



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

# Classic and Competition Car

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BARC/BEC Trophy Silverstone.



Tour of Epynt Rally



CMMC Race Meeting  
Mallory Park

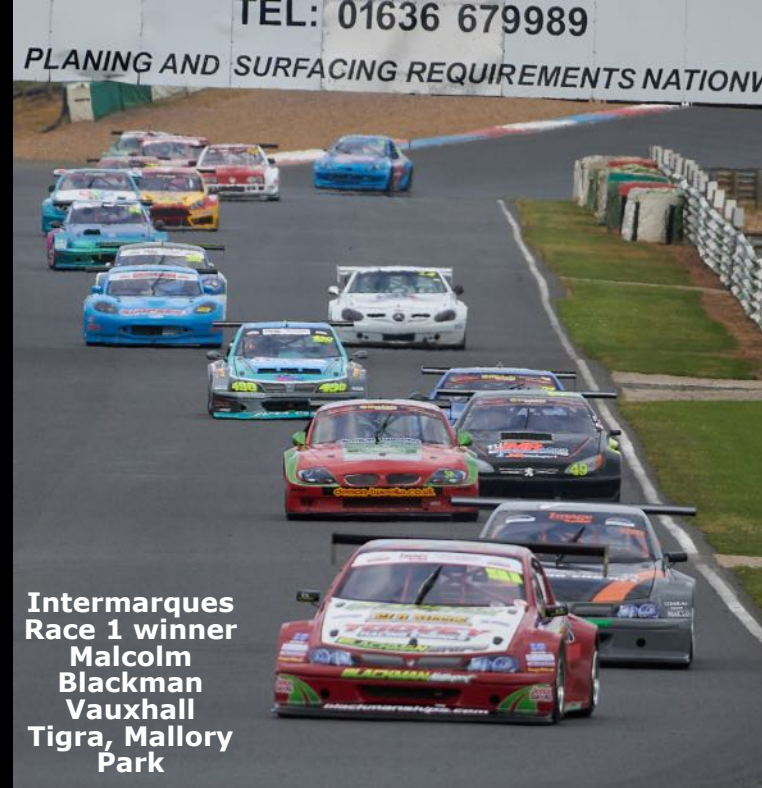


Supercar Fest Sywell



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Front cover:  
BARC/BEC Trophy Silverstone © Simon Wright

Tour of Epynt Rally - First Mk2 Escort home was that of Huw James & Dafydd Evans in 11<sup>th</sup> place overall and 2<sup>nd</sup> class 5 © Syd Wall.

CMMC Race Meeting, Mallory Park © Janet Wright

Supercar Fest © Simon Wright

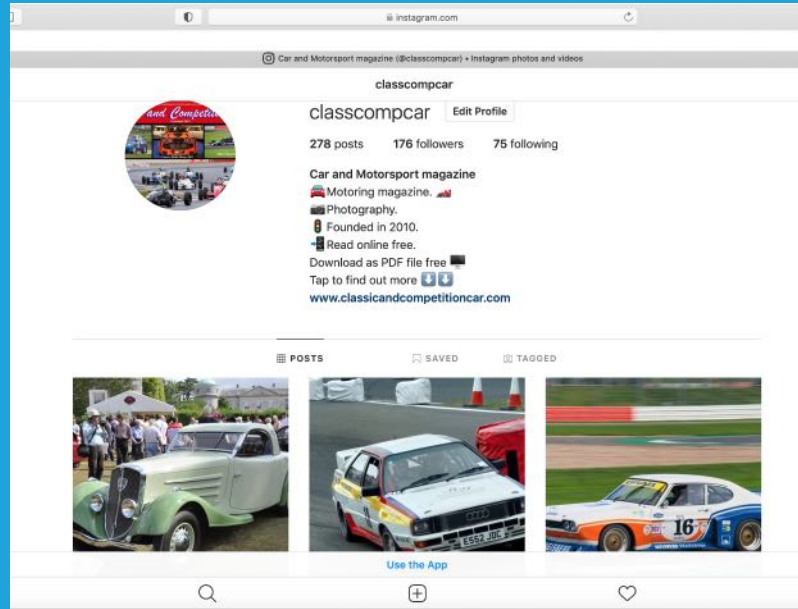
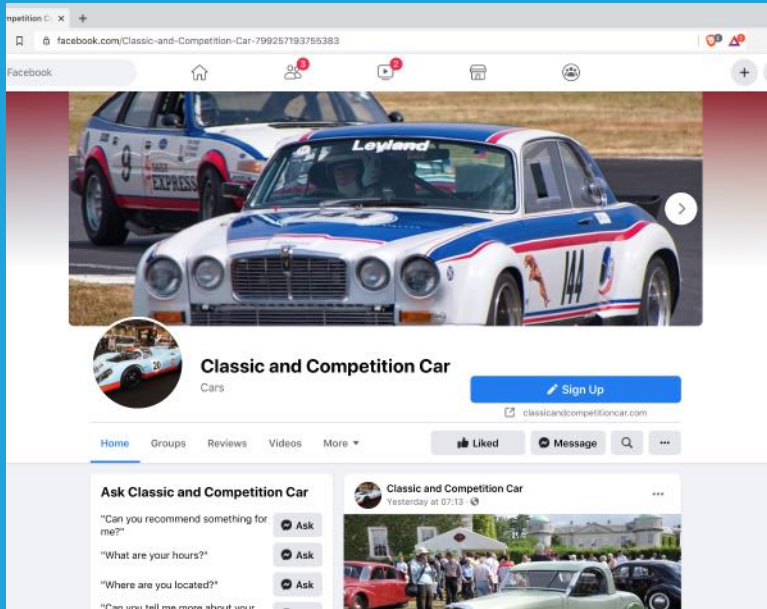
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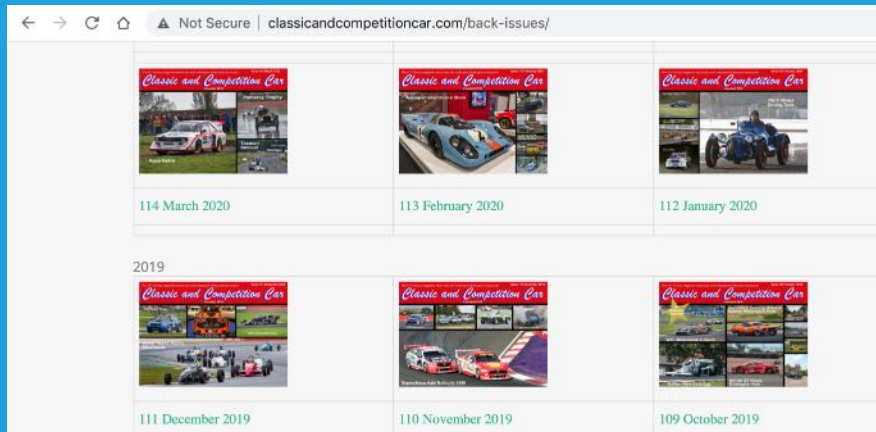
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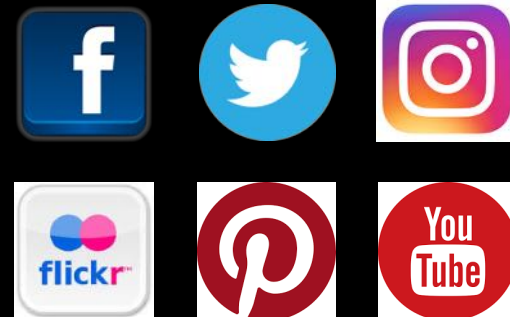
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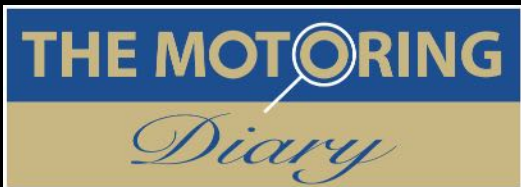
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# Photos of the Month

Close call in the MGOC race at Silverstone

By Simon Wright

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In the MGOC first race at Silverstone, rain caught out #63 Greville Dare in the MG B GT at Luffield. As he spun backwards in to the gravel trap at Luffield #60 Andy Heitman in his MG ZR 170 also lost it at Luffield. Dare just managed to get back on track before the two collided

© Simon Wright



© Simon Wright



© Simon Wright



© Simon Wright



© Simon Wright



# News



Autotest and AutoSol events can easily be entered in your everyday road car

© Simon Wright

## Introducing StreetCar.

Motorsport UK have launched StreetCar to help introduce people to the hundreds of grass roots motorsport events taking place across the country most weekends. These are events which allow you to compete in your every day road car. These local club events usually take place in local locations at relatively low cost. These events do not require additional safety equipment to be fitted to the vehicle and only require a free Motorsport UK RS Clubman license to take part. Motorsport UK list three event categories suitable for road car use.

**Autotest:** These events take place all over the country. A course is marked out and you have to memorise the correct course round the markers. The quickest to complete the course wins. Penalties are applied if you hit any of the course markers. Autotest's can include reversing in to 'garage boxes' or reversing along parts of the course.

An AutoSolo is where the car only travels in a forward direction. An Autotest can take place around large car parks as well as utilising parts of some racing circuits. **Rally:** There are many types of event in this category, including Touring Assemblies, Treasure Hunts, Navigational Scatter, Navigational Rally, Road and Historic Rallies and Twelve car rallies.

**Trials and Crosscountry:** These events are usually held



Vintage cars regularly take part in Trial events all across the country.

© Janet Wright

on grassy hills and the aim is how far you can go rather than how fast you can go. The route has distance markers set along the course and you score the highest number that you can reach. Sometimes, to add extra skill to the event, the car will need to come to a halt at a designated point on the course and the car must re-start without rolling backwards. In muddy conditions, extra passengers can be carried, and are encouraged to bounce up and down inside the car to help provide extra traction through deep mud. See more at [motorsportuk.org](http://motorsportuk.org)





## C-Type Jaguar rolls off the production line again.

The first Jaguar C-Type Continuation model has done its initial shakedown test ahead of delivery to the first customer. Each C-Type Continuation car undergoes at least 250 miles of physical testing by Jaguar Classic engineers. The completion of the first continuation model coincides with the 70<sup>th</sup> anniversary of the first disc brake equipped C-Type won the sports car race at the 1952 Reims Grand Prix, driven by Stirling Moss.

The first Continuation car is based on this GP winner, finished in Pastel Green paint and Suede Green seats. Production of the exclusive run of Continuation cars is taking place at the state-of-the-art Jaguar Classic works. Each vehicle requires 3,000 hours of specialist handcrafted construction.

## Radical Rebrand.

To celebrate 25 years in business, Radical is announcing a rebrand to Radical Motorsport. The name change reflects Radical's evolution as the UK's largest manufacturer of race cars, building more cars in 2021 than at any other time in its History. The new name reaffirms the company's mission and purpose, moving from manufacturing a blend of road and race cars in to the exciting world of motorsport and racing.



## RML Short Wheelbase.

Seen as Supercar Fest, the RML short wheelbase has been created by RML, founded by Ray Mallock and now run by his son Michael.



Based on the Ferrari 250 SWB, the RML has a carbon fibre body and runs a Ferrari V12 engine. Production is limited to just 30 vehicles. It has an estimated top speed of 180 mph and 0-60 mph in 4.1 seconds.



GWM ORA launches in Autumn 2022.

The first UK model from GWM ORA will be called the 'Funky Cat' and should be on sale from the Autumn, with deliveries expected shortly afterwards. The Funky Cat First Edition prices will start at £30,495 after PICG. Additional trim levels will be launched in 2023.

This electric only car is highly specified and comes with a 48kWh battery which gives a WLTP range of 193 miles.. It is backed by a comprehensive 5 year vehicle unlimited mileage warranty with cover for the battery for 8 years or 100,000 miles. Service intervals are every two years or 18,000 miles. The car comes with Adaptive Cruise Control, 360 degree Cameras, Reversing Camera, LED headlights and 18" Alloy wheels. Integrated Apple CarPlay and Android Auto are included along with wireless phone charging and electric front seats. Home charging will take around 5-6 hours while 11kW on-street charging will take around 3-4 hours. 80kW rapid charging will take 40 minutes.

## Electric MOKE.

The first ever, genuine, full speed Electric MOKE has rolled off the UK production line in May 2022, ready to be delivered to customers in the UK and France during the summer. MOKE International have taken the original Sir Alec Issigonis design and brought it in to the 21<sup>st</sup> century, as a fully electric vehicle.

The company have also announced an exclusive partnership with Beaverbrook, the celebrated English Country House estate located in the Surrey Hills. Guests at the estate will be able to use the Electric MOKE to enjoy the peaceful countryside.

The fully electric powertrain offers enhanced performance and effortless drivability, with no noise pollution. The MOKE has a typical range of around 75 miles make it ideal for a day at the beach or country picnics. With a rapid charge time of just 4 hours from a mains charger.







### **Czinger C21.**

Using an advanced, high performance, ultra lightweight chassis combined with a 2.8 litre twin-turbo V8 engine, producing 950 hp. Add hybrid power, giving a maximum of 1250 hp, it has a top speed of 253 mph and will accelerate from 0-62 mph in just 1.9 seconds. More information at [czinger.com](http://czinger.com)



# The Marshals Post



© Simon Wright



The Marshals at Luffield were kept busy during the MG Owners Club race at the BARC race meeting 4<sup>th</sup> June 2022. Two cars went in to the gravel and brought quite a lot back on track. The Marshals moved most of it off the tarmac but the tractor sweeper was called in to help.

© Simon Wright



Mallory Park  
22<sup>nd</sup> May 2022

© Simon Wright



If a session is stopped the red flag is shown at all marshal posts, Mallory Park 22<sup>nd</sup> May 2022.

© Janet Wright



If you have to stop, park by a Marshal post. Mallory Park 22<sup>nd</sup> May 2022

© Simon Wright



# The Stratford Festival of Motoring.

30th April-2nd May 2022.

Stratford upon Avon town centre.

By Simon & Janet Wright.

© Simon Wright



1958 5.7 litre Chevrolet Bel Air





Over the May Day holiday weekend, the Stratford Festival of Motoring returned this year after its enforced break. The streets in the centre of this historic town were closed to through traffic to allow the 300 plus vintage, classic and super cars to be displayed to the public. The Festival was open daily from 10am to 5pm with free access to the public. The display did not seem as large as in previous years, with part of the main street occupied with market and ride attractions, and the display did not extend past Shakespeares birth place or out side the RSA theatre. However, the cars that were on display had plenty of variety.

The Bell Court retail plaza had a vary interesting display of Riley cars. One of the first bicycle and motor manufacturers from 1896, Riley was based in nearby Coventry. In 1938 the company became part of the Nuffield Organisation, acquired by William Morris as part of Morris Motors Limited. In 1968 it was merged into the British Leyland Motor Corporation, who stopped all Riley production the following year, 1969. After that, the Riley name was used on various British Leyland models such as the Mini (Riley Elf) and



1898 RileyQuadricycle

1100 (Riley Kestrel) as an up-market, sporty model in the range. Today, the Riley trademark is owned by BMW. On display was an 1898 Riley four wheeled quadricycle. The first model was built by Percy Riley, the middle son of William Riley Jr who had created the Riley Cycle Company in 1896. The engine featured mechanically operated cylinder valves, while other engines of the period required the vacuum effect of the descending piston to open the inlet valve. This was several years before Benz developed and patented a mechanically operated inlet valve system in Germany.





1934 Riley 6/12 MPH Racing

Also on display was a reconstruction of the 1934 Riley 6/12 MPH Racing, which finished 3rd overall in the 1934 Le Mans 24 Hours race driven by Freddie & Cyril Paul. It averaged 69.9 mph for the entire 24 hours, including pit-stops. The sister car driven by Jean Sebilliau and George de la Roche finished 2nd overall, averaging over 70 mph. This car uses the original racing engine from the Le Mans car and all its accessories including the 6-Amal carburettor set and inlet manifold,



© Simon Wright

although it is 'running in' on twin HV4 SU 's as Riley had to run at Le Mans and also the ARDS Tourist Trophy. It also has the original 6-branch exhaust manifold, starter motor and Scintilla Magneto. The Electron magnesium alloy cased, close-ratio Silent Third Racing Gearbox is from the spare car from Brooklands, for the Empire Trophy race. The reconstruction has been carried out by C G Jarvis & Son, Vintage Coach-builders to the original specification, using the correct period Riley components, The body and Ash frame have also been constructed to the original specification.



© Simon Wright





Vauxhall Victor 1962

© Simon Wright

Moving in to High Street, which was closed to traffic, there was a line up of classic cars from the 1960s and 70s, with a few modern super cars added to the mix.

A 1962 Green Vauxhall Victor with a white roof looked like it had just rolled off the production line. This is rare as lots of early 1960s models had bad rust problems and have not survived. This was an FB Series Victor which ran from 1961 until 1964, with over 328,000 produced. Powered by a 1.5 litre straight 4 OHV engine which produced 49.5 bhp driving the rear wheels through a 4-Speed manual gearbox with a floor mounted gear lever. This gave it a top speed of 76 mph according to The Motor magazine, with an acceleration time of 22.6 seconds to go from 0-60 mph. When new, it had a price of £798 including taxes.

Looking more sedate and formal was a 1962 2.6 litre Rover P4 100. It was this style of Rover that was used by Government ministers as their official cars in the 1960s. The P4 100 was launched in 1959 with a Straight 6 cylinder engine, which was a short stroke version of the existing 3 litre engine. When tested by The Motor magazine, it reached a top speed of 92.1 mph and could accelerate

from 0-60 mph in 17.6 seconds. As standard it had overdrive on top gear and servo assisted Girling disc brakes on the front and drum brakes on the rear. In 1960 the car had a price of £1538

including

taxes. Just over 16,500 were built.

Moving round the corner in to Henley Street and towards William Shakespeare's birthplace, there were some interesting classic cars. There was a Jaguar C type replica,

a 2021 Realm C-Type. This uses a fully bracketed space frame similar to the original, including steel front bulkheads and aluminium skinned floor. The bodywork is handcrafted composite panels including the bonnet with inner wheel arches. The centre section includes the tail



Rover 100 P4

© Janet Wright



© Janet Wright

2021 Realm C-Type





1970 Hillman Avenger



Jurassic Park Ford Explorer 04



Mercedes 380SL



TYR Tuscan



Mr Beans MG SV-R

© Janet Wright



Dodge Charger Fastback

© Janet Wright



© Simon Wright

Jaguar XJ-S 3.6

July 2022



Mercedes F1 ride simulator



plus 2 doors and boot lid. The engine, gearbox and axle components usually come from a donor Jaguar XJ saloon or sports car.



1930 Ford Model A Closed cab pick up truck

Another interesting restoration vehicle was a 1930 Ford Model A closed cab pickup truck. This is an on-going restoration project and is fitted with a Ford Transit 2.3 litre engine and gearbox plus rear axle. More stunning was a bright red 1965 Ford Thunderbird. This was a fourth generation model, which was produced between 1964 and 1966. This was a 2-door hardtop coupe, powered by a 5 litre V8 engine connected to the Cruise-O-Matic automatic transmission. It also saw the front disc brakes becoming standard equipment and sequential turn signals made their debut, which flashed three bulbs in the large turn indicator on the rear. A new front grille and a



1965 Ford Thunderbird

thunderbird emblem on the front of the bonnet also appeared on the 1965 model. Outside the lovely black and white building that is the birthplace of William Shakespeare were a pair of beautiful Jaguar XK sports cars. More cars were located in Meer Street and Wood Street, which also had the finish line for the classic car run and also a large Mercedes Formula 1 ride machine. An unusual



Jaguar XK





Aston Martin Vantage V8

© Simon Wright



Maserati Ghibli

© Simon Wright



Mini Moke

© Janet Wright



Rolls Royce

© Simon Wright



2019 Suzuki Jimny

© Janet Wright



Porsche 928

© Simon Wright



1937 Fiat 500A Topolino

© Simon Wright



Ferrari 458 Italia  
July 2022

© Janet Wright



Humber Super Snipe

© Simon Wright





© Simon Wright

Jaguar XK



1972 Buick Riviera

© Simon Wright

entry was a 1972 Buick Riviera, typical American car, large in size and large in engine. This was a third generation model that was produced between 1971 and 1973. It was a radical design change from the previous model with a dramatic “Boat tail” rear. Powered by a 7.5 litre Buick V8 engine which produced 225 hp, the car could accelerate from 0-60 mph in 8.1 seconds. The local British Motor Museum, based at nearby Gaydon, had a couple of cars on display. A rare 1935 SS jaguar 100



© Janet Wright

1935 SS Jaguar 100





Famous Ford Capri Ghia Mk III from Only Fools and Horses

2 ½ litre, which was one of only 191 built between 1935 and 1939. It was the first model to carry the Jaguar name. The other was the Ford Capri Ghia from Only Fools and Horses as driven by Del Boy. The last road used for this years display was Sheep Street, that leads down to the RSA theatre and Avon river from High Street. This road contained more modern cars,



Alfa Romeo

© Simon Wright



1974 Porsche 914

© Janet Wright

including a lovely Alfa Romeo Spider and a nice Californian imported 1974 Porsche 914 sports car which was part of a three car 914 display. Finally, at the end of the line was a lovely 1935 Austin 7 saloon, done up as an ARP (Air Raid Precautions) vehicle. Standing next to the vehicle was the owner, dressed in full uniform of an ARP warden from the Second World War.



© Janet Wright

1935 Austin Seven with APR wardeb



# Nigel Ferguson Fabricators Tour of Epynt

16<sup>th</sup> April 2022.

By Syd Wall.



Rally winners Ruari Bell & Max Freeman Skoda Fabia R5 high up on the Epynt Ranges



The 2022 Tour of Epynt , organised by Port talbot Motor Club, was the opening round of the Pro-Tyre Motorsport UK Asphalt Rally Championship and the winner of the 2021 event, Neil Roskell was seeded at number one in his Ford Fiesta R5+ which he shared with Andrew Roughead. But we have to go down to seed 12 to find the winner, Ruari Bell & Max Freeman in an ex-Kalle Rovannerä Skoda Fabia R5, who were also 1<sup>st</sup> in . This was only his second event in a 4WD car and his first appearance on Epynt. In an outstanding performance, he was fastest on five of the seven stages and second on the other two.

place overall, finishing 44 seconds behind Bell instead of 22 seconds.



Damian & Charly Cole races past the Army's storage units in their Skoda Fabia R5. They were 1<sup>st</sup> Kings of Epynt class and 3<sup>rd</sup> overall

© Syd Wall

Just 8 seconds back in third place was Epynt expert Damian Cole in a new pristine white Skoda Fabia R5+, co-driven for just the second time by his youngest daughter Charlotte. They were 1<sup>st</sup> in the King of Epynt class. James Williams & Dai Roberts in the sole Hyundai i20 R5 spent the day trying to recover from a big stage 1 deficit. He lost

Mark Kelly & Neil Colman Ford Fiesta R5 negotiates the 4 Ways Bridge chicanes on their way to 2<sup>nd</sup>.



© Syd Wall

Bell tied with Mark Kelly & Neil Colman's Fiesta R5 in setting best time on stage 1 but subsequently he and 21 other crews received an unpleasant surprise, a competitor bulletin announcing that they had received a 20 second penalty for failing to negotiate a chicane correctly. A later bulletin rescinded the penalty for all crews except for Kelly. The penalty only slightly disrupted his charge to second



© Syd Wall

James Williams & Dai Roberts Hyundai i20 RS kicks up the dust on stage 1. Finished 4<sup>th</sup>.



time with a high speed spin and collision with one of the chicane bales which sent it rolling down the stage, the engine refusing to start immediately after coming to a halt. He was also later given the standard 20 second penalty for incorrect negotiation of a chicane. 24th after stage 1, his flamboyant drive pulled him back to 4th at the end. Another singleton entry, this time a VW Polo R5 driven by John Stone & Rhys Stoneman was placed 5th, only 3 seconds further back from Williams. Stone & Stoneman were also 1<sup>st</sup> in the ANWCC class.

**Bob Fowden & Aled Davies historic Subaru Impreza S11 WRC was 1<sup>st</sup> Welsh Tarmac class and 7<sup>th</sup> overall.**



© Syd Wall

**Steve Wood & Dale Bowen Ford Fiesta R5 WRC skips through 4 Ways Bridge**



© Syd Wall

WRC rounds in 2005 followed by a very long career in Ireland before Bob Fowden acquired it in 2016. The car has now started an incredible 146 events. Despite still looking sensational, it cannot match the speed and agility of the modern R5/Rally2 cars, clearly demonstrated by the rate it accelerated up the hill away from 4 Ways Bridge. Fowden & Davies were also 1<sup>st</sup> in the Welsh Tarmac class. 9th and coming up from being seeded at 36 was Wayne &

The complex chicane construction at 4 Ways Bridge proved troublesome for 6th placed Steve Wood & Dale Bowen in their Ford Fiesta R5 WRC throughout the day. A handbrake problem made 4 Ways difficult to negotiate and cost him time on every stage. Next, tied on time were 7th placed Steve Simpson & Patrick Walsh's Ford Fiesta Rally2 and Bob Fowden & Aled Davies Subaru Impreza S11 WRC 05. The S11 Impreza was debuted by Petter Solberg on 3



© Syd Wall

**Waynes & Rhys Jones home in 9th place in their Darrian T90 GTR, winning class 5.**



Rhys Jones in a Darrian T90 GTR, first 2WD car home, and Class 5 winner.

© Syd Wall



Neil Roskell & Andrew Roughead Ford Fiesta R5 was quicker after lunch but could only reach 10th

A disappointed Neil Roskell & Andrew Roughead finished 10<sup>th</sup> in a Ford Fiesta R5. Lunchtime service modifications brought an improved performance but only pulling back 2 positions.

The other class winners were as follows:

Class 1 was won by William Mains & Claire Williams in a Vauxhall Nova who were 33<sup>rd</sup> overall.

Will Mains & Claire Williams Vauxhall Nova adds another obstacle to the 4 Ways Bridge chicane - Class 1 winner



© Syd Wall



Graham Muter & Steve Hallmark Ford Escort Mk2 won Class2, here above German Village

© Syd Wall

Class 2 was won by Graham Muter & Steve Hallmark in a Ford Escort Mk2, who were 29<sup>th</sup> overall. Class 3 was won by Phil Turner & Ian Meakin in a Ford Fiesta Mk2, who were 21<sup>st</sup> overall.



© Syd Wall

Class 3 winner, Phil Turner & Ian Meakin Ford Escort Mk2



**Martin Curzon & Daniel Jones' Ford Escort Mk1 leaves rubber and won Class 4**



© Syd Wall

**A polite Peugeot 206 Gti of Kevin & Jonathan Davies lets Emyr Morgan & Paul Jones in a Mitsubishi Lancer Evo X through to the class 7 win**



© Syd Wall

Class 4 was won by Martin Curzon & Daniel Jones in a Ford Escort Mk1, who were 34th overall.  
Class 6 was won by Richard Clews & Carl Williamson in a Subaru Impreza Sti, who were 13th overall.

Class 7 was won by Emyr Morgan & Paul Jones in a Mitsubishi Lancer Evo X, who were 49th overall.  
Finally Class 12 was won by Tom Llewellyn & Jack Bowen in a Ford Escort RS1800 Mk II, who were 18th overall.  
Taking 1st place in the IPS Rally Challenge were Oliver Hopkins & Ian Taylor in a Mitsubishi Mirage R5, who finished 16th overall.  
The next round will be the Beatson's Building Supplies Jim Clark Rally on 27/28 May.



**Richard Clews & Carl Williamson Subaru Impreza Sti, the winner of Class 6**

© Syd Wall



© Syd Wall

**Young Tom Llewellyn & Jack Bowen in a Ford Escort RD1800 Mk2 won Class 12**



# BARC Race Meeting.

Silverstone National circuit.

4th June 2022.

By Simon & Janet Wright.

© Simon Wright

Winning both Britcar Endurance Championship - Trophy Category races was the Race Lab BMW E46 of Lucky Khera & Lee Frost. Being chased in the first race by the Simon Green Motorsport BMW M3 E46 of Jasver Sapra & Bryan Bransom who finished 4<sup>th</sup> in the first race







Winner of both Lancaster Insurance MGOC Championship races was Steve McDermid in his MG ZR 170 (#1) leading Jack Woodcock who finished 2<sup>nd</sup> in both races in his MG ZR

After the usual morning qualifying, the BARC race meeting got off to an early start with the first two races before a late lunch break.

First out of the blocks was the first twenty minute Lancaster Insurance MGOC Championship race. Jack Woodcock claimed pole position in his MG ZR by just 0.092 of a

second from Steve McDermid. But it was McDermid that made the most of the front row start to lead the race from start to finish. Woodcock was with him throughout the race, never far behind, but at the flag he was just under two seconds behind.. In 3<sup>rd</sup> place was the class F winning MG F VVC of Simon Kendrick, over twenty six seconds further back. The other two class winners finished together, with



© Janet Wright

© Janet Wright



© Simon Wright





Two B or Not two B - Ray Lovell MG B GT 5<sup>th</sup> in class leads Greville Dare MG B GT 9<sup>th</sup> in class and Mark Ryhorski MG B GT 5<sup>th</sup> in class, first race.



Phil Dicker MG ZR 170 6<sup>th</sup> in class Z first race



Jim Baynam MG B Roadster 2<sup>nd</sup> in class ahead of Malcolm Hill MG B GT DNF.



Mark Baker MG F 4<sup>th</sup> in class F first race.



Robert Fisher MG B Roadster 8<sup>th</sup> Class A



Nick Golhar MG ZR 160 8<sup>th</sup> in class Z ahead of Keith Henley MG ZR 170 9<sup>th</sup> in class Z



Paul Wisbey MG F VCC 2<sup>nd</sup> class F ahead of Mark Grant MG ZR 5<sup>th</sup> class Z





Simon Kendrick MG F VVC won class F in first race

David Amphlett taking 13th overall to win class A in his MG B Roadster, while Anthony Bate in his MG Maestro EFI took class B in 14th overall.

The grid for the second MG race was based on the second fastest qualifying time and saw Steve McDermid claim pole position in an MG ZR 170 by just 0.054 of a second from Jack Woodcock in his MG ZR. As in the first race McDermid led from start to finish pursued again by Woodcock. This time the winning margin was slightly more, at just over three seconds gap. In this race, Adrian Olsson made it a complete ZR podium by taking 3rd place in his MG ZR 170. We had a different class F winner in this race, Stuart Plotnek took 4th in his MG F VVC to win class F. Amphlett and Bates made it double class wins in 13th and 14th positions again, just like the first race.



Stuart Plotnek MG F VVC won class F in the second race.



Team Brit BMW M240i of James Whitley & Chris Overend won class 2 in both BEC Trophy races

The first of two fifty minute Britcar Endurance Championship - Trophy Category races was also run before the lunch break. Running on the short 1.6 miles National circuit ensured there would be plenty of action in the Trophy category race. Qualifying was very close, with the first four cars covered by under three quarters of a second. Pole position went to the Race Lab BMW E46 of Lee Frost & Lucky Khera by just 0.005 of a second



SVG Motorsport Ginetta G40 of Peter Dilnot won class G40 in both BEC Trophy races





Westbourne Motors Renault Clio Cup Gen 4 of Charlie Hand won CLIO class in the first race.

from the similar Intersport BMW E46 of Kevin Clarke & Aldo Riti. The second row was also all BMW with the Team Brit BMW M240i of Chris Overend & Jason Whitley only 0.681 of a second off the pole time, next to the Simon Green Motorsport BMW M3 E46 of Bryan Branson & Jasper Sapra which was just 0.724 of a second off pole position.

The twenty seven car grid took a rolling start and the Intersport BMW of Riti & Clarke took the lead from the start, slowly opening up a gap from the Race Lab BMW of Khera & Frost and the Simon Green Motorsport BMW of Sapra & Bransom. By lap six they were lapping slower traffic, which closed the gap between the first three. The order at the front stayed static until the 2nd placed Race Lab BMW of Khera & Frost headed for the pits on lap twenty followed the next lap

by the leading Intersport BMW. This handed the lead to the Simon Green Motorsport BMW of Sapra & Bransom for a couple of laps before it too headed for its pitstop. Both cars lost a lap but when they returned the Race Lab BMW of Khera & Frost was ahead of the Intersport BMW of Riti & Clarke. The Datum Motorsport

© Janet Wright



TSR VW Golf Mk5 of Mark Jones & Robert Taylor won class 3 in the first BEC Trophy race.



SVG Motorsport Ginetta GT55 Academy of Ian Astley & Neil Wallace  
7<sup>th</sup> in class 1 after a visit to the penalty box in the first BEC Trophy  
race.

© Simon Wright



Ginetta G56 Academy of Axel Van Nederveen was leading for a few laps until he took his stop on lap twenty seven. It was now the Westbourne Motors Renault Clio Cup Gen 4 of Charlie Hand in the lead for a couple of laps, the last of the front runners to stop. Now as the race order settled down the Race Lab BMW of Khera & Frost was leading by seven seconds from the SVG Motorsport Ginetta G56 Academy of Owen Hizzey & Mark Lee, having passed the Intersport BMW of Riti & Clarke through its earlier pit stop. The Simon Green Motorsport BMW of Sapra & Bransom was also through to 3rd and the Intersport BMW of Riti & Clarke was 4th with quite a lot of traffic and over twelve seconds between it and the leader. the Race Lab BMW of Khera & Frost was holding about a five second lead over the SVG Motorsport Ginetta of Nizzey & Lee through back markers and the Intersport BMW of Riti & Clarke was soon back to 3rd but still over ten seconds behind. The order remained static

until the chequered flag. The Race Labs BMW E46 of Khera & Frost winning by just 2.624 seconds after fifty minutes of racing. In 2nd was the SVG Motorsport Ginetta G56 Academy of Hizzey & Lee while 3rd went to the Intersport BMW E46 of Riti & Clarke, over twenty seconds behind the winner. The Clio class was won by 5th placed Westbourne Motors Renault Clio Cup Gen 4 driven by Charlie Hand. Class 2 was won by the Team Brit BMW M240i of James Whitley & Chris Overend in 8th position. Class 3 was won by the TSR (1) VW Golf Mk5 of Mark Jones & Robert Taylor in 13th position. Finally the Ginetta G40 class was won by 21st placed SVG Motorsport Ginetta G40 of Peter Dilnot.



Podium for the first BEC Trophy race of the day.

© Simon Wright

The second BEC Trophy Category race was the number four on the program and saw the first race winners Khera & Frost start from pole position in the Race Lab BMW E46. They led the race until the pit stop on lap twenty four and soon regained the lead after to take their second win of the day, relatively unchallenged. In 2nd place was the MacG Racing Mazda RX8 of Joshua Tomlinson & Jonny McGregor, over nineteen seconds behind the winners. In





© Janet Wright

MacG Racing Mazda RX8 of Joshua Tomlinson & Jonny McGregor 5<sup>th</sup> in class 1 race 1.



© Simon Wright

Wet pit stop for the Ginetta g40s of Graeme Bishop & Alex Turnbull and Andy Ball & John Wood.



© Simon Wright

JW Bird VW Scirocco of Paul Goodlad was 2<sup>nd</sup> in class 2 race 1.



© Janet Wright

Intersport BMW E46 of Aldo Riti & Kevin Clarke was 3<sup>rd</sup> in the first Race



© Janet Wright

Follow the leader- SVG Motorsport Ginetta G56 Academy of Owen Hizzey & Mark Lee, 2<sup>nd</sup> in race 1 leads three of the G40 class Ginetta G40s.



© Simon Wright

SVG Motorsport Ginetta G40 of Tony Whitney 3<sup>rd</sup> in G40-class 1<sup>st</sup> race



© Simon Wright

The CLIO racing got a bit too close on occasions. Richard Ashmole Motus One Renault ClioCup Gen 4 pushes the High Row Mspt - Max Coates Renault Clio of Joe & James Harrison out of the way at Luffield in the 1<sup>st</sup> race.



© Simon Wright



© Simon Wright





Westbourne Motors Renault Clio Cup Gen 4 of Jack Meakin & James Black won class CLIO in the 2<sup>nd</sup> race.

3rd was the SVG Motorsport Ginetta G55 Academy of Ian Astley & Neil Wallace. The Clio Class winner was the Westbourne Motors Renault Clio Cup Gen 4 of Jack Meakin & Jamie Black in 6th position. The Class 3 winner was the Saxon VW Golf of James Alford in 11th, one lap down. Taking their second Class 2 win of the day was the Team Brit BMW M240i of James Whitley & Chris Overend. Also taking back to back class wins was Peter Dilnot in the SVG Motorsport Ginetta G40 in the G40 class.

© Janet Wright



Saxon VW Golf of James Alford won class 3 in the 2<sup>nd</sup> race.

The University of Wolverhampton Racing Praga of Shane Kelly & Stefano Leaney won the first race and took 3<sup>rd</sup> in the second race.



© Simon Wright

After lunch it was the first of two one hour Praga Cup races over the weekend. With only eight cars entered, this was going to be a bit of a drawn out event, though fortunately using the shorter National circuit at least the cars came round quite quickly. The Mittel Cars Praga of Charles Hall & Scott Mittell claimed pole position. For the first two laps it lead the race and then it was gone. At the same time we also lost the Idola Motorsport Praga of Alex Fores & Jim

© Simon Wright



Mittell Cars Praga of Christopher Wesemael & Dan Gore were 2<sup>nd</sup> in the first race. And 4<sup>th</sup> in the second race.





In 3<sup>rd</sup> place in the first race and 2<sup>nd</sup> in the second race, was the RAW Motorsport Praga of Robert Wheldon & Matt Bell

Hepworth. That handed the lead to the RAW Motorsport Praga of Robert Wheldon & Matt Bell that was battling hard with the Fanatic Praga Team 97 car of Geordie Mutch & Jimmy Broadbent, who took the lead on lap sixteen and stayed there until lap forty. Now the Praga Team 85 car of Ben Collins & Jamie Morton led until it made a pit stop on lap forty eight. This handed the lead to the university of

Winner of the second Praga race was the Fanatec Praga Team 87 of Jimmy Broadbent & Geordie Mutch



Wolverhampton Racing entry of Shane Kelly & Stefano Leaney who won the first race by just over fifteen seconds. In 2nd place, despite a 14 second penalty for speeding in the pit lane, was the Mittell Cars Praga of Christopher Wesemael & Dan Gore. 3rd place went to the RAW Motorsport car of Wheldon & Bell. In 4th place was the Praga Team 85 car of Collins & Morton, followed by 5th placed Idola Motorsport entry of Ed & Chris Bridle, who were a lap down. The final classified finisher was the 6th placed Fanatic Praga Team 87 car of Mutch & Broadbent who were twenty three laps down on the winner. There was a second race on Sunday which was won by Broadbent & Mutch in the Fanatec Praga Team 87 car in damp and cloudy conditions. They finished eighteen seconds ahead of the RAW Motorsport Praga of Stone & Wheldon, with the University of Wolverhampton Racing Praga taking 3rd, driven by Kelly & Leaney. All nine starters managed to finish the second race.



Fastest in qualifying, the Mittell Cars Praga of Scott Mittell & Charles Hall were the first retirement in the first race. And 8<sup>th</sup> in the second





Nick Crispin DD Motorsport won the first 2CV race on Sunday



Lien Davies Team Gadget Racing won the second 2CV race on Sunday

Sunday also saw two Citroen races for the [2CVParts.com](http://2CVParts.com) Championship which had qualified on Saturday. Pole position in the first fifteen minute race went to Gary Adnitt in the 2CV Team LION 1 entry. It was Luca Proietti in the Baycon Racing with LiquiMoly car that made the best start on the wet track, to lead at the end of the first lap from Lien Davies in the Team Gadget Racing entry and Nick Crispin in the DD Motorsport car, with pole man Adnitt at the back of the leading four car train. Crispin grabbed the lead next lap and had quite a battle with Proietti and Davies, while Adnitt slowly dropped away in 4th. Proietti did lead several laps at the line, but at the flag the win went to Crispin by just 0.159 of a second from Proietti, with Davies only a further 0.626 of a second further back in 3rd. Adnitt finished a distant 4th,

over seven seconds behind the winner. Pole position in the second race went to Nick Crispin in the DD Motorsport car by just 0.303 of a second from Adnitt. It was cloudy for the second race, with the track drying. This lead to a much closer race, with a nine car train running at the front of the field. It was Sandro Proietti in the Baycon Racing with Liqui Moly car that lead the first lap from Adnitt, with the first eleven cars covered by just under four seconds. Adnitt lead for a couple of laps before Davies got to the front of the train and managed to break the tow. At the flag, it was Davies in 1st place by a massive 4.901 seconds from Adnitt. In 3rd place was Nick Roads in the Crisis @ Tete Rouge team car, over twenty seconds behind the winner. First race winner Crispin was just behind in 4th place.

© Janet Wright



A pair of 2nds. 97 Gary Adnitt was 2<sup>nd</sup> in the second 2CV race on Sunday while 30 Luca Proietti was 2<sup>nd</sup> in the first 2CV race on Sunday,



# Archive Photo of the Month

By Pete Austin

"It doesn't seem like 50 years ago that Jo Bonnier tragically lost his life in the Le Mans 24 hours in his Lola T280. Equally at home in Formula 1 or sports cars perhaps one of his most famous victories was giving BRM their first Grand Prix win at Zandvoort in 1959. He is shown here in his Lola T210 on his way to 4th place in a round of the RAC Sports Car Championship at Brands Hatch on 31st August 1970





# Classic and Vintage Hillclimb.

Harewood Speed Hillclimb.

Sat 4th June 2022.

By David Goose and Stuart Yates of  
Motorsport Imagery.



Anthony Wallen - Lotus 69 F3  
Fastest Classic time





At the end of the day in the sun !

© Motorsport Imagery

Classic and Vintage Hillclimb - Harewood Speed Hillclimb.

In contrast to 2021, this years Classic and Vintage Hillclimb at the Harewood venue, saw the welcome return of spectators being allowed to watch a fine selection of cars tackling the 1448 metre course. This year it will be the 60th year of competition at Harewood, the first meeting taking place on 16th September 1962 on the original short - 1006



David Ellison leans the ERA Type B into Country corner

© Motorsport Imagery



Sarah Foster – Austin 7 Nippy exits Farmhouse Bend





The Riley 16/4 Special of Andrew Briggs © Motorsport Imagery

metre course.

Lots of Vintage Sports Car Club members made the trip to Harewood for the event along with other club members. This gave a very varied entry, from Classic Racing Cars such as a lotus 69 F3, a fine selection of Austin Healey's,

© Motorsport Imagery



Paul Compton at Farmhouse Bend



Green light means go for Steven Mcevoy and the MG Bellevue Special

© Motorsport Imagery

Austin and Morris Mini's, Austin 7's and many more.

As the first of the two timed practice sessions got underway, there were cloudy skies but dry conditions, the sun making an appearance later in the afternoon during the official timed runs.



© Motorsport Imagery

Elinor Bergman – Austin 7 Special



The Fastest Classic run of the day was by Anthony Wallen in his Lotus 69 F3 with a time of 62.31s in Class C21, very consistent times, all 3 runs within 0.7s

© Motorsport Imagery



Julian Grimwade – Frazer Nash Fastest Vintage time

With a time of 71.64s Julian Grimwade had the Fastest Vintage run in a Frazer Nash, again it was 3 timed runs all within 0.1s consistency at its best.

© Motorsport Imagery



Paul Martin powers away from the start in his Austin Jap

In Class 18 - Austin Healy Cars it was Stephen Casson in a Austin Healey Sebring Sprite with the fastest time of 69.89s an interesting aside, with the cooler conditions this year this time was almost 1.5s slower than his winning time last year.



© Motorsport Imagery

Stephen Casson - Austin Healey Sebring Sprite starts his run





Jonathan Giles - Morgan GN Salome Class V14 Winner just after the star

Class V14 driver Jonathan Giles in a Morgan GN 'Salome' took the win with a convincing time of 73.12 some 4 seconds ahead of second place.



Jock Mackinnon - Bentley

progressively faster in each of his 3 runs, improving by nearly 4.0s, narrowly missing out to Mike by 0.11s



Mike Littlewood - Bentley 3/4.5 Litre

Class 29A – Bentley Drivers Club – pre war, this proved to be a very interesting battle, the win for Mike Littlewood in his Bentley 3/4.5, setting his fastest time of 80.78s on his first out of 3 runs. Yet Jock Mackinnon in his Bentley got



Jack Bond at The Esses in a Bentley 3/4.5





Colin Wolstenholme – Riley Racing MPH Class V9 Winner

Another very close result was in Class V9 - Special Sports Cars and Saloons 1101cc-1500cc

Colin Wolstenholme taking the win in his Riley Racing MPH with a time of 76.40 whilst runner up, Peter Hopkinson was only 0.09s behind in his Riley Special

It was a battle of the Mini's in Class C19 with the fastest time eventually going to Jonathan North in his Cooper ahead of Richard Derrick in a 1275 GT.

All in all, a very enjoyable day, made even better this year with the return of spectators.



Waiting for your turn in the late afternoon sun, Durward Lawson – Riley Race car





Jonathan North Class C19 Winner - Mini Cooper North Class  
C19 Winner - Mini Cooper



Jamie Quartermaine – Vauxhall 30-98



Haydn Spedding – Jaguar E Type, Class 39 - Jaguar Drivers Club  
fastest Winner



Jolyon Harrison heads towards Clark's in the Surtees TS8



# SUPERCAR fest



**SuperCar Fest.**  
Sywell aerodrome,  
29<sup>th</sup> May 2022.  
By Simon & Janet Wright.





speeding ticket. There was a vast array of cars on display. Initial impressions were that there were more Lamborghini, Ferrari and McLaren cars present, though most marques seemed to be represented. There were plenty of German cars there, but they were split across Porsche, Audi and BMW. Britain was well represented by Aston Martin and

Now in its third year, Supercar Fest has expanded to a two day celebration at Sywell Aerodrome in Northamptonshire. With a large grass area for static displays and the fantastic concrete runway for high-speed demonstration runs, the event offers everything for the supercar owner. The event is the fastest growing dynamic supercar event in the UK and allows the public almost completely un-restricted access to the supercars and their owners. For owners it gives them the opportunity to legally drive their vehicle 'flat-out' down the runway, without the risk of slower traffic, or of getting a



Lotus as well as the previously mentioned McLaren range. Most Fords on display were American Mustangs, but there was at least one highly modified Ford Escort Mk1 and I did see a Ford RS200 Group B car, though it could have been



A McLaren at speed down the runway





© Simon Wright

original, though only 164 were sold to customers. This car is Rally driver Keith Edward's legendary Audi S1 which has an 800 + bhp engine fitted. He modified the original road car for some Hill Climbing action and it is so modified now, it is not suitable for road use. This car has a 2.26 litre, 5 cylinder engine with a cast iron block and aluminium cylinder head with 4-valves per cylinder. It has a Garrett Gen 2 Turbo connected to a 6-speed sequential gearbox. The car was not sold at the Auction during the event. The venue was split in to different areas, with a dedicated Supercar paddock and a separate Hypercar zone. The

a kit car copy, didn't get chance to examine it close up. Speaking of Group B rally cars, there was a stunning 1985 Audi S1 E2 Sport Quattro replica 'Pikes Peak' car in the Silverstone Auction tent. The Sport version of the Audi Quattro was launched in 1983. It had a shortened wheelbase and fitted with a new lighter version of the 5 cylinder engine, featuring an aluminium block and twin-cam 20 valve cylinder head. With Bosch Hi-Jetronic fuel injection, the engine produced 306 bhp. This gave the car a top speed of 155 mph. Audi built 214 examples of the



© Janet Wright



© Simon Wright

Runway action also included some motorsport demonstration runs over the weekend. There was a large area allocated to car club displays which also catered for individual owners to display their car.





Formula 2 1974 Chevron B25 Keith Harris



Ford Escort Mk1



Womens W Series  
Tatuus F3 T-318 race car

© Janet Wright



Nissan Silvia S15 of Tetsuya Hibino  
Formula Drift Japan 2021.

© Simon Wright



March 712

© Simon Wright



Praga R1

© Simon Wright





© Simon Wright

There were plenty of McLaren supercars present. This 600LT in official McLaren Orange was first launched in 2018. It was the top of the line sports car variant of the McLaren 570S and the third McLaren production car to get the long-tail treatment. The body has been expanded by just under three inches and was inspired by the F1 GTGR Long-tail. It also has enhanced aerodynamic features, an extended front splitter, rear diffuser, new side sills and an enhanced fixed rear wing to increase down-force. The roof has extensive use of carbon fibre and the car is 212 lb lighter than the 570S. This was also helped by the lightweight Titanium exhaust system, which is mounted on the top at the rear of the car. The interior uses the same sports bucket seats as the P1, with Alcantara trim, with an option to add the much lighter bucket seats found in the Senna. It has a 3.8 litre, twin-turbocharged V8 engine which produces 592 hp (600 PS, which gives the model its name). With 457 lb-ft of torque, giving a power-to-weight ratio of 479 PS per tonne.

Ferrari were a very popular marque at Supercar Fest, with a large selection of models available, representing the more modern cars from Maranello. One of the earlier models in the Ferrari line up in the Hypercar zone was a Ferrari 365 GTB/4 "Daytona". The Berlinetta was a traditional front engine, rear wheel drive Grand Tourer. Fitted with a 4.4 litre DOHC V12 engine, with two valves per cylinder. It had 6X2 barrel 40 DCN/20 Weber carburettors. It produced 347 hp and gave the car a top speed of 174 mph and could accelerate from 0-60 mph in just 5.4 seconds. To improve handling, the 5-Speed manual transmission was mounted in the rear for optimal weight distribution.

The original model had fixed headlights, but a new US safety regulation banning headlights behind covers resulted in the retractable pop-up twin headlights in 1971. The model was built between 1968 and 1973 with just over 1,200 produced, with 156 UK right hand drive cars sold.



© Janet Wright





Ferrari 488 Pista © Simon Wright



Ferrari 355 F1 © Simon Wright



Ferrari Enzo © Janet Wright



Ferrari 812 Superfast © Simon Wright



Ferrari 812 GTS © Simon Wright



Ferrari F40 © Janet Wright



Ferrari 599 GTO © Janet Wright



Ferrari Roma © Simon Wright



Ferrari 488 © Simon Wright





© Janet Wright

The Lamborghini Club UK had a superb display of a red Lamborghini Aventador LP 700-4 and a blue Lamborghini Aventador S with a Raging Bull figure between them. As is the tradition with Lamborghini, the Aventador is named after a Spanish fighting bull that fought in Zatragoza in 1993. The Aventador LP 700-4 replaced the Murcielago in 2011. It was available as the coupé or as a targa top roadster. In 2017 it was replaced by the Aventador S which ran until 2021.

Powered by a mid-mounted 6.5 litre V12 engine, it produced 690 hp in the LP 700-4, which increased to 730 hp in the S. It drives all four wheels using an electronically controlled all wheel drive system developed by Swedish company Haldex Traction, through a 7-Speed ISR Graziano automated manual transmission system. This gave the model a top speed of 217 mph and it could accelerate from 0-62 mph in 2.9 seconds and 0-100 mph in

6.4 seconds.

Although it was planned to produce just 4,000 cars, in 2016 it achieved the 5,000 unit milestone. The Roadster version was produced from December 2012 and had two carbon-fibre roof panels which can be stored in the front luggage compartment. The rear pillar was reinforced to compensate for the loss of structural integrity. The roadster has a unique engine cover design and an attachable cabin wind deflector. It also has a gloss black finish to the A-pillars and a windscreen heater.

The Aventador S was launched in December 2016. Along with revised exterior details, the new

model had an updated 6.5 litre V12 engine which produced 730 hp and 509 lb-ft of torque. This gave it a top speed of 217 mph and a 0-60 mph time of 2.9 seconds. As well as permanent four wheel drive, the Aventador S also gained four wheel steering and an updated suspension system. This is controlled by the Lamborghini Dinamica Veicolo Attiva (LDVA) control unit. It offers four selectable modes - Sport, Strada (Street), Corsa (track) and Ego (individual). Carbon ceramic brakes are standard, front and rear. The nose was redesigned with a bigger front splitter and two new air ducts in the front bumper. At the rear is a new black rear diffuser with fins and three single exhaust tips. It has 130% more front downforce than the original Aventador. The roadster version is 110 lbs heavier than the coupé and this makes it slightly slower to accelerate, doing 0-60 mph in 3.2 seconds, 0.3 of a second slower than the coupé.





Alfa Romeo 8C Competizione © Janet Wright



2005 4 Litre Saleen Mustang © Simon Wright



2000 BMW M-Coupe © Janet Wright



Bugatti Divo © Janet Wright



Lotus 3-11 © Simon Wright



2005 Maserati Coupe © Janet Wright



Formula Drift Toyota Supra © Simon Wright



Lamborghini Huracan Performante © Janet Wright



2016 Ultima Can-Am © Simon Wright



Want Supercar performance without the price, then look no further than the Ford Mustang. The original “pony car” was launched in 1964 and it is currently the longest selling Ford ‘brand’ with over 10 million produced by 2018. Now in its sixth generation, which was introduced in December 2013, with three engine options: - 2.3 litre EcoBoost four-cylinder turbocharged engine producing 310 hp, 3.6 litre V6 engine producing 300 hp and the 5 litre Coyote V8 engine producing 435 hp. The 5 litre model comes with either a Getrag 6-Speed manual or 6-Speed Automatic transmission system with paddle shifters.

In 2018 the 3.6 litre V6 engine was dropped and the 5 litre V8 got a power increase to 460 hp and the automatic transmission went to a 10-Speed Ford unit.

The sixth generation model had a wider body by 1.5 inches and it was lowered by 1.4 inches. It also gained a trapezoidal grille and the interior space was increased to 84.5 cubic feet. It was also the first version factory designed as a right hand drive export model.



© Simon Wright

The new Aston Martin Vantage was introduced in 2018 as a 2-door coupé or 2 door roadster as a traditional 2 seater front/mid engine, rear wheel drive sports car. Both of these cars above are powered by the 4 litre Mercedes-AMG M177 twin-turbocharged V8 engine, This produces 503 hp and 505 lb-ft of torque. The power is delivered to the rear wheels through either a rear mounted 7-Speed Graziano manual or 8-Speed ZF automatic transmission system. With the engine mounted as far back as possible, a 50-50 front/rear weight distribution has been achieved. This gives the car a top speed of 195 mph and it can accelerate from 0-62 mph in 3.6 seconds.

The Vantage is the first Aston Martin production model to feature an electronically controlled differential with torque vectoring. The car is also built using the same bonded aluminium platform as the DB11. The roadster also claims to have the fastest fabric roof automatic convertible systems, taking 6.7 seconds to lower and 6.8 seconds to raise and can be operated up to 31 mph.



2019 5 litre Ford Mustang

© Simon Wright





© Janet Wright

Porsche is world famous for its iconic rear engine 911 model and all its modern iterations, many of which were present at Supercar Fest. This, however, is the Porsche 918 Spyder Hybrid, a limited production Hypercar, 2 door Targa top roadster built between 2013 and 2015. A total of 918 were produced. It is a mid-engine, all wheel drive sports car powered by a 4.6 litre Porsche V8 petrol engine, producing 599 hp, plus 2 electric motors, one on the front and the other on the rear axle, producing an additional 282 hp. The rear electric motor produces 154 hp and drives the rear wheels in parallel with the petrol engine. The front electric motor produces 127 hp and drives the front wheels. An electronic clutch decouples the motor when not in use. These give a combined power output of 875 hp and 944 lb-ft of torque. It uses a 7-Speed PDK dual-clutch transmission system. The car has a top speed of 214 mph and can accelerate from 0-62 mph in 2.6 seconds. It is a Plug-in Hybrid electric vehicle (PHEV) with a 6.8 kWh liquid-cooled lithium-ion battery which is mounted behind the passenger cell. As well as the plug-in electrical charge system, the batteries are also charged by regenerative braking and from excess engine output when coasting. It offers an electric only range of 12 miles. When production began in 2013, the car had a price starting at £711,000.



© Simon Wright

The Pagani Huayra Roadster is the follow up to the Zonda and is a limited edition vehicle with just one hundred scheduled for production. It is built on a titanium and carbon fibre monocoque, with front and rear steel tube frames. It is powered by a Mercedes Benz AMG 6 litre twin-turbo V12 engine which produces 764 hp and 1,000 NM of torque. The engine is mounted longitudinally in the rear, driving the rear wheels through a 7-Speed gearbox with an electronic mechanical differential. It has a top speed of 210 mph and does 0-62 mph in 3.1 seconds. It has ventilated Brembo disc brakes on each wheel, aided by pop-up flap airbrakes to help slow the car down, while also generating more downforce for grip. The suspension is independent double wishbone front and rear. Price £2.3 million.



© Simon Wright





Jaguar C Type

© Simon Wright



Noble M12 GTO

© Janet Wright



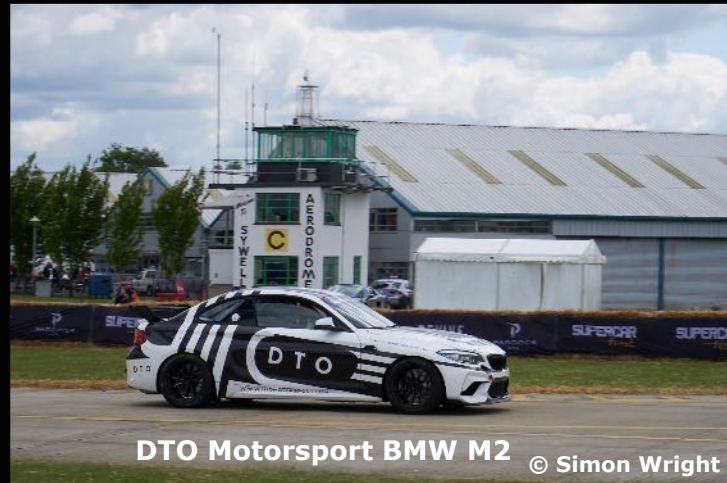
Ariel Atom

© Janet Wright



2018 Porsche 911 GT3 RS

© Simon Wright



DTO Motorsport BMW M2

© Simon Wright



Mercedes-Benz AMG V8 BiTurbo



BMW blasts off down the Runway

© Simon Wright



2011 Jaguar XK Coupe

© Janet Wright



Many consider the Bugatti Veyron to be the ultimate hypercar, but even that has been replaced in the Bugatti hierarchy with newer models such as the special edition of the Chiron, the Bugatti Chiron Super Sport 300+. It uses an evolution of the 8 litre quad-turbo W16 engine that now develops 1,600 bhp, 100 bhp more than the Chiron. The bodywork has been extended and aerodynamically optimised for extreme high speed. In testing, racing driver Andy Wallace reached a top speed of 304.77 mph at the Volkswagen Group's Ehra-Lessien test track in Germany. However, the road going version will have a higher ride height and will be limited to a top speed of 273 mph. Another limited production model, only 30 are planned for production. If customers want to try and replicate this fantastic 300 mph + speed, customers will have the option to add a roll cage and disable the speed limiter and then visit the German test track, where there is a 5.4 mile long straight. All this costs £3.15 million for the car and access to the test track in Germany.



The BAC Mono is a British super car manufactured by Briggs Automotive Company Ltd (BAC) from Liverpool, founded by brothers Neil & Ian Briggs in 2009. The Mono is a road-legal single seater sports car which was first produced in 2011. The first cars were powered by a 2.3 litre Cosworth Duratec straight 4 engine until 2015 when it was replaced with a 2.5 litre Mountune Racing Duratec straight 4 engine. They were connected to a 6-Speed sequential gearbox. The Cosworth engine produced 280 bhp, giving it a power to weight ratio of 518 bhp per tonne. This gave it a top speed of 170 mph and it could accelerate from 0-62 mph in 2.8 seconds. Constructed of carbon-fibre with a tubular steel driver safety cell with a FIA compliant roll over protection system.



The Mountune engine develops 305 bhp, giving a power to weight ratio of 525 bhp per tonne. This gave it a 0-60 mph acceleration time of 2.7 seconds and a top speed of 170 mph. This 2018 model will have cost nearly £168,000 before options.





© Janet Wright

Ferrari Monza SP2



© Simon Wright



© Simon Wright

1978 7.5 litre Chevrolet Corvette Greenwood GTO



© Simon Wright



# Classic and Modern Motorsport race meeting. Mallory park. 21<sup>st</sup>-22<sup>nd</sup> May 2022. By Simon & Janet Wright



Start of the second Pickup Truck race, first race on Sunday morning, with Reece Jones leading in to the first corner.



The Classic and Modern Motor Club (CMMC) held a two day meeting at Mallory Park over the weekend of the 21st-22nd May 2022. The meeting was an interesting mix with Classic Bikes and Pickups adding to the variety. Saturday saw the racing start with the first of three Hickford Construction Ltd MGCC MG Metro Cup races. After qualifying, Tim Shooter took pole position in his Metro K Series. The race was red flagged after two laps with Mike Williams in a Metro K Series classified 1st, with Mark Eales in 2<sup>nd</sup> and Ben Williams in 3<sup>rd</sup>, both in Metro K Series cars. The second race ran its fifteen minutes and saw Eales take the win from Shooter and Mike Williams in 3<sup>rd</sup>. The third race saw Dick Trevett win in his Metro non turbo A Series by over three seconds from Eales, with Mike Williams taking another 3<sup>rd</sup> place.

Next was the first outing of the day for the Hawthorn Challenge. This Jaguar race only had a five car entry. Darren McWhirter in a Jaguar Mk1 took pole position by just 0.604 of a second from Nigel Webb in another Jaguar Mk1. The race order did not change during the race and Darren McWhirter won by just over a second from Webb. The only other finisher was Roger Bowman in a Jaguar in 3<sup>rd</sup> place.

The second race was almost a repeat of the first. Darren McWhirter took his second win of the day from Webb. They were the only two cars to complete the full race distance. This time Bruce McWhirter took 3<sup>rd</sup> place in his Jaguar Mk2, one lap behind the winner and Bowman took 4<sup>th</sup>. There were no other cars in the race.

The CMMCS Southern TinTop Series had two races on Saturday. The first fifteen minute race was won from pole position by Chris Bassett in a Peugeot 306 by over fifteen seconds from Dave Hutchins in a Honda Civic Type R. In 3<sup>rd</sup> place was Warren Johnson in a Peugeot 205 GTi. In Class T1, Dave Charlton was 1<sup>st</sup> in a SEAT Leon, 4<sup>th</sup> overall. The TP class saw Alexander Baldwin take 1<sup>st</sup> in a Honda Civic Type R from 10<sup>th</sup> and 1<sup>st</sup> in T3 went to 11<sup>th</sup> placed Angelo Massonetto in a Citroen Saxo.



**Winner of all three Classic Motorcycle races was Mike Hose on a Matchless G50**

The Lansdowne Classic Series for motorcycles were spread over the two days with the first race on Saturday afternoon. This was won by Mike Hose on a Matchless G50. Less than three seconds behind was 2<sup>nd</sup> placed Tony Perkins on a Norton Manx. In 3<sup>rd</sup> was Luke Bailey on a Matchless. There were multiple classes in this race and the class winners were 4<sup>th</sup> placed Matthew Hebb on a Norton Manx, Ben Kingham in 5<sup>th</sup> riding a Vincent 998 and finally 12<sup>th</sup> placed John Cragg who was 12<sup>th</sup> on a Norton 350cc.

The second race was a repeat of the first, with Hose taking a second victory, from George



**Matthew Hebb took class wins in races 1 & 3 on his Norton Manx.**





Ben Kingham Vincent 998 won class 11d in the first and third races.

Thomas on a Norton Manx and Bailey taking another 3rd place. The other class winners were Robin Stokes 5th on a Norton Manx, Duncan Fitchett on a Norton Manx 30M and David Hebb on a Norton 350cc.

The third and final motorcycle race saw Hose take a third victory. The other class winners were 4th placed Matthew Hebb on a Norton Manx, Ben Kingham on a Vincent 998 in 5th, and David Hebb on a Norton 350cc in 18th.



John Cragg Norton 350cc won class 11c in the first race, here leading Ian Bain, Norton, and Andrew Glasgow Norton Manx

Steve Parrott Norton Manx 9<sup>th</sup> second race battling with class 11b winner Robin Stokes Norton Manx in the second race



Winning class 11d in the second race was Duncan Fitchett Manx Norton 30M



David Hebb Norton 350cc won class 11c in the second and third races.



Next was the first race for the CMMCS Super Saloon Series. Rod Birley grabbed pole position in his Ford Escort WRC. He dominated the race leading until just three laps before the end when he went out. This handed the lead to Adrian Bradley in a BMW E46 M3. He was over thirteen seconds ahead of Ronan Bradley in a BMW E36 who also won class B. Making it a BMW clean sweep of the podium was Gavin Dunn in another BMW E36 in 3rd. The Invitation class was won by 4th placed Marcus Bicknell in a Ford Taurus Ascar. The final class winner was Kenny Hunt in 7th driving a VW Golf GTi who was 1st in class D.



© Simon Wright

George Turiccki won all three pickup races.

The Pickup Truck Racing Championship only use the oval circuit and not the hairpin, so at what is normally the esses at the end of the back straight, actually becomes turn-3 on the oval and the cars cut across behind the paddock, to rejoin the start straight just below Devils elbow. With everybody driving identical trucks, the racing was very close. The first race was won by George Turiccki by just 0.735 of a sec and from Allen Cooper and Danny Hunn in 3rd. The second race was a repeat of the first with Turiccki and Cooper 1st and 2nd again, but this time only 0.156 of a



© Simon Wright

Allen Cooper took 2<sup>nd</sup> in the first two races, dicing here with Paul Tomkins 8<sup>th</sup> in the first race.

second apart. Mark Willis was 3rd, just over two seconds behind. Turiccki took his 3rd win of the meeting in the third race from Dale Get, with Cooper taking 3rd.



© Janet Wright

Dale Gent took 2<sup>nd</sup> in the final race, here leading 21 Dean Tompkins 7<sup>th</sup> in the first race.





**Tim Waterfield Cooper Mk9 won both 500 OA races**

© Simon Wright

The 500 Owners Association were also racing on Saturday and Sunday. The fifteen minute Saturday race was won by Tom Waterfield in a Cooper Mk9 by a huge thirteen second margin from Alex Wilson in a Cooper Mk 10. Completing



© Simon Wright

**Alex Wilson Cooper Mk10 took 2<sup>nd</sup> in both 500 races.**



© Simon Wright

**Simon Dedman Cooper Mk10 took 3<sup>rd</sup> in the first race.**

the top three on Saturday was Simon Dedman in another Cooper Mk10. Sunday saw a repeat performance by Waterfield to take a second win but this time it was by the tightest margin of just 0.651 of a second from Wilson. Dedman could only manage 4th in this race behind Ewan Cameron in a Cooper Mk8 who took 3rd. In this race we also got a class P2 winner in 6th placed Jonathan Morris in a Waye 500.



© Simon Wright

**Jonathan Morris Waye 500 won class P2 in the second race after a DNF in the first race.**





Start of the second 500 OA race

© Janet Wright



© Simon Wright

Ewan Cameron Cooper Mk8 3<sup>rd</sup> in second race



Stuart Wright Cooper Mk11 11<sup>th</sup> second race



© Simon Wright

Chris Wilson Mackson MS 001 8<sup>th</sup> second race



© Simon Wright

Richard Fuller Cooper Mk8 5<sup>th</sup> both race



© Simon Wright

Douglas McLay Cooper Mk8 12<sup>th</sup> in second race



© Simon Wright

Roy Hunt Martin 500 7<sup>th</sup> second race



© Simon Wright

Andy Ranor Kieft CK54 7<sup>th</sup> first race



© Simon Wright

Martin Sheppard Effyh Bryfan Tyddyn  
Special 6<sup>th</sup> first race



The second TinTop race was combined with the second Super Saloon race and saw Ronan Bradley start from pole position in a BMW E36 but it was Gavin Dunn in another BMW E36 who made the best of his from row start to lead the first few laps. Ronan Bradley managed to get the lead but was then in a dog fight with Adrian Bradley in a BMW E46 M3. They both took turns in the lead but at the flag it was Adrian who won by nearly three seconds from Ronan, both winning their respective class. Dunn took a distant 3rd, over thirty seconds further back. The Invitation class was won by Marcus Bicknell in his Ford Taurus Ascar in 5th. In the TinTops it was 6th placed Dave Hutchins in his Honda Civic Type R that took victory in class T2, with Warren Johnson taking 2nd in class in his Peugeot 205 GTi in 7th. The T1 class was won by Ken Angell in a BMW E36 328i Coupe in 8th. Alexander Baldwin in his Honda Civic Type R was the first driver to achieve a double victory in the TinTops on the day, taking class TP in 15th place. The final class winner was Alex Martin in his Citroen Saxo, taking his second 1st in class T3 in 17th place. Sunday morning was bright and sunny and saw four qualifying sessions run first thing. The first race of the day was the second Pickup race of the weekend. This was followed by the second Classic Bikes race.

© Simon Wright



Darren Owen Ford Escort Mk1 was very fast and led before retiring from both races

The WRDA Welsh Sports & Saloon Car Championship and CMMC Modern Challenge first 15 minute race was next. Darren Owen started his Ford Escort from Pole position. Unfortunately he retired from the first race at around half distance. The victory



© Simon Wright

Gavin Dunn BMW E36 won the first Welsh Sports & Saloon/CMMC Modern Challenge race





Second race winner and Welsh class winner in both races - Todd Gerner Renault Clio

went to Gavin Dunn in a BMW E36 by a massive twenty two seconds. The first Welsh contender home was 2nd placed Todd Garner in a Renault Clio who won class



Wayne Spiller Mazda 12x8 was 3<sup>rd</sup> in the second race and 4<sup>th</sup> in the first

12x89. The first and only Modified car was Vic Hope in 5th place driving a Honda Civic Type R.

© Janet Wright



Vic Hope Honda Civic won the Modified class in the second race. Here passing 19 Colin Dunn Renault Clio 6<sup>th</sup> in second race



Gareth Jones Ginetta G40 GT5 was 3<sup>rd</sup> and 2<sup>nd</sup> in the two races.

© Janet Wright

WRDA. In 3rd place was Gareth John in a Ginetta G40 GT5 who was 2nd in the Welsh class. The second race saw a clean sweep for the Welsh contenders with Todd Gerner winning in the Renault Clio from John in 2nd and Wayne Siller took 3rd in a Mazda









**Winner of the first Intermarques race was Malcolm Blackman Vauxhall Tigra**

The first of two Intermarque Silhouette Series races completed the morning session, before the lunch break. Steve Burrows claimed pole position in a Vauxhall Tigra but withdrew before the first race. This left pole position to Malcolm Blackman in another Vauxhall Tigra. Although he led the race from start to finish, he was under pressure the entire race from Daniel Smith in a Mercedes SLK, who finished just 1.633 seconds behind at the finish. Right behind in 3rd was Dave York in another Vauxhall Tigra, only



**Colin Smith Vauxhall Tigra 2<sup>nd</sup> second race dives inside Lewis Smith Mercedes SLK, DNF first race.**

0.1132 of a second further behind. In 4th was Keith White who took 1st in the I/S class in a BMW Z4. The second race saw Smith move up to take victory in the Mercedes from Colin Smith in a Vauxhall Tigra and Malcolm Blackman in a Vauxhall Tigra in 3rd. Keith White took his second I/S class win in the BMW Z4 in 5th.



**Winner of the second race was 33 Daniel Smith Mercedes SLK here in battle with Keith White BMW Z4, winner of I/S class both races.**



**Dave York Vauxhall Tigra 3<sup>rd</sup> in first race**





Eric Boulton Vauxhall Tigras 4<sup>th</sup> second race

© Simon Wright



Danny Smith Vauxhall Tigras 7<sup>th</sup> in both races



John Stewart Mercedes SLK DNF battles with Jon Price Vauxhall Tigras DNF both races.

© Simon Wright



Ricky Hunn Ford Fiesta 11<sup>th</sup> second race

© Simon Wright



Brian Loram Vauxhall Tigras 3<sup>rd</sup> I/S class second race.

© Janet Wright



Scott Aprigliano SHP206 12<sup>th</sup> second race.

© Janet Wright



Mike Thurley Ginetta G40 2<sup>nd</sup> I/S class first race





Competitors view of first race winner Elke Wellhausen Lister Knobbley

After lunch the CMMC Classic Challenge got the racing started again. The Lister Knobbley of Elke Wellhausen started from pole position for the twenty minute race. He led from start to finish, beating the only other car on the same lap by over twenty one seconds. It was the Lotus Seven of Gary Thomas that took 2nd and a class win, the only other car to complete the full race distance of twenty two laps. In 3rd place, a lap down, was Edwin Driver in an Ashley Midget. In 4th place was class A winner David Moorhouse, driving an Austin Mini. In 5th place, and two



Winner of the second race and class B winner and 2<sup>nd</sup> overall in the first, Gary Thomas Lotus Seven



David Moorhouse Austin Mini won class A in both races and 2<sup>nd</sup> overall in second race.

laps behind the winner, was class D winner Andrew Cox in a Triumph TR5. The last class winner was 6th placed Chris Townsend in a Bentley Mk5.

The second Classic Challenge race was race twenty one on the programme. First race winner Wellhausen withdrew the Lister Knobbley before the start of the second race along with Philip Lambe in the Triumph TR3 who had



Chris Townsend Bentley Mk5 won class I in both races 4<sup>th</sup> overall in the second race





Phillip Lambe Triumph TR5 2<sup>nd</sup> Class D first race.



Edwin Driver Ashley Midget 2<sup>nd</sup> Class B in both races and 3<sup>rd</sup> overall second race.



Pete Richards Clan Crusader DNF race 1



Nic Strong Ford Capri DNF both races

Charles Colledge Mini Marcos Mk3 2<sup>nd</sup> Class A in both races, 6<sup>th</sup> overall in second race



Vernon Moore Bentley Mk6 Special DNF both races.



Michael Hunter Triumph TR4 DNF first race





Andrew Cox Triumph TR3 1st Class D first race

finished 7th in the first race. Michael Hunter who had also retired his Triumph TR4 in the first race was not able to start the second race. This meant that Gary Thomas started the Lotus Seven from pole position next to the Ashley Midget of Edwin Driver. Leading from start to finish Thomas won by just over a second at the end of the twenty minute race. In 2nd place and winning class A was the Austin Mini of Moorhouse, who had chased after Thomas for most of the race. Taking his second 3rd place of the day was Driver in the Ashley Midget. Winning the Invitation class I in 4th place was Chris Townsend in a Bentley Mk5, one lap down on the winner. Class D was won by Hannah Reed in an Aston Martin DB2 in 5th overall and the final finisher was Charles Colledge in a Mini Marcos Mk3 in 6th overall and 2nd in class A.



Hannah Reed Aston Martin DB2 1st Class D second race

The first of two ten minute demonstrations by the Karts took to the circuit followed by the 500 Owners Association racing Championship second race of the weekend. Now back to the Oval circuit for the third and final race of the Pickup trucks. This was followed by the final race of the weekend for the Classic bikes. The second race for the WRDA/CMMC Modern Challenge was followed by the CMMCS Intermarque second race of the day. The final race was the second for the CMMC Classic Challenge. Closing off the meeting was a final ten minute Karts demonstration.







# JagFest

Wolverhampton Halfpenny Green

Aerodrome, Bobbington,

21st May 2022.

By Simon & Janet Wright.





Jaguar F-Type and a trio of Jaguar XjS outside a hanger

© Simon Wright

A new event for 2022 organised by the Central West Midlands region of the Jaguar Enthusiasts' Club, JagFest took place at Wolverhampton Halfpenny Green Airport in Staffordshire, only seven miles south west of Wolverhampton.

The display of around fifty Jaguar saloon and sports cars were on the edge of the working aerodrome, with an additional display area underneath the control tower. Upon entering the display area there were two stunning red sports cars, a 2018 Jaguar F-Type R Dynamic and a 1990 Jaguar XJS V12 5.3 Convertible.



© Janet Wright



© Janet Wright





1971 Jaguar E-Type Coupe

© Simon Wright



Jaguar S-Type

© Simon Wright



4.2 litre Jaguar XK8

© Simon Wright



Jaguar XJS line up.

© Simon Wright



© Simon Wright



© Simon Wright

Modern & Classic - XJS and XK



© Simon Wright

2011 3 litre Jaguar XF  
2008 2.7 litre Jaguar XJ behind



2005 Jaguar XKR-S Ltd Edition

© Janet Wright



© Simon Wright

1971 Jaguar E-Type V12

© Simon Wright



The Jaguar F-Type Coupe is a Grand Tourer first introduced in 2013, seen as many as the true successor to the legendary E-Type. This was a 2 litre Ingenium turbocharged four cylinder engine version, producing around 296 bhp. This engine was the first four cylinder sports car made by Jaguar.

seats from the coupe were removed, making it a true 2 seater sports car. On the opposite side of the entrance were several of the more modern Jaguar XJ saloons. This was Jaguar's main saloon car from 1968 until 2019. It offered the perfect combination of cutting edge technology, sporting vehicle



1990 Jaguar XJS V12 5.3 litre convertible © Simon Wright



2000 Jaguar Sovereign © Jnet Wright

The Jaguar XJS was built as a Grand Tourer between 1975 and 1996 and was the actual successor to the iconic E-



© Jnet Wright

Type Jaguar. In 1981 the model received the new High-Efficiency V12 engine which improved fuel economy. It also increased engine power to 295 bhp. To make space for the convertible roof, the rear

dynamics and luxury, while still able to achieve up to 40 mpg. There was a fine example of a 2000 4 litre Jaguar Sovereign. This was the highest luxury specification for a Jaguar. It featured more expensive and elaborate wood veneer, commonly burr walnut, including on window controls and ashtray panels. The leather on the seats was also of a very high quality, often with contrasting piping. The suspension was set more towards touring and they often used 16" or 17" wheels with high profile tyres for better ride comfort. Externally it featured highly polished steel and chrome around the windows, the radiator grille, rear light cluster and across the rear boot lid and on the top





Jaguar F Type S © Simon Wright



1967 Jaguar 340 saloon and 1962 E-Type Mk1

© Simon Wright

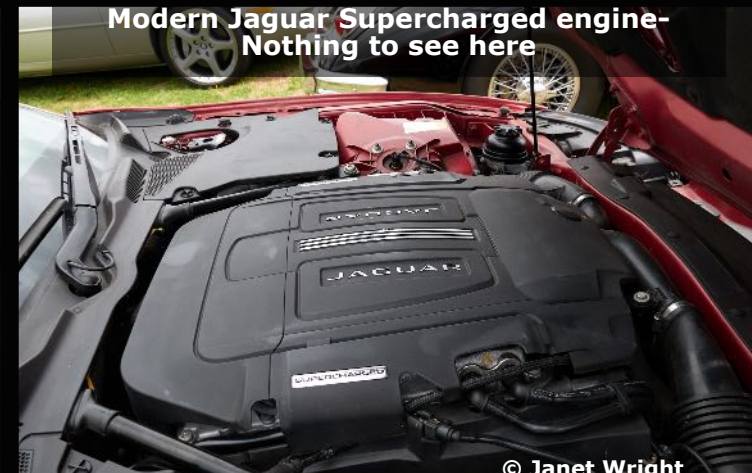


2005 Jaguar Sovereign TDVi

© Janet Wright



1970 Jaguar 4.2 litre saloon



Modern Jaguar Supercharged engine- Nothing to see here

© Janet Wright



4.2 litre Jaguar Straight Six engine

© Simon Wright



Impressive Jaguar line-up on display.



of the front and rear bumpers.



© Simon Wright

The latest version in black was next in the line. The 2016 XJ L is the X351 model which was launched in 2009. A complete body re-design that is larger, wider and longer than the previous version, with a more aggressive look.

Powered by a supercharged V6 3 litre engine which produced 335 bhp. It also featured several new driver assistance features such as lane assist, adaptive cruise control including a new feature called queue assist and a semi-automated parking feature.

From a company that has produced so many memorable designs, probably the most iconic is the Jaguar E-Type. When it first appeared in 1961 it is said that even Enzo Ferrari described it as the most Beautiful car ever made. The design was based on the Jaguar D-Type racing car which won the 24



E-Type Jaguar 4.2 litres

© Simon Wright

Hours of Le Mans three years in a row from 1955. It was available as either a fixed head coupe or a convertible roadster. From 1961 to 1964 it was powered by a 3.8 litre engine, which was increased to 4.2 litres between 1965 and 1967. It still produced 265 bhp, the same as the 3.8 litre, and both had a top speed of 150 mph with a 0-60 mph acceleration time of 6.4 seconds, but the 4.2 litre offered

increased torque. The 1964 upgrade also included reclining seats, an alternator instead of a dynamo and a switch to negative earth, plus an upgraded brake servo. The Series 2 ran from 1968 to 1971 and the most noticeable difference was that the glass dome disappeared from the headlights, a larger front grille and the rear wrap round bumper. The series 3 from 1971 to 1974 was the significant upgrade. The car was now powered by the 5.3 litre V12 engine. It produced 272 bhp and could accelerate from 0-60 mph in less than seven seconds. It also had



© Simon Wright

E-Type Jaguar 4.2 litres



# Jaguar XK140



© Simon Wright



© Simon Wright



© Simon Wright



© Simon Wright



© Simon Wright



updated brakes and power steering as standard. Air conditioning, automatic transmission and wire wheels were all available as optional extras.



1967 Jaguar Mk II 240 Saloon

© Janet Wright

The Jaguar Mk1 was a popular saloon car between 1955 and 1959. It was originally powered by a 2.4 litre straight six engine and in 1957 the 3.4 litre straight six version was announced. Thanks to the high performance possible from these saloons, they were often used on TV shows as the 'Bank Robbers' getaway car. It was replaced by the Mk2 in 1959, which then ran through to 1967, during which time nearly 84,000 were produced. From 1967 to 1969 the vehicle was renamed to the 240 and 340 and another seven thousand plus were built.

The Jaguar S Type is an exclusive saloon that was launched in 1999 and ran through to 2007, when it was replaced by the Jaguar XF. It was when Ford owned Jaguar



2002 Jaguar S-Type

© Janet Wright

and the S-Type shared the Ford DEW platform with the Ford Thunderbird and Lincoln LS. It was available with a range of engines ranging from a 2.5 litre or 3 litre V6 through to a 4 litre or 4.2 litre supercharged V8. The supercharged 4.2 litre V8 produced 400 hp, had a top speed of 155 mph and could accelerate from 0-60 mph in 5.3 seconds.

Even the latest models were represented, with a 2018 Jaguar E-Pace SUV showing the current trend for Sports



© Simon Wright

Jaguar nE-Pace D180 AWD.





Jaguar XK Coupe

© Janet Wright



Jaguar XE 2.0d AWD

© Janet Wright



Jaguar XK Portfolio Convertible

© Janet Wright



© Simon Wright



© Simon Wright



Jaguar XJ6

© Simon Wright



Jaguar XK S

© Simon Wright



Jaguar XJ Executive

© Simon Wright



Jaguar F-Type  
R Dynamic

© Simon Wright



Utility Vehicles as opposed to more normal saloons and estate cars. The E-Pace was launched in 2017 and is currently assembled in Austria or China. It has a transverse front engine layout which drives either the front wheels or all four wheels (AWD). The engine options are 1.5 litre or 2 litre four cylinder Ingenium engines, with a diesel option. IT also offers a Hybrid 48V mild hybrid PHEV electric motor producing 80 kW with a 15 kWh Lithium ion battery.



**Jaguar XK150 DHC**

© Simon Wright

In 1960 the 3.8 litre engine from the Mark IX saloon was fitted to the XK150. It produced 220 hp but was tuned in 'S' models to produce 265 bhp. This gave the XK150 a top speed of 135 mph accelerate from 0-60 mph in 7 seconds. It also offered Dunlop disc brakes on all four wheels as an option. Replaced by the E-Type Jaguar in 1961.

The Jaguar Mark X, later renamed 420 G, was the top of the range saloon car from 1961 to 1970. It was launched the same year as the E-Type and was aimed at the American market, Heads of State and film stars. It was powered by the same 3.8 litre engine as the E-Type, complete with triple carburettors, giving it a top speed of 120 mph and good handling. It was half the price of a contemporary Rolls Royce Silver Cloud. Despite good reviews, it never achieved sales success and replaced by the smaller XJ6.



Another stunning design is the 3.4 litre Jaguar XK150 DHC, built between 1957 and 1961, replacing the XK140 and XK120. As well as the Drop Head Coupe version, it was also available as a fixed head coupe (FHC). It was powered by a straight 6 3.4 litre DOHC engine which developed 180 bhp. They were actually slower than the XK140. After a twelve month delay caused by a factory fire in 1958, new special equipment models were launched with disc brakes and a more powerful engine fitted with twin 1 3/4 inch SU carburettors, developing 210 bhp. There was also an open two-seater model with an 'S' engine which had three 2 inch SU Carburettors and a straight port cylinder head that developed 250 bhp.



**Jaguar 420G Mk X**

© Janet Wright



# 2022 Pendine Sands Vintage Hot Rod Races

Pendine Sands.  
14<sup>th</sup>-15<sup>th</sup> May 2022.  
By Syd Wall.



**Stephen Hill's Model A Ford was King of the Beach reaching 121.33mph**





© Syd Wall

A fine line-up of rods parked on the sand

### 2022 Pendine Sands Vintage Hot Rod Races

First, a bit of history. Motor sport began on the Pendine Sands in the early 1900s when the beach was used for car and motor cycle races and for land speed record attempts. Malcolm Campbell set the first world record there at



© Syd Wall

Flag waving starts are a feature of hot rod racing



© Syd Wall

Fireproof overalls are not compulsory

146mph in 1924. Thereafter, the record was increased 3 times, swapping between Campbell and his Bluebird cars and J.G. Parry-Williams in Babs, with Campbell holding the record at 174mph in 1927. But in March, a month after Campbell's new target, the records ended when Parry-Williams crashed Babs at over 170mph and was killed in the subsequent roll. Only one further land speed attempt was made there, also ending in a crash and from then on, Daytona Beach and Bonneville were seen as better surfaces. Famously, Babs was buried in the sands, only for



© Syd Wall

All the competitors return to the paddock at the end of the morning's runs.



Charlie Batsford's Ford Sedan kicks up the sand on the way to fastest in class L8/K at 103.63mph



the family to give permission in 1969 for the remains to be found and recovered. Babs underwent a 16 year restoration and is now either on display in the Pendine Museum of Speed (currently closed while a new building is

© Syd Wall



Lovely Ford rod

under construction) or can be seen in action at events such as the Goodwood Festival of Speed.

In modern times, the beach is now available for authorised speed events. In 2000, Don Wales, grandson of Malcolm Campbell and nephew of Donald Campbell, set a 137mph UK electric land speed record in Bluebird Electric 2. For his TV show, Guy Martin set a new record for a bike ridden in the slipstream of a vehicle, pedalling at 112mph behind a racing truck and actor Idris Elba broke Malcolm Campbell's flying mile record at 180mph in a Bentley Continental Speed GT. The current car and bike records both belong to the late Zef Eisenberg. In 2018, he reached 201.5 mph on his 350-horsepower supercharged Suzuki Hayabusa and a year later set a new record of 210.332 mph in a modified Porsche 911.

However, the biggest event and the one open to the public is the annual Vintage Hot Rod Association's gathering each





Will Baker's 6 cylinder Studebaker Special has both a wooden body and wheels - 60.07mp

© Syd Wall

May. The recent event celebrated their 10th year and the event continues to grow with an entry almost double the size of the first year. This year, 141 cars took to the sands to record times and as you'd expect, there were many



© Syd Wall

The Ford Model A of Martin Davis speeds to 61.92 mph



© Syd Wall

John Wicks' Model A Ford V8 was fastest in class V8F/C at 91.24mph exciting vintage and modern vehicles to see in the VIP car park too.

The cars go from a standing start into a half mile to build up speed followed by timing over a flying 1/16th of a mile.

Although not quite as far as Glenn Bilquist, who came from Sweden, Chris Nash also faced with a long journey, driving his Ford Model A phaeton all the way from Colchester. After only 40 miles, the 4cylinder engine developed a bottom



© Syd Wall

Brett Pillinger's Belly Tank special features WW2 style graphics - 92.20mph





**Ian Hoare's stripped-to-the-bone Ford Model T went home with a 57.08mph best**

© Syd Wall

end knock, prompting a quick turn around and installation of his spare engine before restarting the trek.

With the competition surface still under water at just after 5am's high tide, it's quite extraordinary that only a smidgeon over 4 hours later, Chris Nash was given the honour of first run of the weekend. The track continued to improve through Saturday leading to quite a number of new class records after 300+ timed runs. Making the most of the good conditions, track equipment had to be rescued from the track extremities as the tide came back in!

An overnight wind meant more debris was brought onto the beach so the track had to be a little narrower



**Sometimes power is more important than aero - Greg Ikin's Model A Ford reached 105.52mph**

and closer to the dunes which made the racing line a bit trickier for the drivers on Sunday. But the still fine track surface took more of a hit from a strong headwind which affected most terminal speeds throughout the day.

Fastest time of the weekend and the title of King of the Beach (and retaining it from last year) went to Stephen Hill's Ford Model A at 121.33mph, short of the 127.8mph class record thanks to that darned headwind!

This is a relatively little known event outside of the Hot Rod fraternity and it deserves wider publicity. I will definitely be attending the VHRA's next event, the GOW!, at Prescott Hill Climb, over the August Bank Holiday weekend where their handling and narrow tyres should make for a real spectacle.



**Jamie Williams built his rod in a P-51 Mustang belly tank and clocked 99.43mph**

July 2022





An unusual body shape for the Model T of Andreas Ullstein reaching 82.46mph

Some of the 141 competing cars in the beach paddock



© Syd Wall

Full bodywork doesn't aid the aerodynamics but Dexter Eaton's Model T V8 still reached 71.52mph

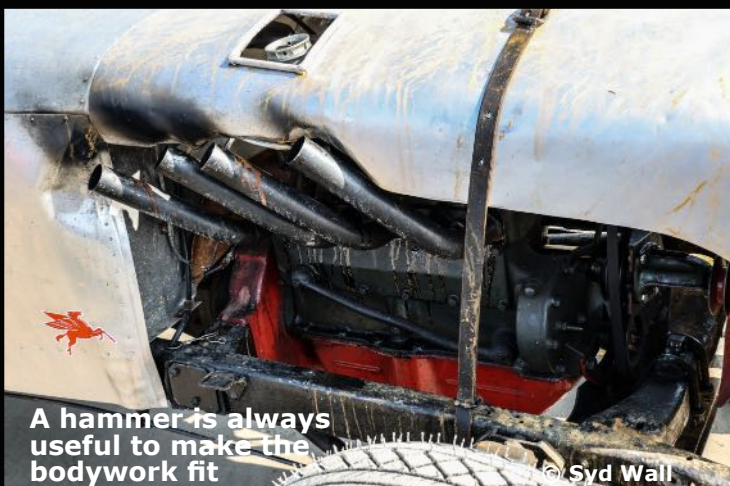


© Syd Wall



Another stripped 4 cylinder Model T - Chris Wright's version reached 51.32mph on wooden wheels

© Syd Wall



A hammer is always useful to make the bodywork fit

© Syd Wall



© Syd Wall

This way to the beach



© Syd Wall

Another stunner in the car park was this chopped Mercury low rider



© Syd Wall

Belonging to one of the flag girls, a fabulous chopped Austin A40





© Syd Wall

## Buick Special Streamliner

The car which attracted everyone's attention was Glenn Bilquist's stunning streamliner, travelling all the way from Sweden for the weekend. It's 1939 Chevrolet chassis is clothed in beautiful hand crafted curved aluminium panels,

taking a lead from the legendary 1930s Mercedes Benz and Auto Union record breakers. It's just as interesting on the inside too, the power coming from a pair of straight-8 Buick engines mounted in-line in the huge engine bay. It's early days yet for this beauty and Glenn expects to get more performance out of it, setting a top speed of 88.54mph over the weekend.



© Syd Wall

The Buick Special takes it's lines mostly from the 1937 Auto Union record breaker



© Syd Wall

The rear curves of the Buick Special





The curves of the Buick Special are spectacular © Syd Wall



When have you ever seen 16 cylinders in-line?! The impressive Buick Special engine bay

© Syd Wall



© Syd Wall

Period Overalls work well with Glenn Bilquist's fabulous creation



© Syd Wall

The Buick Special leaves the line and scored an 88.54mph best



# Wheels at the Weekend (WOW)

Spetchley Park Gardens.

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

By Simon & Janet Wright



Mercedes Benz pair in the Grounds of Spetchley Park Gardens.





MG line-up

© Janet Wright

Wheels on Wednesday (WOW) held their Wheels on the Weekend June meeting on a sunny Sunday morning near the beginning of the month. There was a massive turnout at Spetchley park gardens, with a great variety of vehicles on display. As usual there was also a great selection of food and drink vendors on site, with queues at most. The warm weather attracted a lot of convertible sports car owners to bring out their pride and joy with the roof down. The 2007 blue Alfa Romeo Spider is a typical stylish Italian



2007 Alfa Romeo Spider

© Janet Wright

convertible which was produced between 2006 and 2010 by Pininfarina and marketed by Alfa Romeo. In total nearly twelve and a half thousand were built. Powered by a 2.2 litre JTS 4 cylinder inline engine, with options for a 1.75 litre turbocharged version or a 3.2 litre V6 engine. The 2.2 litre engine produced 182 hp, while the V6 produced 256 hp and the turbocharged 1.75 litre engine produced 197 hp. The car is front engine, front wheel drive, except for the 3.2 litre which uses a Torsen four-wheel drive system. The 2.2 litre version has a top speed of 139 mph and could accelerate from 0-62 mph in 8.8 seconds.



1992 Chevrolet Corvette

© Simon Wright

At the other end of the engine scale was a rumbling red 1992 Chevrolet Corvette C4 with a massive 5.7 litre V8 engine. This gave the car a top speed of 179 mph, with acceleration from 0-60 mph in just 4.9 second. This was the fourth generation of the Corvette model and ran from 1984 to 1996. A typical traditional front engine, rear wheel drive American sports car. It featured an electronic dashboard with a digital LCD display instrument cluster. It also replaced the four headlights with two single headlights, but still retractable. The front suspension



replaced the existing front coil springs with a transverse fibreglass mono-leaf spring. This was a third of the price of the existing system.



A rare Volkswagen Beetle convertible © Simon Wright

If the Corvette is not in your price range, how about a 1963 Volkswagen Beetle convertible. The original Beetle is one of the Worlds most iconic cars, with over 15 million built between 1938 and 2003. Only just over 330,000 were built as Cabriolet models. Engine options varied from 1100cc through to 1600cc, with many air-cooled. The other unusual feature was that the engine was mounted in the rear, driving the rear wheels. The car had a top speed of around 80 mph.

With the warm weather, the option for top down motoring is very appealing. If, however, that is not enough, then the MEV Exocet may be your ideal vehicle. An extreme kit car, the Exocet offers open top and even open side motoring, with very little bodywork on this kit cart. Based on the Mazda MX5, it offers a light weight, conventional front engine, rear wheel drive sports car. The manufacturers claim the Exocet to be the lowest cost, easiest to build and fastest selling kit in the World. The tubular space frame chassis has very few body panels, which keep cost and weight down. The Mazda MX5 is an excellent donor vehicle



© Simon Wright

MEV Exocet

as the subframes can be bolted directly to the Exocet chassis. The engine and gearbox are very reliable and offer great performance, which when added to a body that is half the weight of the original offer fantastic performance and economy. For the ultimate open top motoring try the Lamborghini Aventador SVJ. With a top speed of over 217 mph and 0-62 mph in 2.8 seconds, it will take your breath away.



© Simon Wright

Lamborghini Aventador SVJ



# Wind in the hair cars



Austin 7

© Simon Wright



1972 Triumph TR6

© Janet Wright



BAC Mono

© Janet Wright



© Janet Wright

MG B Roadster.



© Simon Wright

2014 McLaren MP4 12C



© Simon Wright

1968 Mercedes Benz 280SL convertible



© Simon Wright

2005 Ford Mustang GT



© Janet Wright

1997 Morgan Plus 4 and 1982 Fiat 124 Spider



© Simon Wright

2012 Bentley Continental GTC





The french Connection - 2018 Alpine A110 and 1965 Citroen DS  
© Janet Wright



2014 Ferrari F12 Berlinetta  
© Simon Wright



Ford Cortina GT40 replica



The Dynamic Duo - 2012 McLaren MP4 12C in orange and 2016 McLaren 570S Coupe in Silver.  
© Simon Wright





New use for the Model T Ford, as a dog house.



© Simon Wright



1963 Austin Mini

© Simon Wright



Alfa Romeo Spider

© Simon Wright



1950 Chevrolet Deluxe Styleline

© Simon Wright



Chevrolet Camaro Z28

© Simon Wright



Beauford Kit Car

© Janet Wright



The new Mini is a very popular car

© Simon Wright





Porsche 911 GT3 RS

© Janet Wright



1957 Ford Anglia 100E pickup truck

© Janet Wright



1960 Chevrolet Impala.

© Janet Wright



1982 Lancia 037 Stradale

© Simon Wright



2017 Abarth 124 Spider

© Simon Wright



© Simon Wright

McLaren 650S MSO



# British Hillclimb Championship Round 6

Shelsley Walsh

05/06/2022

By Syd Wall.



Alex Summers storms to his 5th championship win of the season in the 2.6 DJ Firestorm



The commentators gave Clive Austin the 'Driver of the Day' award for winning his class in the 1.0 Empire Wraith



Coming into rounds 11 and 12 at Shelsley Walsh, the season has been dominated by Alex Summers and Wallace Menzies, stacking up 8 run-off wins between them and just two points separating them at the top of the table, 95 points versus 93. The interloper, Scott Moran, has 2 wins and he



Wallace Menzies lost round 12 by 0.07s - was this the oversteer moment when he lost it

has amassed 88 points with new boy Matt Ryder 4th on 67.

At the previous Gurston Down quadruple round, Summers had a golden weekend with 3 run-off wins (one win to Moran), an outright hill record during Saturday qualifying and another during Sunday's round 10 run-off!

However, there wasn't going to be any record breaking at Shelsley Walsh's rounds 11 and 12 after heavy overnight rain and humid conditions left the track distinctly tricky but there was still a popular victory for Dave Uren in round 11



A mixed day for Dave Uren and the 3.5 Gould GR55B - a championship win then a car-damaging off

The nose of Trevor Willis' 3.2 OMS 28 shows a repair from a previous meeting's incident







Graham Wynn getting some heat in the rear tyres of his 4.0 Gould GRW GR59 before his morning qualifying run

alongside the Alex Summers juggernaut win in round 12. The championship has lost Will Hall for the rest of the year while he waits for his own Gould to be built with no news available on the future of his Force.

Terry Graves makes his first run in the 2.6 Gould DJ55XD but narrowly missed the cut in both rounds



Eynon Price's 1.6 Force TA waves a wheel while crossing the Top Ess drain cover



When the track was at its greasiest during the first qualifying session, we almost lost Adam Greenen who went straight on at the Esses, stopping in time to need only nosecone repairs. Less fortunate with the lack of grip was Allan Warburton who damaged the right front corner of the Gould beyond immediate repair so he and son David were out for the day.

At the end of the round 11 run-off, the top 6 were covered by just 0.4 seconds. The drying track allowed all the qualifiers to improve their qualifying times, but with just Alex Summers left to run, it was a surprise for Dave Uren







to be leading, from Menzies, Moran, Willis and Matt Ryder. With the form Summers has been displaying this season, it had to be another win for him didn't it? But a rare small mistake by the championship leader left him in 3rd place. Dave Uren's unexpected win was not the end of his contribution to the day's drama. As he sat on the startline for his afternoon qualifying, his dashboard failed and while he withdrew for a new battery to be fitted, the next four qualifiers found a light drizzle had started. On coming back to the startline, Uren wasn't prepared for the decreased grip and ploughed straight on at Kennel's left hander.



Simon Jenks to Tom Price  
You call that sideways  
This is sideways



Paul Howells uses the prodigious power of his 3.8 Porsche 911 RSR to scale the north face of Shelsley's finishing straight



Always a crowd pleaser, Martin Spencer's famous 2.4 GN Spider



Lots of noise from the flat 6 3.2 litre engine in Jonathan Williamson's Porsche 911 Carrera

Summers and Menzies were affected by this late drizzle, so started earlier than usual in the run-off leaving the final runs up the hill to Scott Moran and Matt Ryder. Trevor Willis may have gained a slight advantage when the timing clock failed as he set off for his run so he was turned round at the Esses and had a second attempt, but still finished 4th. The light drizzle had disappeared as soon as it appeared during the qualifying and the track dried quickly, giving witness to

Willis improving on his qualifying run by 1.5 seconds. By this time, Menzies had set the best time of the day at 24.30 seconds, only for Summers to beat him by 0.07seconds. Matt Ryder and Scott Moran ended track action for the day, tied on 24.60 seconds, Ryder pushing the 4 litre Gould to



Stephen Moore's very quick 2.5 Turbo Mitsubishi Evo6 GSR



Two stunning specials with only a passing relationship to their origins - Ian Rowland's 2.8 Twin Turbo MG Metro 6R4 and that 'Mini



Oliver Tomlin's 8 trumpets help make the V8 music from his Chapman's 4.7 Mercury engine



The next round at Down was another weekend double header. On Saturday, Summers set a new hill record of 34.38s in winning round 13 from Menzies and Moran. Round 14 changed the order with Moran winning from Summers and Menzies.

On Sunday, the records kept tumbling. In round 15, Summers took another tenth off the record with Moran and Menzies following. In round 16, you've guessed it, Summers dropped the record for a third time, to 34.21s. Moran was 2nd, the only other driver under 35s (he did it in round 15 too) over the whole weekend. Menzies was third, a huge 1.08s behind Summers.

Summers is now 11 points clear of Menzies, 155 against 144 with Moran third on 140 and Willis fourth on 96.

an incredible 161mph over the finish line! Summers still led the championship by 2 points from Menzies, but now has 5 wins with Menzies still on 4.



Very little left of a Mini in there! Allan McDonald's 2.4 Turbo Mini-Mitsubishi Evo2 speeds off the line July 2022

Jerry Neary safely wrapped in the roll cage of his 2.0 Westfield Sei



# Unnamed Classic Car Group meeting.

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

The Old Wagon & Horses, Stourbridge.

By Simon Wright.



The MG TF Sports car is always a popular vehicle at these meets.





**1984 GAZ Volga 24.  
Russian built and  
appeared in the James  
Bond film Octopussy.**

© Simon Wright

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© Simon Wright





2007 Alfa Romeo Spider © Simon Wright



Pastiche TA International © Simon Wright



Austin 7 © Simon Wright



Rover Cityover © Janet Wright



VW Golf Gti Convertible © Janet Wright



© Simon Wright  
2007 Morgan Plus 4 interior





Austin A40

© Simon Wright



Hillman Super Minx Estate

© Simon Wright



Ford Escort Mk3

© Simon Wright



1991 Land Rover

© Simon Wright



© Janet Wright

Thames Van  
Villiers Service  
with bikes in  
the rear



© Janet Wright



MG 75 Estate

© Janet Wright



Daimler Dart

© Simon Wright



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Land Rover





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## Maverick X RS Can Am



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