/Riley 4/4. His best time was 39.58 seconds. 1<sup>st</sup> on Handicap was William Butler in a 1927/35 Riley Special, with a time of 47.33 seconds. Class 10 for Special Sports-cars and saloon cars 1501-3000 cc unsupercharged and up to 2250cc supercharged had another double winner. Andrew Frank in the 1922/28 AC/GN Beetle took 1<sup>st</sup> in class and 1<sup>st</sup> Vintage

**Class 10 winner: Andrew Frank AC/GN Beetle.**



© Motorsport Imagery

awards with his time of 41.86 seconds. The Handicap award in class went to Paul Weston in a 1933 Frazer Nash TT Replica, in a time of 43.85 seconds. Class 11 for Special Sports Cars and Saloon cars over 3000 cc unsupercharged and over 2250cc supercharged saw Jonathan Cobb take 1<sup>st</sup> in class and 1<sup>st</sup> Vintage awards. His time of 39.26 seconds was set in his 1928

Dr Charles Pither Frazer Nash Ulster ran wide at the hairpin. 3<sup>rd</sup> in class 3 from second run



© Simon Wright

Frazer Nash Ford.

1<sup>st</sup> on handicap was Peter Batty in a shared 1930 Frazer Nash Super Sports. His time of 42.41 seconds was just slightly better than Christopher Batty whose time was 42.45 seconds, only 0.04 of a second behind and 2<sup>nd</sup> on handicap.

We now move in to the Racing car classes. Class 13 was for Pre 1941 Racing cars up to 1100cc and Carl Gray took 1<sup>st</sup> in class driving a 1922/24 Hardy Racing S/S. His time was 38.89 seconds.

Driving an Austin 7 Ulster, Matthew Moore was 1<sup>st</sup> Vintage in class with a time of 44.06 seconds.

There was also an award for 1<sup>st</sup> Standard Vintage in class and this went to Mark Fountain driving a 1930 Gillow Special S/S to a time of 46.76 seconds.

Finally in this class the 1<sup>st</sup> on Handicap award went to Mark Atkinson in a 1925 Austin Slippery Anne, with a best time of 48.04 seconds.

Class 13 winner: Carl Gray Hardy Racing S/S



© Janet Wright

Class 14 winner: Charles McEvoy MG NA



© Simon Wright

Class 14 was for Pre-1941 Racing Cars 1101-1500cc saw Charlie McEvoy take 1<sup>st</sup> in class with a 41.11 second run in his 1935 MG NA.

The 1923 GN Spider of James Edwards set a time of 41.39 seconds to take 1<sup>st</sup> Vintage in class award.

The 1<sup>st</sup> on Handicap award went to Andrew Craven in a 1935 MG Riley, with a time of 44.1 seconds.

The final class was actually Class 16 for Pre-1941 Racing Cars over 3000cc combined with Class 15 for Pre-1941 Racing Cars 1501-3000cc. This produced the overall Fastest time of the Day winner Julian Grimwade.

The 1<sup>st</sup> Vintage car in class award went to Michael Hudson in a 1925 Bugatti T35B with a time of 39.74 seconds.

There was also an award for 1<sup>st</sup> Modified Vintage in class and this was taken by Bruce Stops in a 1928 Bugatti T35/44 with a time of 41.16 seconds.

The final award in this last class was for 1<sup>st</sup> on Handicap in class. It was awarded to Bob Drewitt in a 1922/30 Austin Maggot with a time of 49.99 seconds.

**Class 1 Handicap winner : Patrick Teague Austin 7 Ulster**



© Janet Wright

© Janet Wright



**Class 2 Handicap winner: Furgus Gunn Austin 7 Ulster.**

**Class 3 Handicap winner: Peter Scully MG PA/B**



© Simon Wright

**Class 6/4 Handicap winner: Richard Gatley Frazer Nash/BMW 319 Type 45 Saloon.**



© Simon Wright

© Simon Wright



**Class 7 Handicap winner: John Deveuve Brasier Race About**

**Class 8 Handicap winner: Clive Bergman Austin 7 Special**



© Simon Wright

**Class 9 Handicap winner: William Butler Riley Special**



© Simon Wright

**Class 10 Handicap winner: Paul Weston Frazer Nash TT Replica**



© Janet Wright

**Class 11 Handicap winner: Peter Batty Frazer Nash Super Sports**



**Class 13 Handicap winner: Mark Atkinson Austin Slippery Anne**



© Janet Wright

**Class 14 Handicap winner: Andrew Craven MG Riley**



**Class 16/15 Handicap winner: Bob Drewitt Austin Maggot.**



**Class 2 1st Standard Vintage: Nigel Stroud MG M Type**



© Janet Wright

**Class 3 1st Modified Vintage: Miss Jane Arnold-Forster Frazer Nash Anzani Tourer**



© Simon Wright

**Class 6/4 1st Standard Vintage: David Marsh Vauxhall 30-98**



© Janet Wright

**Class 6/4 1st Vintage : Roger Thorpe Vauxhall 30-98 Tourer**



© Simon Wright

**Class 13 1st Vintage: Matthew Moore Austin 7 Ulster**



© Janet Wright

**Class 13 1st Standard Vintage: Mark Fountain Gillow Special S?S**



© Simon Wright



**Class 14 1<sup>st</sup> Vintage James Edwards GN Spider**



**Class 16/14 1<sup>st</sup> Vintage: Michael Hudson Bugatti T35B**

© Simon Wright



**Class 16/14 1<sup>st</sup> Modified Vintage Bruce Stops Bugatti T35/44**

© Janet Wright



© Motorsport Imagery

**David Saxl Riley TT Sprite**



© Simon Wright



**Rob Lewis Austin 12/4 Special**

© Motorsport Imagery



**Harry Colledge Hillegass Sprint car**

© Simon Wright



**Roger Collings 1912 Zust Brixia**

© Simon Wright



© Motorsport Imagery

**Ian Seymour-Smith Mitchell Board Racer**

John Gallie Ford Model T hit the barrier before the Mole Hill.



© Simon Wright

James Baxter 1913/16 Oakland Romano



© Simon Wright



© Motorsport Imagery



Steve McEvoy MG NA had a quick spin at the hairpin

© Simon Wright



# British Hillclimb Championship

Prescott

23<sup>rd</sup>-24<sup>th</sup> April 2022.

By Syd Wall.

Highest wheel of the day went to Phil Tucker's Vauxhall Nova





Syd Wall

Scott Moran took the spoils in round 1

The 75th anniversary season of the British Hillclimb Championship kicked off at Prescott with champions from 12 of the previous 13 seasons in the running for this year's title. One significant name missing from this year's roster is Sean Gould but he was generously handing his Gould GR59 over to be shared by Will Hall and Matthew Ryder. Will Hall has (temporarily?) given up his Force which has



3rd and 4th in the run-offs summed up a good day for Trevor Willis

Syd Wall

not been in full health since being repaired after his Gurston Down roll last May and Matthew Ryder was stepping up to the big car class.



Alex Summers topped the charts on the 2nd round

Syd Wall



Syd Wall



© Syd Wall Best bike engined car on the day was Paul Haimes

As the first top 12 run-off began on a cold and a green track, nobody was expecting anything approaching last year's new hill record of 34.65s set by Wallace Menzies but the excitement level was still off the scale when the top 5 finishers were covered by an incredible one tenth of a second, one of the closest finishes in the championship's 75 years.



There's not much room for Clive Austin in his Empire Wraith

Current champion Menzies was 5th on 36.09s behind the impressive Matthew Ryder and Trevor Willis, tied on 36.05s. Second place went to Alex Summers on 36.01 while top points scorer was six time champion, Scott Moran on 35.99s.

At the end of a long day with few delays (after 27 red flags during Saturday's competition!) Alex Summers and Scott Moran swapped positions on the podium in the second run-off, both dipping below 36s, Summers winning with a 35.43s against 35.63 for Moran. As champion, Wallace Menzies had got off to a slow start in the morning, but



Ben Sephenson's final run was spectacular

© Syd Wall



© Syd Wall

Zach Zammit came all the way from Malta for no points 91



Wallace Menzies had a slow start to the 2022 season

improved to third though he was still 1.5 seconds away from his record. Willis and Ryder were close again in fourth and fifth, Willis on 36.44s and Ryder a further 0.32s back. Ryder was particularly pleased to score good points when so new to the big car class. Will Hall was also having to make a big adjustment in moving to the 4 litre V8 Gould which handles quite differently from the 2litre Force. He scored points twice in

Smooth aero body of Rob Capper's Empire Wraith



Will Hall corrects a slide on dirty tyres - a learning day for him

8th and 7th. In 6th place on both runs was David Uren in the veteran Gould GR55B, a car which must have made



Two 10th places for David Warburton



Class A(i) winner was Robert Marwood

more championship appearances than any current driver having first appeared on the hills 17 years ago! Also scoring points in both rounds were Paul Haines, 7th and 9th, Richard Spedding, 9th and 8th and David Warburton, a double 10th. Zach Zammit, travelling from Malta as usual would be expected to be in the top 10 but stalled off the line on the first run and was 12th in the afternoon.



Mike Luck's TVR Chimaera has more than its fair share of aero aids

Since Prescott, Wallace Menzies has won both rounds in the wet at Craingantlet and at the latest event at Harewood, there was an avalanche of new hill records,



Class C(i) winner Eric Morrey tests the front wheel camber



Haydn Spedding ran this gorgeous Jaguar E-Type

New season, new colours for Tim Painter's Aston Martin Vantage GT4

© Syd Wall



starting with 2 unofficial times below the 47.81s record during morning practice, first by Alex Summers and then by Wallace Menzies. In the first run off, Matthew Ryder, Scott Moran and again Menzies lowered the record further,

© Syd Wall



Ex-BHC champion and now rally driver, Roger Moran came back to the hills with a Toyota Yaris GR

© Syd Wall



Tom Price wasn't able to hold this slide into the Esses barriers but with not too much damage to his wallet

Menzies leaving it at 47.00s The second class runs were slightly more subdued (though the record at the start of the day was broken three more times!) and finally, the 2nd run-off culminated with Menzies setting a new low of 46.86s on the final run of the day.

© Syd Wall



Prescott always has Bluebells in April and a CanAm McLaren M12

Leigh Carter's lovely little Fiat 695SS Abarth

© Syd Wall



© Syd Wall

The Alfa Romeo 4C of Rodney Eyles is always a delight to see



© Syd Wall

Steve Darley winds in every one of the Subaru Legacy's 800hp



# HSCC Silverstone International Trophy

Silverstone Grand Prix circuit.

14<sup>th</sup>-15<sup>th</sup> May 2022.

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

Gary Furst Thundersports Series  
Lola T212 2<sup>nd</sup> in Sp1 and 4<sup>th</sup>  
overall, first race





The Historic Sports Car Club (HSCC) ran the International Trophy meeting over the weekend of the 14<sup>th</sup> and 15<sup>th</sup> May 2022 round the full Silverstone Grand Prix circuit. After qualifying on Saturday morning and a lunch time demonstration run of Bristol cars, the race action started straight after the lunch break with a combined Classic Formula Ford and Historic Formula 3 race for twenty minutes. Pole position went to Cam Jackson in his Class B,

© Janet Wright



Cam Jackson won the first Classic Formula Ford race in a Winkelmann WDF2

for cars built before January 1<sup>st</sup> 1974, Winkelmann WDF2. He led the race from start to finish to win by just 0.432 of a second. In 2<sup>nd</sup> place was Jordan Harrison in a Lola T540E, who also won class A for cars built between 1974 and 1981 inclusive. The final podium position went to Henry Chart in a Van Diemen RF81, over three seconds behind the leading pair.

© Janet Wright



Jordan Harrison Lola T540E was 2<sup>nd</sup> and won class A, ahead of Henry Chart Van Diemen RF81 who was 3<sup>rd</sup> and 2<sup>nd</sup> in class A.

Ian Bankhurst Alexis Mk8 won both Historic Formula 3 races over the weekend.



© Simon Wright

The Historic Formula 3 had a separate grid at the back which started ten seconds after the Formula Ford grid. On pole position for the Historic Formula 3 was Ian Bankhurst in an Alexis Mk8 and he easily won the race. He had also made good progress through the Formula Ford cars, finishing 12<sup>th</sup> overall. In 2<sup>nd</sup> was Simon Armer in a March 703 who was 16<sup>th</sup> overall and 3<sup>rd</sup> went to Leif Bosson in a Brabham BT28 in 20<sup>th</sup> overall.

The second race of the afternoon was the first HSCC Historic Formula Ford 2000 Championship race of the weekend for FF2000 single seater cars built and raced before 1980.



© Simon Wright

Benn Simms Reynard SF77 won the first Historic Formula Ford 2000 race



**Antony Raine Merlyn Mk28 won class B in both the Historic Formula Ford 2000 races over the weekend.**

Just grabbing pole position by 0.087 of a second was Graham Fennimore in a Reynard SF81 from Benn Simms in a Reynard SF77. From the start it was Simms who took the lead and slowly opened up the gap at the front. At the end, he won the race and class A for cars built between 1/1/1979 and 31/12/1981 excluding Van Diemen RF81 and RF82 plus the Reynard 825, by over eight seconds from Fennimore. In 3<sup>rd</sup> place, and making a Reynard clean sweep of the podium, was Andrew Park in a Reynard SF81. Class B for cars built before 1/1/1979 but excluding Reynard and Delta cars built in this period which are eligible for Class A, was won by Antony Raine in a Merlyn Mk20 in 17<sup>th</sup> position.

The Masters Gentleman Drivers race for Pre-1966 GT cars



© Simon Wright

**The Thomas/Lockie Shelby Daytona Cobra won the Gentlemen Drivers Pre-66 GT Cars race**



**Robin Ward Ginetta G4R won the CLP class in 4th**

had a large entry for the sixty minute race. The Julian Thomas & Calum Lockie Shelby Daytona Cobra was on pole position, and they led the majority of the race to take victory, and a class win in C3: Period GT Cars over 3001cc, by over five seconds. In 2<sup>nd</sup> was the Graeme & James Dodd Jaguar E-Type followed closely by the TVR Griffith of John Davison in 3<sup>rd</sup>. In 4<sup>th</sup> place and 1<sup>st</sup> in class



**Robin Ellis Lotus 26R won the Invitation class in 9<sup>th</sup>.**

© Simon Wright

CLP for Period F GTP cars over 3000cc, was Robin Ward at the wheel of a Ginetta G4R. The Invitation class winner was Robin Ellis in a Lotus 26R who finished 9<sup>th</sup>. Class C2 for Period F GT Cars - 2001cc to 3000cc, was won by Nils-Fredrik Nyblaeus & Jeremy Welch in their Austin Healey



Winning class C2 was the Austin Healey 3000 of Nyblaeus/Welch in 14th

3000 in 14<sup>th</sup>. The Porsche 911 of James Thorp & Phil Quaife was 19<sup>th</sup> and won class C1 for Period F GT Cars up to 2000cc. The final class winner was Marc Gordon in a



Thorp/Quaife Porsche 911 won class C1

Lotus Elite S2. He finished 22<sup>nd</sup> and won class B1 for Period E GT Cars up to 2000 cc.



Marc Gordon Lotus Elise S2 won class B1



Tom McArthur Titan Mk4 won the first Historic Formula Ford race

Back to single seater action with the first HSCC Historic Formula Ford Championship race of the weekend. This was for Formula Ford cars built and raced before 1972. Cam Jackson claimed pole position in the Winkelmann WDF2 and he dominated the first race until he retired on lap eight. This left Tom McArthur in a fight for victory in his Titan Mk4. He won the race and class Under the age of 50 by just 0.298 of a second from Ben Mitchell in a Merlyn Mk 20. Also in the fight was 3<sup>rd</sup> placed Samuel Harrison in another Merlyn Mk20, only 0.570 of a second behind the winner. The 50 class or Drivers over the age of fifty, was won by 5<sup>th</sup> placed Dominik Jackson in a Crossle 20F.



Dominik Jackson Crossle 20F the over 50 class in both Historic Formula Ford Races

© Simon Wright



William Plant Morgan Plus 8 winner of the 70's Road Sports race.

The penultimate race of Saturday saw the HSCC 70s Road Sports and 80s Sports & GT race for Production Sports, GT

Charles Barter  
Datsun 240Z  
Class B winner  
2<sup>nd</sup> overall.



© Simon Wright

and two door Coupe cars built or road registered between 1970 and 1989. Pole position went to the Morgan plus 8 of



3<sup>rd</sup> Jim Dean Lotus Europa winner class C

© Simon Wright

11<sup>th</sup> David Tomkinson TVR Vixen S2  
winner class E



© Simon Wright

William Plant, who easily converted it in to race victory, leading from start to finish. He was over twenty two seconds ahead of Charles Barter in his Datsun 240Z who took the award for class B - All cars 2001cc to 3000cc. In 3<sup>rd</sup> was Jim Dean in a Lotus Europa, who won class C - 1600cc Twin Cams (Elan, Europa &



© Janet Wright

12<sup>th</sup> Tim Child Alfa Romeo 2000  
GTV winner class D



14<sup>th</sup> Ben Brian Alfa Romeo 1750 GTV 1<sup>st</sup> Class I

Seven). In class E - GRP Bodied cars up to 1600cc with single cam engine, David Tomkinson was 1<sup>st</sup> in a TVR Vixen S2 in 11<sup>th</sup> overall. The penultimate class winner was Tim Child in an Alfa Romeo 2000 GTV who took class D - All cars 1501cc to 2000cc in 12<sup>th</sup> position. The final class winner was Ben Brian in another Alfa Romeo 1750 GTV in 14<sup>th</sup> overall who won the Invitation class.

The final race on Saturday was for the HSCC Aurora Trophy Series with Geoff Lees Trophy race for F1, F5000 & 2/Formula Atlantic, F3, FF2000 and Formula Super Vee cars built between 1967 and 1984 Single seater cars up to 2000cc. The entry was a bit thin at the top end due to a clashing event in Europe which had attracted several regular UK competitors. Pole position went to the Formula 2 March 782 of Andy Smith, over two seconds

© Simon Wright



Winner Robert Wainwright March 762

Marc Campfield Chevron B24 finished 2<sup>nd</sup> and 1<sup>st</sup> in class F on Saturday, then retired on Sunday



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faster than his nearest opposition. Before the race started we lost the second fastest qualifier as the Ralt RT4 of Rory

3<sup>rd</sup> Benn Tilley Modus M1 1<sup>st</sup> class B



© Simon Wright

Smith was withdrawn. We did however gain an additional entry, Mark Goodyear in a March 75B, who was allow to start from the back of the grid. Marc Campfield made the best of the start in his Chevron B24, leading at the end of

© Janet Wright



4<sup>th</sup> Samuel Harrison Lola T240 1<sup>st</sup> class A

# Aurora Trophy Series



Mike Bainbridge Brabham BT35 2<sup>nd</sup> class A second race.



Brian Morris march 782 DNF first race

© Janet Wright



Rory Smith Ralt RT4 2<sup>nd</sup> fastest in qualifying but withdrawn from race.

© Janet Wright



Keith Norris McLaren M10B 2<sup>nd</sup> in class E in first race

© Simon Wright



Robin Lackford GRD 272 3<sup>rd</sup> in class B in second race.

© Janet Wright

**8<sup>th</sup> Matthew Wurr McLaren M10B**  
**1<sup>st</sup> class E in both races.**



**Winner of both Thundersports races John Burton Chevron B26**

the first lap, before dropping back to 2<sup>nd</sup> behind Robert Wainwright in a March 762, who took the lead on lap two. Pole man Andy Smith had dropped back to 3<sup>rd</sup> and then retired on lap six. Wainwright won the race by over four seconds from Campfield who won class F for Formula 5000 cars from 1972 to 1979 in 2<sup>nd</sup> place. Ben Tilley was 3<sup>rd</sup> in a Modus M1, winning class B for the Geoff Lees Trophy Class - Formula Atlantic & 1600cc Formula 2 cars from 1972 to 1979 (Non-Ground Effect cars) and in 4<sup>th</sup> was Samuel Harrison who won class A for Formula Atlantic & 1600cc Formula 2 cars from 1967 to 1971 driving a Lola T240. Class E for Formula 5000 cars pre 1972 went to Matthew Wurr in a McLaren M10B, while the final Invitation class winner was Richard Trott in a Chevron B43 in 11<sup>th</sup> overall.

After more morning qualifying on Sunday, the race action started with the first of two thirty minute Thundersports Series races for World Endurance, FIA GT, FIA 2L Sports Cars or other International Competition Cars up to 1979. It was a relatively small entry of just seventeen cars for the thirty minute races. John Burton planted the Chevron B26 on pole position by over four seconds faster than the rest of the entry. We lost another car before the first race when the Lola Mk 111B of Dean Forward was withdrawn, having qualified in 7<sup>th</sup> position. Burton led the first race from start to finish, winning by just over seven seconds from James Schryver in another Chevron B26. Completing the Chevron podium was 3<sup>rd</sup> placed Jamie Thwait's in a Chevron B19,

© Simon Wright



**11<sup>th</sup> Richard trott Chevron B43 1<sup>st</sup> class G in both races.**



© Janet Wright

**5<sup>th</sup> Alex Montgomery Lola T70 Mk3 1<sup>st</sup> SP2 in both races.**



John Sheldon Chevron B16 3<sup>rd</sup> SP1 first race



David Alborough Osella PA2 6<sup>th</sup> SP3 first race



Paul Cope March 75S 5<sup>th</sup> SP3 first race.

# Thundersports



James Schryver Chevron B26 2<sup>nd</sup> first race



Steve Seaman Lola T70 MK II 2<sup>nd</sup> SP2 first race.



George Douglas Martin BM9 4<sup>th</sup> SP1 first race.



Gwyn Pollard Royale RP6/17 4<sup>th</sup> SP3 first race



Simon Watts Chevron B26 3<sup>rd</sup> SP3 first race



Roger Whiteside Chevron B8 5<sup>th</sup> SP1 first race





11<sup>th</sup> Mark Witherspoon Tiga SC80 1<sup>st</sup> Sports 2000 first race.

also winning class SP1 for Sports Racing cars built before 1972 under 2 litre. In 5<sup>th</sup> place was the winner of class SP2 for Sports Racing cars built before 1972 over 2 litre, Alex Montgomery in a Lola T70 Mk3. The final class winner was Mark Witherspoon in a Tiga SC80 won won the S20 Sports 2000 Invitation class in 11<sup>th</sup> overall.

The Classic Formula Ford & Historic Formula 3 had their final race of the weekend on Sunday. Jordan Harrison started from pole position as Cam Jackson had to start from the back of the grid having changed car to the Lola T200 of Simon Toyne. There was no such drama with the Historic Formula 3 field, with Ian Bankhurst starting from pole on the split grid. Showing his talent, Cam Jackson may have started from the back of the grid, but was back in

Cam Jackson took his second Formula Ford victory of the weekend, but in a different car - a Lola T200



© Simon Wright



Henry Chart Van Diemen RF81 was 1<sup>st</sup> in class A in the second Classic Formula Ford race in 4<sup>th</sup>.

the lead of the race by lap five and went on to win by over three seconds from Dominik Jackson in a Crossle 20F. Tom McArthur took 3<sup>rd</sup> place in a Merlyn Mk20, right behind Dominik Jackson. Also in the leading bunch was class A winner Henry Chart in a Van Diemen RF81 who was 4<sup>th</sup> only 0.150 of a second behind McArthur. Bankhurst in the Alexis Mk8 took his second Historic Formula 3 victory, finishing 11<sup>th</sup> overall. Simon Armer was 2<sup>nd</sup> again in the March 703 and 3<sup>rd</sup> went again to Leif Bosson in the Brabham BT28.

Taking 2<sup>nd</sup> in both Historic Formula 3 races - Simon Armer in a March 703



© Simon Wright

They were followed by the second race for the Formula Ford 2000 field, Before the race, Graham Ridgway, who had finished 4<sup>th</sup> in the first race, withdrew. With a wet track for this race, Pole man Benn Simms had a disastrous first lap coming round in 12<sup>th</sup> position. This allowed Graham



**Graham Fennimore Reynard SF81 won the second Formula Ford 2000 race on Sunday**

Fennimore the chance to open up a lead over Ollie Roberts in a Reynard SF79. Simms slowly worked his way through the field and at the flag it was Fennimore in his Reynard SF81 who won by over twenty five seconds from a recovered Simms in his Reynard SF77. Roberts took 3<sup>rd</sup>, just ahead of Adrian Reynard in a Reynard SF79 in 4<sup>th</sup>. Taking his second class B victory of the weekend was Antony Raine in a Merlyn Mk28 in 18<sup>th</sup> position.

The first of the HSCC Griffiths Haig Trophy races was next, before the lunch break. This was for Drum Brake Production sports and GT cars from 1947 to 1961. Pole position in qualifying went to the Lola Mk1 of Reid &

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**Oliver Llewellyn Allard J2 won both Griffiths Haig Trophy races**



**18 John Chisholm Lola Mk1 1<sup>st</sup> class B 3<sup>rd</sup> overall side by side with 54 Tim Reid in another Lola Mk1 6<sup>th</sup> overall**

Montgomery. However, the first race was a walk over for Oliver Llewellyn in the Allard J22 he was sharing with Tim, who would drive it in the second race. Oliver was over twenty three seconds in front of 2<sup>nd</sup> placed Chris Keen in the Kurtis 500S. In 3<sup>rd</sup> place, and 1<sup>st</sup> in class B for 'Whitehead' Sports & GT cars 1101cc to 1600cc, was John Chisholm in a Lola Mk1. Winning class C for 'Archie' Sports & GT Cars 1601cc to 2000 cc was 5<sup>th</sup> placed Nigel Winchester in an AC Ace Bristol. Class A for 'Leston' Sports cars up to 1100cc went to Jamie Mason in a Lotus 7 in 9<sup>th</sup> followed by class D for 'Hamilton' Sports & GT cars 2001cc to 3000cc winner Mark Shears in a Morgan +4.

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**Ben Mitchell Merlyn Mk20 won the second Historic Formula Ford Race on Sunday.**



After lunch, the racing resumed with the second Historic Formula Ford race. With the Winkelmann out of action,



Samuel Harrison Merlyn Mk20 took 2<sup>nd</sup> in the second race improving on his 3<sup>rd</sup> in the first race.

Cam Jackson joined the back of the grid in a borrowed Lola T200. This second race was a typical Formula Ford slipstreamer, with a four car chain swapping the leading positions, lap after lap. Ben Mitchell, Samuel Harrison, Jamie Vinall-Meyer in a Jamun T3 and Tom McArthur swapped the first four positions, with all but Harrison officially leading a lap over the start line. At the flag it was Mitchell who took the win in his Merlyn Mk20. He beat Harrison in another Merlyn Mk20 by 1.68 seconds at the end. Taking 3<sup>rd</sup> place was Jamie Vinall-Meyer in the Jamun T3. Dominik Jackson took his second 50 class win of the day in 4<sup>th</sup> and Cam Jackson had worked his way through the field to finish 5<sup>th</sup>.

The HSCC Historic Road Sports Championship with Historic Touring Car Championship & Ecurie Classic race for Production sports and GT cars built between 1947 -

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Historic Roadsports winner Robin Pearce Morgan Plus 8

Kevin Kivochan AC Cobra Finished 2<sup>nd</sup> in the Historic Roadsports race



1969/ for Appendix K and HRSR cars pre-1968 race was a twenty minute for one of the largest grids of the meeting. Pole position belonged to Kevin Kivlochan in his AC Cobra, with a split grid for the Historic Touring cars at the back, with Julian Thomas on pole in his Ford Falcon. For the first

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three laps Kivlochan led the race before Robin Pearce got through in to the lead in his Morgan Plus 8. He managed to slowly pull away and won by over eleven seconds. Kivlochan remained in 2<sup>nd</sup> with Peter Garland taking 3<sup>rd</sup> place in another Morgan Plus 8. John Davison in a Lotus Elan S1 finished 5<sup>th</sup> and won Class C for Glass-fibre cars



Andrew Walton Porsche 911 was 13<sup>th</sup> overall and 1<sup>st</sup> in class D

1301cc to 2000 cc and Lotus 75, while Class B for All cars 2001cc to 3000 cc went to Jonathon Rushton in a Morgan Plus 4 in 10<sup>th</sup> overall. The other class winners were 12<sup>th</sup> placed Andrew Smith in a Marcos 1800GT (class G - Invitation), Andrew Walton Porsche 911 in 13<sup>th</sup> (Class D - Metal bodied cars 1301cc to 2000 cc), Robert Pomeroy in a Turner Mk1 in 26<sup>th</sup> (class E - All cars up to 1300 cc) and Richard Owen, 31<sup>st</sup> in a Triumph TR2 (class F - All cars over 1300 cc). The Invitation Class G was won by Gregg Rumble driving a Lotus Elan in 15<sup>th</sup>.

Although they started after the main grid, the first of the Historic Saloons was Julian Thomas in the Ford Falcon. He was 1<sup>st</sup> in HTCK1 - Appendix K 2001cc and over and 11<sup>th</sup> overall. The next Touring car was Bob Bullen in a Ford Lotus Cortina, winning class HTC C - Historic Racing saloon Register 1301cc to 1600cc in 18<sup>th</sup> position. He was followed home by class HTC E - Historic Racing Saloon Register up to 1150cc winner Adrian Oliver in a Hillman Imp in 19<sup>th</sup> position. The final Touring Car class winner was Nigel Cox in 25<sup>th</sup> position at the wheel of a Ford Lotus Cortina who won class HTC K2 - Appendix K 1301cc to 2000 cc.

The Ecurie class winners were David Wenman in a Morgan

Plus 4 who won class Ecurie Classic class 5 - Cars from 2001cc to 2700cc in 17<sup>th</sup> position, Geoff Ottley in a Jaguar XK120 won class Ecurie Classic Class 6 - Invitation in 22<sup>nd</sup> and Martin Stowe in a TVR Grantura Mk3 who won class Ecurie Classic Class 4 - Cars from 1681cc to 2000 cc in 28<sup>th</sup>.

© Simon Wright



Andy Smith March 782 won the second Aurora race

The second Aurora + Geoff Lees Trophy race lost another competitor before the start when The March 743 of Bruce Balchin was withdrawn, having retired from the first race.



© Simon Wright

Chris Porritt Chevron B29 was 5<sup>th</sup> and won class B

Starting from pole position, first race winner Wainwright lead the first couple of laps in his March 762. By the third lap, Andy Smith was up to speed in his March 782 and took the lead. He won the race by nearly eighteen seconds from Wainwright in 2<sup>nd</sup>. 1<sup>st</sup> in class A was 3<sup>rd</sup> placed Samuel Harrison, taking his second class victory of the weekend in a Lola T240. Winner of class B in this race was 5<sup>th</sup> placed Chris Porritt in a Chevron B29. Richard Trott also made it two class wins out of two for the weekend, taking class G in a Chevron B43. Completing the double race class winners was Matthew Wurr in the McLaren M10B, who won class E in 10<sup>th</sup> place.

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Joe Gomm Chevron B8 16<sup>th</sup> ahead of the class A winning Lotus Elan 26R of John Davison 13<sup>th</sup> and Ross Hyett Ginetta G4R who was 14<sup>th</sup>

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Guards Trophy race winners Thomas/Lockie Chevron B8

The forty minute HSCC GT & SR Championship for the Guards Trophy race was for Pre 66 GT and Pre 69 Sports-racing cars. The field were split in to different classes: SRB for Sports Racing cars under 1600cc built and raced

between 1960 and 1965. SRD for Sports Racing, Sports Prototype and Competition GT cars 1601cc to 2000 cc built and raced before 1969. SRE for Sports Racing, Sports prototype and Competition GT cars up to 1600cc built and raced before 1969. Class A for Sports Racing cars under 1600cc built and raced between 1960 and 1966. Class D for all standard Competition GT & GT Prototype cars over 4000 cc.

Pole position went to the Lenham P70 of Simon & Cam Jackson by the smallest of margins, 0.05 of a second from the Chevron B8 of Christian Pittard & Burke. However, from the start it was Thomas & Locke in their Chevron B8

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2<sup>nd</sup> in the Guards Trophy and 1<sup>st</sup> SRE S & C Jackson Lenham P70



Ashley Hudson Lotus 23B 11<sup>th</sup> ahead of 6<sup>th</sup> placed Lenham P69 Spyder of R&B Tusting

that grabbed the lead and despite a spirited battle with the Lenham P70 of the Jacksons, it was the Chevron that won after forty minutes. The Lenham was nearly four seconds behind at the end, but did win the SRE class. In 3<sup>rd</sup> place was the Chevron B8 of Sam & Westie Mitchell. Single driver Peter de la Roche won the SRB class in a Lotus 23B in 5<sup>th</sup> overall. Class D was won by Peter Thompson in a TVR Griffith who was 9<sup>th</sup> overall, a lap down on the race winner. The final class winner was John Davison in a Lotus Elan 26R who was 13<sup>th</sup> overall. The penultimate race was the second Thundersports race

placed James Schryver in his Chevron B26. Thwaites took 3<sup>rd</sup> and the class SP1 victory. In the Sports 2000 S20 class it was Juerg Tobler at the wheel of a Royale S2000M who took the class win in 8<sup>th</sup> position. He was followed home by Class SP2 winner Nick Sleep, taking his second class win of the day in his Lola T70 Mk3. The final race of the meeting was the second Griffiths Haig Trophy race. This time the Allard J2 scored it's second



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**Winning class SP1 in both races Jamie Thwaites Chevron 19 was 3<sup>rd</sup> in the second race** and it suffered another withdrawn entry of Steve Seaman and his Lola T70 MkII. The race was held on a drying circuit and Nick Sleep managed to lead the first lap in his Lola T70 Mk3. He was soon passed by Jamie Thwaites in the little Chevron 19 and first race winner John Burton in his Chevron B26. Thwaites managed to hold the lead until lap six when Burton got in front and stayed there until the race was red flagged after twenty five minutes. Burton took his second win of the day by over thirty five seconds from 2<sup>nd</sup>



**Chris Keen Kurtis 500S 3<sup>rd</sup> in the second race.**

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victory of the day, but this time driven by Tim Llewellyn. His winning margin was much closer this time, just 1.12 seconds in front of Alex Montgomery in a Lola Mk1, who also won class B. In 3<sup>rd</sup> place was Chris Keen, taking his second podium of the day in the Kurtis 300S. We had some different class winners in this second race. Adrian King in a Ferrari 500 took class C in 5<sup>th</sup> place overall, while Chris Mann in an Alfa Romeo PR3000 Disco Volante took class D in 10<sup>th</sup>. The only driver to take a second class win in this race was Jamie Mason in the Lotus 7 who won class A in 12<sup>th</sup>.



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**Juerg Tobler Royale S2000M 8<sup>th</sup>, Sports 2000 class winner second Thundersports race**



**Nigel Winchester AC AcNe Bristol 2<sup>nd</sup> in class C 9<sup>th</sup> overall**

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# Wheels on Wednesday.

Spetchley Park Gardens

11<sup>th</sup> May 2022.

By Simon & Janet Wright



Wheels on Wednesday returned to its normal summer home of Spetchley Park gardens, near Worcester, for their first summer Wednesday evening meeting at the beginning of May. A lovely sunny spring evening greeted the good turnout of enthusiasts, with a wide variety of vehicles. Quite a few modern super cars and sports cars were turning heads. There were several fabulous Ferraris and



© Simon Wright

Ferrari SF9C Stradale

purposeful Porsches, while one magnificent McLaren made an attempt to steal the show.

Classic British sports cars have always been popular, with Lotus and TVR two of the more modern manufacturers, while the MG Midget and Austin Healey Sprite, which used



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to be affordable small sports cars are still very popular, but no longer cheap! Modern young enthusiasts now tend to concentrate on hatchbacks to

modify and many of these will easily out-perform more traditional style sports cars. Another popular type of car is the American muscle car. Some of the older models are iconic, while



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Pontiac Trans Am

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newer models offer high performance from V6 or V8 engines at relatively modest prices compared to European models of similar performance.



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All these types of vehicles are well represented at these meetings, plus motorcycles and some classic and vintage cars.





**Delorean 'Just back from WOW 2070'**  
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**Aston Martin Vantage**  
© Simon Wright



**Porsche 911 GT3**  
© Janet Wright



**Ferrari Portofino**  
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**Ferrari 488 Pista**  
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**Jaguar XK R**  
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**McLaren 620R**  
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**Mercedes V8 Biturbo AMG GT R**  
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Pontiac Trans Am SLS



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2021 Dodge SRT



Ford Thunderbird

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1975 Chrysler Imperial

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Chevrolet Corvette

© Simon Wright



**Pilgrim Sumo Sports AC Cobra replica**  
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**Lotus Elise 220 Sport**  
© Janet Wright



**Jensen Interceptor III**  
© Simon Wright



**TVR S1**  
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**Lotus Elan Sprint**  
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**MG Midget**  
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**Ford Escort RS2000**  
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**Austin Healey 3000 Mk III**  
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Innocenti 1001 Mini Cooper 1300. The star of the show was this pristine 1972 Innocenti Mini Cooper. First registered in the UK in 1982, it has the A Series 1275 engine and is Left Hand Drive. Many were produced using locally sourced shells and differed in many ways from the UK model.



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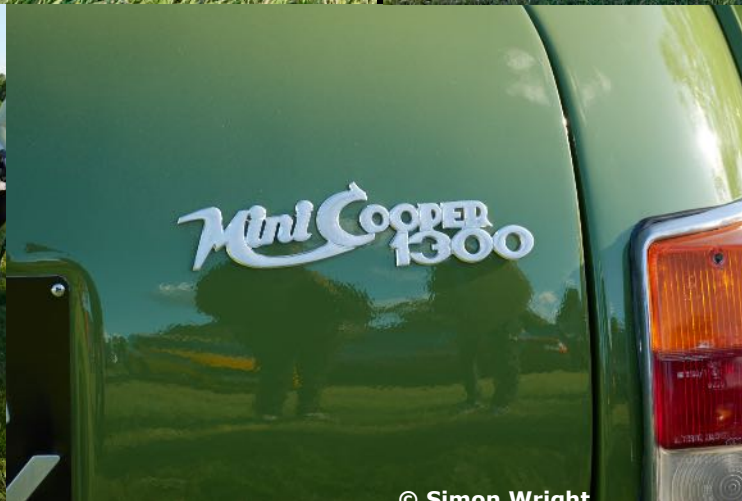
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