



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

Classic and Competition Car

Founded 2010

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British GT Snetterton



VSCC Silverstone.



FJ Coffee & Chrome
Impney Estate



Goodwood Festival of Speed



Prescott Members Hill Climb



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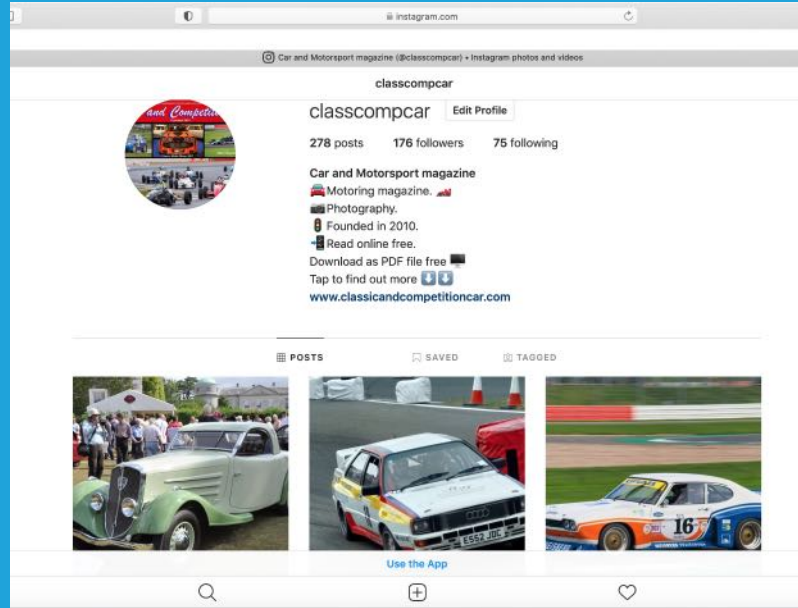
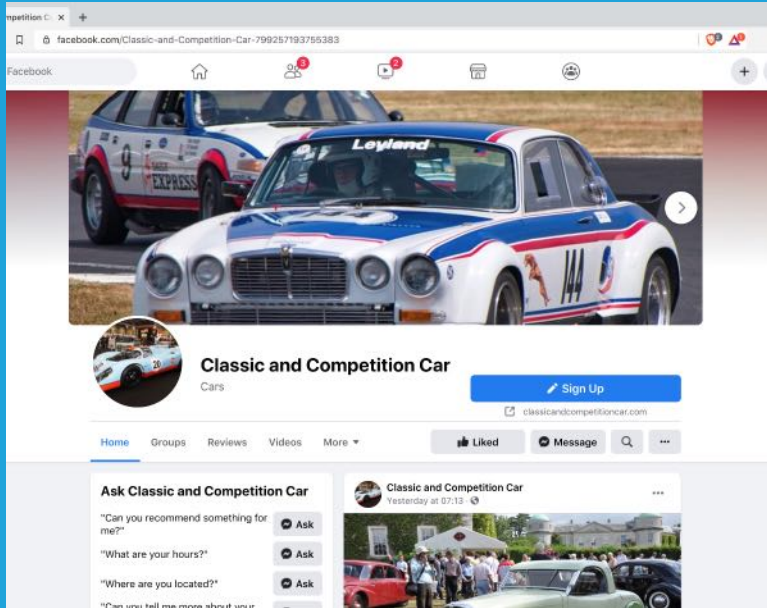
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Janet Wright-Staff Photographer.

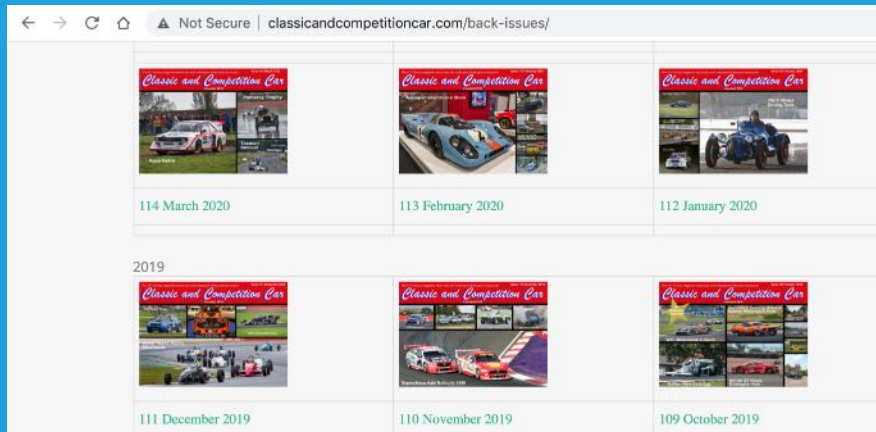
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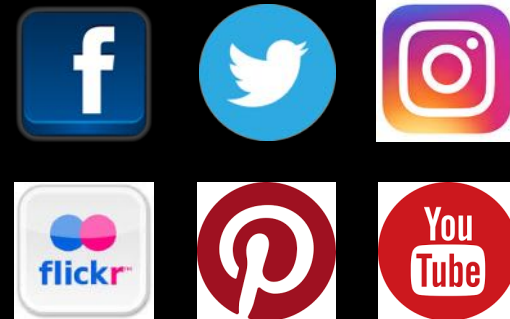
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Classic and Competition Car
High View Drive, Kingswinford, West Midlands DY6 8HT

E-mail simon.wright@classicandcompetitioncar.com
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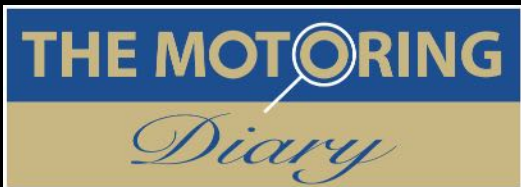
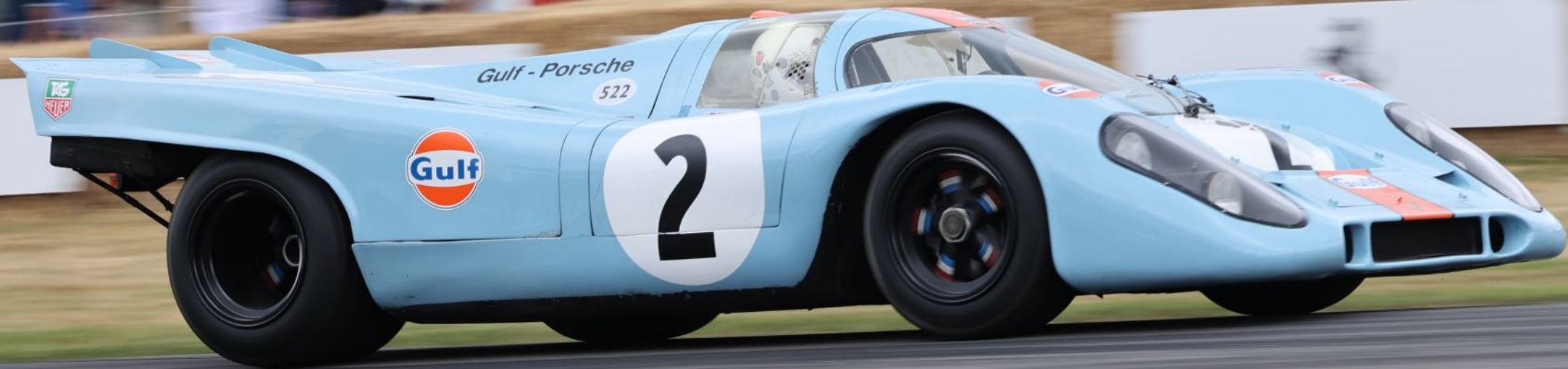


Photo of the Month

Porsche 917K at GFOS

By Syd Wall

© Syd Wall



The Gulf Porsche 917K dominated sports car racing in 1970 and 1971. However, although the 917 won the 24 Hours of Le Mans in both years, it was not the Gulf cars, but the other 'works' team. This was the Pedro Rodriguez car with the single orange strip. In 1970 he shared the car with Leo Kinnunen and won at Daytona, Brands Hatch, Monza and Watkins Glen. In 1971 he shared with Jackie Oliver and won at Daytona, Monza, Spa, and Osterreichring (with Richard Attwood)

News



© Simon Wright

New Date for Classic at Silverstone

Remember that the annual Classic at Silverstone meeting has changed dates this year and will take place at the end of this month, the 26th to the 28th August 2022 at Silverstone, the home of the British Grand Prix. This year it celebrates the past, present and future of motoring. This year Switch Live powered by myenergi will be offering visitors test drives in the latest generation of electric cars, along with advice and myth-busting from myenergi. So far Cupra, Ford, Genesis, MG, Nissan and Polestar have confirmed they will be offering test drives, some bookable in advance. They will be kept powered by myenergi's Zappi product, the world's first solar and wind compatible electric vehicle charger.

More info at www.silverstone.co.uk/events/the-classic



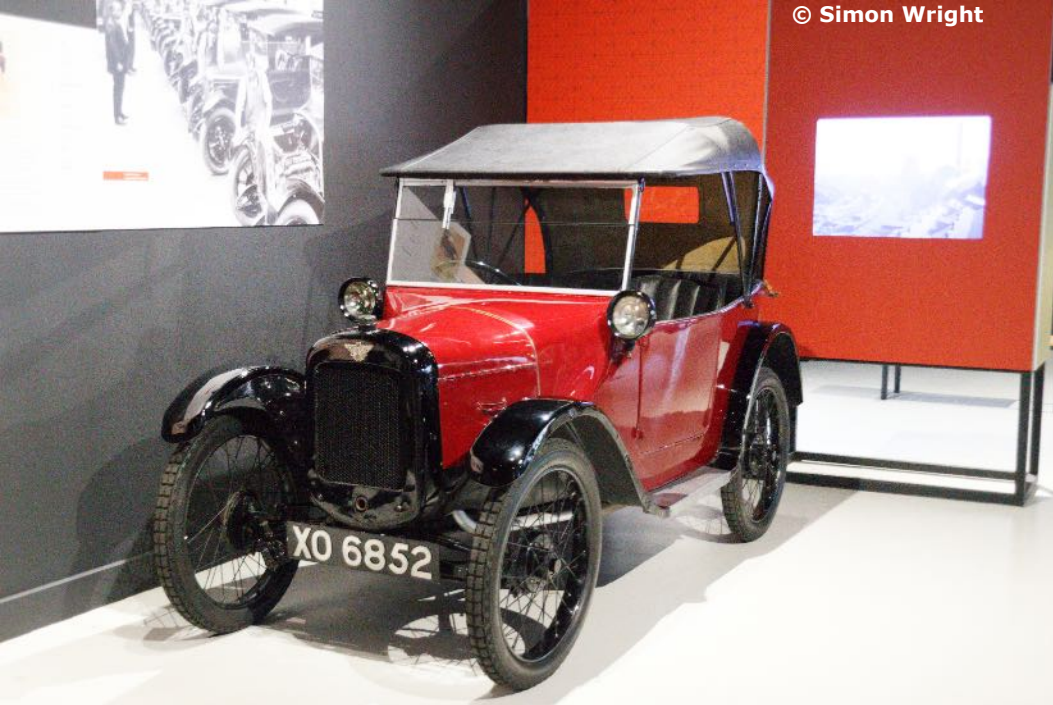
© Janet Wright



Salon Privé

This year's Salon Privé will take place between the 31st August and the 4th of September 2022 at Blenheim Palace. The Concours d'Elégance presented by Aviva is on 31st August and 1st September. Ladies day is 2nd September. Club Trophy presented by Lockton is the 3rd September and Classic & Supercar at Blenheim Palace is on the 4th September. More information and tickets can be purchased at www.salonpriveconcours.com





Austin 7 and Triumph Daytona exhibitions.

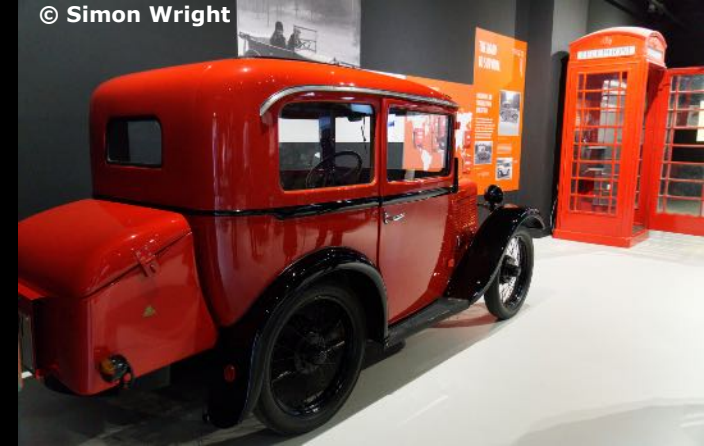
The British Motor museum has launched two new exhibitions within the museum. The first exhibition celebrates the centenary of the Austin 7, the first affordable family car. The second exhibition is a first for the museum, focusing on a motorcycle, the Triumph Daytona.

The Austin 7 was announced to the public in July 1922. It used a small four cylinder side valve engine of 696cc which gave an RAC rating of 7.2 hp, hence the name Austin 7. By the time production ended at Longbridge, over 290,000 cars and vans had been produced. The exhibition is in a



side gallery to the main museum and features several different Austin 7 models, including a 1931 Austin & Swallow, which was an Austin 7 produced with a custom body made by the Swallow Coachbuilding company, that would go to become Jaguar.

There are lots on interesting facts and historic photographs about the history of the Austin 7 and there is even a BMW Dixi on display, the Austin 7 built under license by BMW in Germany, and featuring a boot added to the rear of the car.



Triumph Daytona motorcycle.

In a first for the British Motor Museum, this exhibit features the iconic British motorcycle, the Triumph Daytona. The exhibition is located in the circular gallery which surrounds the escalators up to the Cafe. There are several historic bikes on display along



with information regarding the history of this British icon. Also by the racing bikes, they have the racing leather overalls on display as worn by the rider of the bike. Then there are quite a few glass





display cabinets which are showing some of the many different trophies that the bike has won over the years. An interesting item is the boot worn by Percy Tait. The Daytona 500 he rode in the Production TT in 1967 is also on display. There are both racing and Production bikes on display.

Both of these exhibitions are included in the basic museum admission charge. For further details see their web site at www.britishmotormuseum.co.uk





Citroën Ami Electric wins award.

The inaugural Move Electric awards have given the innovation of the year award to the Citroën Ami Electric. A modern city car, it offers a 46 mile range with just a 3 hour charge time. It has a 5.5kWh battery and offers a top speed of 28 mph with zero emissions.

Citroën will also offer a commercial vehicle version, the Ami Cargo Electric, which will offer a payload of up to 140 kg and a maximum load capacity of 400-litres and has a tight turning circle of 7.2 metres. It is designed for last-mile delivery service providers and other businesses operating in urban areas.

Both vehicles will launch in the UK this year

30 years of the Aston Martin Virage 6.3 litre.

Aston Martin Works are marking the 30th anniversary of the debut of the marques most memorable and desired 'niche' model : the aston Martin Virage and Virage Volante 6.3 litre conversion.

The original Virage was launched in 1989 with a 5.3 litre V8 engine producing 330 bhp and 350 lb/ft of torque. In 1992 the modified 6.3 litre V8 engine produced 500 bhp and 480 lb/ft or torque. This gave the 6.3 litre a top speed of 174 mph and an acceleration time of 5.1 seconds from 0-62 mph. It could achieve 100 mph in just 11.5 seconds. To cope with the increased power, 4 wheel ventilated and cross-drilled disc brakes were fitted, developed from the Aston Martin AMR1 Group C sports racing car. It featured an electronically controlled four-channel anti-lock system. The 14 inch disc used on the front were the largest brakes fitted to any production car in the World. The suspension was also updated.

Aston Martin sold a total of 46 cars in 1992, all Virage.



If an accident happens, the Marshals are the first on the scene to help the driver.



© Janet Wright



And then cleanup afterwards....



Start line Marshals are vital at hill climbs, lining up the car for the start

© Janet Wright



© Simon Wright



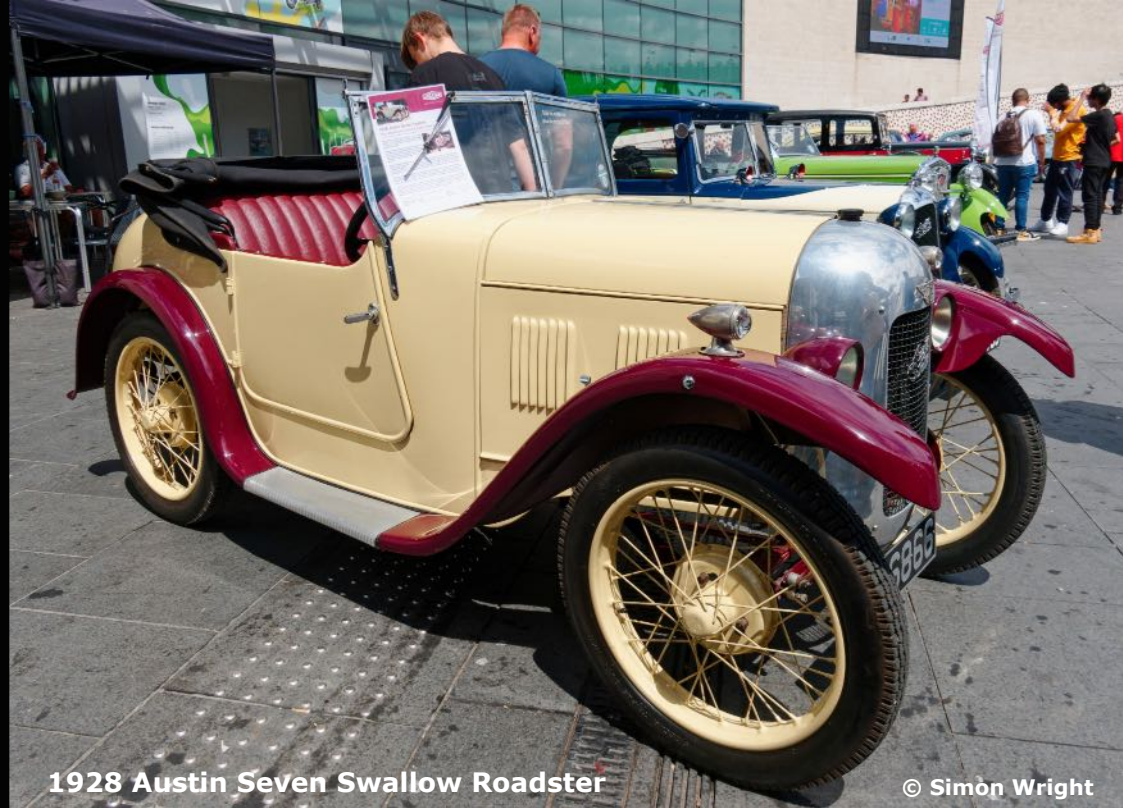
Jaguar Super Saturday.

A condensed history of mass produced Jaguar cars.
Coventry Transport Museum,
25th June 2022.
By Simon & Janet Wright.



1925 Brough Superior with 1928 Swallow Model 4 Sidecar

Jaguar Super Saturday took place at the end of June outside Coventry Transport museum. Celebrating 100 years of Jaguar, an impressive array of cars were lined up in Millennium Place, outside the front of the museum. These ranged from early Swallow vehicles, with Jaguar and Daimler models crossing the decades. This was the eighth Jaguar Super Saturday outside the museum, making a welcome return after missing the last two years due to the Covid pandemic. Outside the museum entrance, in pole position, was a display of Swallow vehicles. The Swallow Sidecar Company, founded in 1922, was originally from Blackpool and manufactured motorcycle sidecars as well as car bodies. The first cars that the company worked on was the Austin 7 and in May 1927 the Austin Seven Swallow was launched. Priced at £175 (I'll take 2!), the 2 seater proved popular. On display outside the museum was the oldest known surviving 1928 Austin Seven Swallow, which was acquired for the Jaguar Daimler Heritage Trust in the 1980s. It was extensively restored in 1993 to original



1928 Austin Seven Swallow Roadster

© Simon Wright

condition. Unfortunately the original engine was lost and an earlier 1927 four-cylinder 747cc engine was fitted. Soon after a saloon version was produced, the Austin Seven Swallow Saloon. In 1928 the company needed to



© Janet Wright

1930 Austin Seven Swallow Saloon.

move nearer the British Car industry, and took over a part-disused First World War munitions factory in Coventry. In 1929

three new Swallow models appeared on Standard, Swift and Fiat chassis. Also 1929 they also fulfilled a life long dream of producing a one of a kind sports car. The first SS (Standard Swallow) was a Boat Tail Roadster. In 1930 it formed the Swallow Coachbuilding Company, co founded by William Lyons and William Walmsley. In 1931 the first six cylinder Swallows were produced based on the Wolseley



1932 Wolseley Hornet Swallow Tourer.

Hornet chassis and were a open top 2 seater Tourer. They were the first true sports cars that William Lyons offered for sale. Wolseley of Birmingham had been taken over by the Morris Company in 1927. The six cylinder engine had an overhead camshaft and offered excellent performance. Production of the Hornet continued until 1933 and around 206 Hornet Specials were bodied by Swallow. A four seater soon followed. In 1932 a Special Chassis was produced which lead to the production of the SS 1 tourer in 1932. The company now became the S.S. Cars limited in 1934 when William Walmsley left the company and Swallow

Coachbuilding Limited was wound up and sold to S.S. Cars Limited.



The 1935 SS1 Airliner Saloon was a streamlined Art Deco style saloon. The car at Coventry was delivered new in 1935. In 1984 it was bought by the History of Jaguar museum in Maldon, where it was fully restored In 1994 when the museum closed, the car was purchased by



Jaguar Daimler Heritage Trust. The Airliner was only in production for two years, from 1934 to 1936. Only 624 were built, out of a total 4,254 SS1 cars. Initially priced at £360 for the 16 hp model, while an extra £5 got the larger 20 hp engine. They produced the SS



1938 Jaguar SS100

Jaguar range. This 1938 SS Jaguar 100 was one of only one hundred and ninety one built with the 2 ½ litre engine built up to 1939. From 1938 another one hundred and eighteen were built using a 3 ½ litre engine. The total production run for the SS100 Jaguar was just 309. The engine was a development of the original SS1 engine with an overhead valve cylinder head designed by Harry Westlake. Fitted with twin SU carburettors, it developed 102 bhp and could reach a top speed of 94 mph. When new it cost £395. The 3 ½ litre engine developed 125 bhp and gave it a top speed of 101 mph, with a 0 to 60 mph time of 10 seconds. This went for the bargain price of £445, making it the cheapest 100 mph car in Britain at the time. After the second World War, it was decided to change the name to Jaguar Cars Limited. In 1946 the Helliwell Group, an aircraft maintenance firm, bought the Swallow Coachbuilding Company (1935) Ltd from Jaguar.





The history of the last one hundred years of Jaguar was well represented by the other cars on display. Both saloons and sports cars from Jaguar and Daimler showed the elegant styling for which Jaguar is World famous. The Daimler Motor Company Limited was founded in London in 1896 and set up its factory in Coventry. After early financial problems the company was bought in 1910 by Birmingham Small Arms Company (BSA), who also produced cars under their own name. In 1933 BSA bought the Lanchester Motor Company and made it a subsidiary of Daimler. The oldest Daimler on show was a 1934 Daimler Light 15 Mulliner. When first registered in Bolton in 1934 it would have cost £450. The model was first introduced in 1932. It was the first Daimler in two decades that used a conventional valve gear, having previously used the Daimler-Knight sleeve valve. It had a 6-cylinder 1.8 litre engine which was developed from the 4-cylinder Lanchester Ten 1.2 litre engine. It was connected to the Daimler fluid flywheel and the Wilson self-changing pre-



1934 Daimler Light 15 Mulliner

selective, 4-speed gearbox. This Lanchester was a shorter version of the same chassis used in the Daimler and the Lanchester even had the same Daimler semi-automatic transmission. Lockheed four wheel hydraulic brakes were fitted with a vacuum servo. The Fifteen got its name from the 15 hp tax rating. It was the first Daimler to be offered for under £500 since the first World War, as the Great Depression of the 1930s was already having an effect on World economies, so Daimler moved down-market. In 1934 a larger 2 litre engine was fitted, then increased to 2.2 litre in 1936, finally reaching 2/5 litres in 1938.

During the second World War Daimler turned to military production and made the four wheel drive Scout car, known as the Dingo, with a 2.5



1959 Daimler Ferret Armoured Scout car with a Rolls Royce B60 engine

litre Daimler engine. They also produced the larger Daimler Armoured Car. This was powered by a 4.1 litre engine and armed with a 2-pounder gun. During the war, 6,600 scout cars were built and 2,700 Armoured Cars.



1961 Daimler SP250

Daimler tried to broaden its market appeal in the 1950s with a range of smaller cars at one end of the market, and luxury saloons at the other end of the market. In 1959 they launched the Daimler SP250 sports car, also known as the Daimler Dart until Chrysler ordered a name change as Dodge owned the trademark "Dart". It featured a fibreglass body, to keep tooling costs down, and was described as a 2+2 with a bench rear seat and very little leg room. It was powered by a Edward Turner designed 2.5 litre hemi-head V8 engine. It had an iron block and aluminium alloy hemispherical cylinder heads. With twin SU carburettors it produced 140 bhp and 155 lbs-ft torque and could reach a top speed of 120 mph, with 0-60 mph in 8.9 seconds. It drove the rear wheels through a manual 4-Speed gearbox, with synchromesh on the top three gears, with a provision



Daimler SP250 2.5 litre V8 Engine

for overdrive. There was also an automatic transmission option. It had front independent suspension with coil springs, while the live rear axle used half-elliptic leaf springs with oversized dampers. There were hydraulically operated Girling disc brakes on all four wheels. It proved to be a popular choice for several Police forces to use for speed enforcement. This was the last Daimler model produced before the company was sold to Jaguar in 1960 by BSA. Daimler became an up-market trim level for Jaguar. In 1966 Jaguar merged with the British Motor Corporation (BMC) than in 1968 with British Leyland. Jaguar split from British Leyland in 1984 and then in 1990 was bought by Ford where it was accompanied by Land Rover from 2000. In 2008 Jaguar and Land Rover were sold to Tata Motors and then in 2013 Jaguar and Land Rover merged to form Jaguar Land Rover Limited.



1953 Jaguar Mk VII

Over the decades Jaguar has produced many stylish saloons. In the 1950s it was the Luxury Jaguar Mk VII. Nearly thirty-one thousand were built between 1950 and 1956. It was powered by the new XK straight six DOHC 3.5 litre engine, which produced 160 bhp. In 1954 the engine was updated to produce 190 bhp. In 1950 it could exceed 100 mph top speed and accelerate from 0-60 mph in 13.7 seconds. It was the first Jaguar model to be offered with an optional automatic transmission from 1952, when the basic cost was £1,693 including taxes.



At the same time, the sports car option was the XK120 and XK140 roadsters and drophead coupés. The XK120 was built between 1948 and 1954, when over 12,000 were built. It was powered by the 3.4 litre straight six DOHC engine, as used in the Mk VII saloon. The 120 name referred to the car's top speed of 120 mph, which made it the fastest production car when it was launched. It was succeeded by the XK140 which was built between 1954 and 1957. The



XK140 had more interior space, improved brakes, rack and pinion steering, increased suspension travel and telescopic shock absorbers instead of the older lever arm design. The engine and dashboard were moved forward to give an extra 3 inches legroom. The fixed head coupe had two 6 volt batteries, one mounted in each wing, but the drophead and open two seater had a single 12 volt battery. It still



used the 3.4 litre engine, but upgraded to 190 bhp. There was an option for the C-Type cylinder head to be fitted, which increased the power to 210 bhp and when fitted with 2-inch sand-cast H8 Carburetors, heavier torsion bars and twin exhaust pipes it was sold as the XK140 SE. In 1956 the XK140 became the first Jaguar Sports car to be offered with automatic transmission.

The next significant saloon launch for Jaguar was the Mk1 in 1955, the first small saloon since 1949, which was referred to as the Jaguar 2.4 litre or 3.4 litre depending on the engine option selected. It proved very popular and in 1959 it was replaced with the Mk2. This had an 18% improvement in glass area round the passenger compartment thanks to thinner A posts round the windscreen and a larger wrap round rear window, plus larger side windows. The radiator grill was changed and larger tail, side and fog lamps fitted. The interior had a new heating system with ducting to the rear passenger compartment. The Mk2 had the 6-cylinder 2.4 litre engine fitted with twin Stromberg carburetors, which developed 120 bhp, the 3.4 litre engine that developed 210 bhp or the 3.8 litre engine that developed 220 bhp, both fitted with twin SU HD6 carburetors. The Mk2 also had the front

suspension geometry altered to raise the roll centre and the rear track was widened. Disc brakes were now fitted to all four wheels, while power steering, overdrive or automatic transmission were all offered as optional extras.



In 1967 the 3.8 litre version was discontinued, while the 2.4 litre and 3.4 litre models were rebadged as 240 and 340 respectively. The 240 engine had its power increased to 133 bhp from 120 bhp. The modifications included a straight port type cylinder head and twin SU HS6 carburetors with a new inlet manifold. The automatic transmission was upgraded to a Borg-Warner 35 Dual Drive unit. The 340 also offered power steering and the service interval was increased to 3,000 miles instead of 2,000 miles. The 340 with automatic transmission could reach a top speed of just under 120 mph, with a 0-60 mph time of 11.9 seconds. The 340 was finished in September 1968 with the arrival of the Jaguar XJ6. The 240 ran until April 1969.



**1962 Jaguar E-Type Series 1
FHC 3.8 litre. No 155 of 159**

The next significant Jaguar model was the iconic E-Type, which was produced between 1961 and 1974. It was based on the Jaguar D-Type racing car which won three consecutive 24 Hours of Le Mans race, starting in 1955. With stunning styling, a top speed of 150 mph and 0-60 mph in under seven seconds, it started industry wide changes. With rack and pinion steering, disc brakes all round and independent front and rear suspension and no ladder chassis, it set new standards in sports car design.



1969 Jaguar E-Type Roadster Series 2 4.2 litre

The engine, front suspension and front bodywork all bolted on a front subframe which bolted directly to the body tub. It was launched as a front engine, rear wheel drive Grand Tourer as either an open top Roadster or Fixed Head Coupe. The Series 1 had a straight 6-cylinder, 3.8 litre engine which developed 265 bhp. This gave a top speed of 150 mph and a 0-60 mph time of 6.4 seconds. In October 1964n the engine was upgraded to 4.2 litres. Although the power, top speed and acceleration remained the same, the engine produced more torque and maximum power was reached at 5,400 rpm instead of 5,500 rpm which gave better throttle response. A 2+2 version of the Fastback coupé was added in 1966.



1971 Jaguar E-Type 2+2 Series 3 V12

The next significant change was the introduction of the 5.3 litre V12 engine in the series 3 model in 1971. With four Zenith carburettors, the V12 engine produced 272 hp and could accelerate from 0-60 mph in under 7 seconds. Power steering was also added as standard. The series 3 was easily identifiable by the larger cross-slatted front grille, flared wheel arches and four exhaust pipes at the rear. By 1974, over fifteen thousand series 3 cars had been built.



1968 Jaguar 420G

Also launched in 1961 was the new Jaguar luxury saloon, the Mark X, which was later renamed to the Jaguar 420G. The car featured many technical innovations for the time, including the largest integrated unitary bodywork in the UK. It also had independent rear suspension, not heard of in early 1960s British luxury saloons. It used the same 3.8 litre, triple carburettor, 6 cylinder engine as the E-Type. This gave it a top speed of 120 mph, for around half the price of a Rolls Royce Silver Cloud. It remained the top Jaguar luxury saloon until 1970, when it was replaced by the smaller XJ6.



1967 Jaguar S-Type 3.4 Litre

An alternative to the Mark X was the smaller and cheaper Jaguar S-Type, which was a technically more advanced and more luxurious version of the Jaguar Mark 2. It used either the 3.4 or 3.8 litre straight 6 engine.



1975 Jaguar XJ6 Series 2 LWB

The Jaguar XJ6 was launched in 1968 as a smaller replacement for all the older Jaguar saloon models at the time. It was powered by 2.8 litre straight 6 engine. The 2.8 L Deluxe and the 4.2 litre L model had Power-Assisted steering and standard leather upholstery, with air-conditioning as an optional extra.

In July 1972 a high performance version was launched, the XJ12. Powered by a 5.3 litre V12 engine, it was the fastest full four seater in the World at that time, with a top speed of around 140 mph. Over 3,000 Series 1 were built and a Daimler Double Six model was over 500 of that figure. The XJ6 and XJ12 continued in production, through various



updates, until 1992, with the V12 and larger straight 6 engines gaining fuel injection. This model was sold as the XJ6 3.4 & 4.2, the XJ12 5.3, the Jaguar Sovereign V12, the Daimler Sovereign 4.2, the Daimler Double-Six 5.3 and the Daimler Vanden Plas & Double Six Vanden Plas 5.3. The replacement model was the XJ40 which was first

shown at the 1986 British International Motor Show. The model had a more square appearance, with rectangular headlights replacing the round headlights of the previous model. It was powered by the AJ6 inline 6-cylinder engine, with a 4 valve DOHC. Production of the XJ40 ended in 1994.



1996 Jaguar XJ Executive (X300)

The next evolution was the **X300** which ran from 1994 to 1997. The front was re-designed to return to 4 round headlights with a suitably sculptured bonnet. Mechanically it was similar to the XJ40, using the same AJ6 engine but with an added electronic distributorless ignition system. There was also a V12 option as was introduced at the end of the XJ40. They also introduced the supercharged XJR model, the first supercharged Jaguar road car. The model used more Ford components due to Ford's ownership of Jaguar between 1990 and 2007. This also included the X300 Traction Control which came from the Ford Mondeo and the air conditioner was a Nippondenso unit obtained through Ford Channels.

In 1997 the XJ6 and XJ12 names were dropped and



2000 Jaguar V8 LWB (x308)

changed to XJ8 to reflect the fact that the cars were now powered by a V8 engine. This was the **X308** series and had just minor enhancements from the X300 series. It was available with either a 3.2 litre or 4.0 litre V8 engine and all came with a 5-Speed automatic gearbox. There was a sports version, the XJR with a supercharged engine. From 2003-2009 the next generation, the **X350**. Although still labelled the XJ8, it had an all aluminium body and chassis and a new V8 engine. The engine was offered as a 3.5 litre or 4.2 litre, with a supercharged option. There was also a 3 litre V6 offered. There was also a new, lighter, 6-Speed automatic gearbox used. This was a total Ford design project, using electronics and computer controlled systems from Ford. Air suspension was fitted to the front and rear, providing adaptive damping as well as rear self-levelling. Dynamic stability control and traction control were now standard equipment along with two zone climate control. Radar based adaptive cruise control was also offered as an optional extra. The next facelift came in 2007, the X358, which ran until 2009. Small bootlid spoiler and side air vents and revised



2006 Daimler Super V8 (Silver - Ex Queen Mother's car) and Jaguar X-Type 2.2 DS

seating were the main changes.

In 2009 a completely redesigned XJ. The X351, was launched in 2010 and ran until 2019. It was a much larger car with an all-new exterior design, looking nothing like the previous models. It was available with a wide range of engine options, starting with a 2 litre turbocharged Ford EcoBoost 4 cylinder engine. Next was the 3 litre supercharged V6 followed by a 5 litre V8 along with a supercharged V8. There was also a diesel option using a 3 litre Ford twin-turbocharged V8. It had a full length standard sunroof and black roof panels at each side of the rear windscreen. The unusual upright rear lights were nicknamed the "cats claws". Like previous Jaguar XJ



models, the new car was available in standard or Long Wheel Base versions. A minor update was introduced in 2014 which included stop-start technology across the range. More updates were added in 2015 including lane assist and adaptive cruise control, a 360 degree camera system and a semi-automatic parking feature.

Replacing the iconic E-Type Jaguar sports car was always going to be a difficult task and the Jaguar XJ-S was launched in 1975 as a luxury Grand Tourer. It





1986 Jaguar XJ40
Fire Tender
Donington park



1968 E-Type Semi-lightweight



1991 Jaguar XJS V12 Coupe



2006 Jaguar XK Convertible (X150)
Pre-production car



1958 Jaguar 2.4



Jaguar E-Type trio outside the museum

was available as a front engine, rear wheel drive coupe.



Over a twenty one year production run, over 115,000 were built. It was powered by the Jaguar 5.3 litre V12 engine with either a manual or automatic transmission, but the manual was soon dropped as they had been left over from the V12 E-Type production. It had a top speed of 143 mph and could accelerate from 0-60 mph in 7.6 seconds. In July 1981 it was renamed to XJ-S HE

and had the new high-Efficiency V12 engine with better fuel economy and increased power to 295 hp. They also added a targa convertible in 1983, called the XJ-SC which came with a new 3.6 litre straight six engine, with a raised centre



1990 Jaguar XJ-S V12 Convertible 5.3 litre

1977 Jaguar XJ-S TWR Bodykit and Cadillac V8 engine

section on the bonnet. The 6-cylinder engines only came with a 5-Speed manual transmission until 1987 when a 4-Speed automatic was offered. In 1985 a V12 powered XJ-SC was launched. The Targa type convertible was replaced in 1988 with a proper 2 door convertible model. Between 1988 and 1993 a special high performance XJR-S was produced by JaguarSport, a separate company owned



1995 Jaguar XJS Celebration Convertible

50-50 by Jaguar and TWR Group Limited. It had a distinctive body kit and special 15 inch alloy wheels. It had a unique suspension system using modified coil springs and Bilstein shock absorbers plus a luxury Connolly Autolux leather interior with walnut wood trim. The first one hundred were named "Celebration Le Mans" to commemorate Jaguar's 1988 win at the 24 Hours of Le Mans. The 5.3 litre engine had a power output of 319 hp. From September 1989, the engine capacity was increased to 6 litre and fitted with Zytek fuel injection and power output increased to 328 hp. This gave a top speed of 160 mph. When the company was under Ford ownership, a



F-Type, XK8 and 2004 S-Type R

final facelift version was announced in May 1991. It was now called the XJS, dropping the hyphen in the name. It had a new 4 litre version of the straight six engine. In 1992 a convertible version was launched with the 4 litre engine and the V12 engine capacity was increased from 5.3 to 6 litre in May 1992, with a power output of 304 hp. After twenty one years in production, the XJS was replaced by the Jaguar XK8 in 1996.

The Jaguar S-Type was a mid-sized executive saloon that was produced between 1999 and 2007, with almost three hundred thousand sold. Originally planned as a smaller saloon to replace the XJ6, It was based on the Ford DEW98 platform, related to the Ford Thunderbird and Lincoln LS. It had a range of different engine options, ranging from a 2.5 litre V6, 3 litre V6, 4 litre V8 or 4.2 litre V8, plus a 2.7 litre V6 diesel option. There was also a



2004 S-Type 2.7SE

range of transmission options available, including 5 or 6Speed manual or automatic gearboxes. The traditional Pouncing Jaguar bonnet ornament was approved in the UK and USA but was optional, with the Jaguar badge incorporated in to the radiator grille. In 2002 a supercharged S-Type R (STR) was added to the line-up, using a hand-built 4.2 litre V8 engine with an Eaton M112 Supercharger, producing 400 bhp. The top speed was limited to 155 mph and it could accelerate from 0-62 mph in 5.3 seconds. The 2003 model added an electronic parking brake as well as a revised 3 litre Ford V6 engine which produced 235 hp, 3hp less than the previous model. In 2004 a 2.7 litre Ford/Peugeot V6 diesel version was introduced, which produced 207 hp. The Jaguar XK8 replaced the XJS when it was launched in



2004 Jaguar XK8 Coupe

1996 as a coupe and convertible and was very similar in appearance to the Aston Martin DB7, which was also owned by Ford. The XK8 was powered by the 4 litre

Jaguar AJ-V8 engine, which produced 290 hp. This gave it a limited top speed of 156 mph and could accelerate from 0-60 mph in 6.7 seconds. It also featured the new CATS (Computer Active Technology Suspension) adaptive suspension as an option, first on the coupe and then the convertible. In May 1998 a supercharger was added to the V8 engine to produce the XKR. This produced 370 hp and 387 lb-ft of torque. The car had a



2004 Jaguar XK8 Convertible



Limited edition Jaguar XKR Silverstone Coupe

limited top speed of 155 mph, with a 0-60 mph time of 5.4 seconds for the coupe and 5.6 seconds for the convertible. Also all models were now fitted with power steering. In 1999 an optional R kit offered stiffer suspension and gold coloured wheels and from 2000 an optional GPS system was offered which replaced the 3 original gauges on the centre column. In 2002 the engine capacity was increased to 4.2 litres which produced 300 hp and a 0-60 mph time of 6.4 seconds (Coupe) and 6.6 seconds for the convertible. The Supercharged version produced 400 hp and knocked 1 second of the 0-60 mph times of the normally aspirated version. The new engine was matched to a 6-Speed ZF automatic transmission. Various Limited Edition models were produced including the XKR Silverstone which included a unique platinum paint finish. Production of the original XK finished in 2005 with over 90,000 built, with over 60% being convertibles. The second generation Jaguar XK 2+2 was the X150 which ran from 2005 until 2014, during which time over twenty

seven thousand were produced. The three door fastback coupe made its debut at the 2005 Frankfurt Motor Show with the 4.2 litre V8 engine.. The two door convertible followed in 2006. The X150 was an all aluminium construction and a facelift model in 2009 had the new 5 litre V8 engine which produced 380 hp and could accelerate from 0-62 mph in 5.2 seconds (Coupe). The Supercharged version produced 503 bhp and could accelerate from 0-62 mph in 4.6 seconds, with a limited top speed of 155 mph. The XKR-S in 2011 had an uprated 5 litre supercharged V8 engine which produced 523 hp and could accelerate from 0-62 mph in 4 seconds, with a top speed of 186 mph.



2011 Jaguar XK 5 litre V8 Convertible (X150)

The Jaguar XF was a luxury four door saloon or five door estate car manufactured between 2007 and 2015 as a replacement for the Jaguar S-Type. Built under Ford ownership, the XF shared a common platform with the Ford Thunderbird and Lincoln LS. It had a variety of engine options, starting with the 2 litre turbocharged Ford Ecoboost straight 4 petrol engine or the 2.2 litre Ford Duratorq 4 cylinder diesel engine. Other options included the 3 litre Jaguar V6 in normal or supercharged versions, the 4.2 litre supercharged V8 or the 5 litre supercharged V8. The model was built at the Castle Bromwich assembly factory in Birmingham with a range of trim levels from SE and Premium Luxury through to SV8 (Supercharged) or R. All trim levels featured leather trim and wood veneer, with options for aluminium, carbon fibre and black leather interiors. The XFR was announced in January 2009 with the 5 litre Supercharged V8 engine, producing 464 hp and accelerating from 0-62 mph in 5.2 seconds and a limited top speed of 155 mph.



2021 Jaguar F-Type Riems V8 Coupe



2012 Jaguar XFS 3 litre V67 Diesel

Jaguar finally made a successor to the E-Type. In 2013 they launched the F-Type, a two door, two seater Grand Tourer. It was initially available as a roadster, with the fastback coupe following in 2013. It was a traditional front engine, rear wheel drive layout, with a range of engine options. Starting with the 2 litre Ingenium turbocharged straight 4, through the 3 litre supercharged V6 to the 5 litre supercharged V8, connected to either a 6-Speed manual or 8-Speed automatic transmission. The SVR version was unveiled at the 2016 Geneva Motor Show. It featured the 5 litre Supercharged V8 engine, developing 567 hp with All-Wheel-Drive. The Coupe could accelerate from 0-62 mph in 3.5 seconds and reach a top speed of 200 mph. The SVR was discontinued in 2020 when a facelift version, the F-Type P300 was launched as the entry level model with the 2 litre turbocharged engine. This developed 296 hp and could accelerate from 0-62 mph in 5.7 seconds, with a top speed of 155 mph. The F-Type P450 has a detuned 5 litre supercharged V8, developing 444 hp. It can achieve 0-62 mph in 4.6 seconds with a top speed of 176 mph. The top of the range is the F-Type P575 which has the 5 litre supercharged V8 developing 567 hp with a 0-62 mph time of 3.5 seconds and a top speed of 186 mph.



1969 Jaguar E-Type S2 Roadster



2007 Jaguar XJ Sport



Suffolk 1939 SS100 Replica



1956 Daimler Ferret Armoured car



Jaguar X-Type 2.2D Estate



2019 Jaguar F-Pace 300 Sport

The future of the luxury four seater now appears to be in the form of the SUV (Sports Utility Vehicle) and Jaguar were on the ball with the launch of the Jaguar F-Pace in 2016. A luxury Compact crossover SUV which comes in petrol, diesel and hybrid versions. It uses a 2 litre turbocharged petrol or diesel Ingenium inline 4 cylinder engine or a 3 litre turbocharged diesel V6 or Supercharged V6 petrol engine. The Hybrid uses a 2 litre turbocharged

Ingenium 4 cylinder petrol engine plus a 105 kW electric motor which produce 398 hp. This gives a 0-62 mph acceleration time of 5.3 seconds with a top speed of 149 mph. It uses a 8-Speed automatic transmission with either an AWD version or just a RWD version. The body is



80% aluminium with additional weight saving from the composite tailgate and magnesium used for the cross-car beams.



2021 Jaguar E-Pace MHEV 300 Sport

The smaller E-Pace followed in 2017 with a transverse mounted front engine driving either the front wheels or an all-wheel drive version. As well as the usual Diesel and Petrol versions, there is also a PHEV hybrid version that can offer a 35 mile range on just electric power. Finally Jaguar have launched the all electric I-Pace which offers a fully electric range of up to 292 miles and a rapid charge to give a 78 mile range after 15 minutes charging. The battery also comes with an 8 year or 100,000 mile warranty.

Archive Photo of the Month

By Pete Austin

Last month we sadly lost rallying legend Paddy Hopkirk. More famously known for his Mini exploits in the Monte Carlo Rally he is shown here in a Citroen CX2400 entered by Total Citroen Australia shortly after the start of the 1977 London to Sydney Marathon. Partnered by Mike Taylor and Bob Riley they would go on to finish third.



BOC Porsche at Prescott

Prescott Hill Climb,
18th June 2022.
By Peter McFadyen



Mel Spear's Porsche 911 / 964 Carrera 2 Cup



Tim Barber, fastest of the championship class Porsches in his 996 GT3

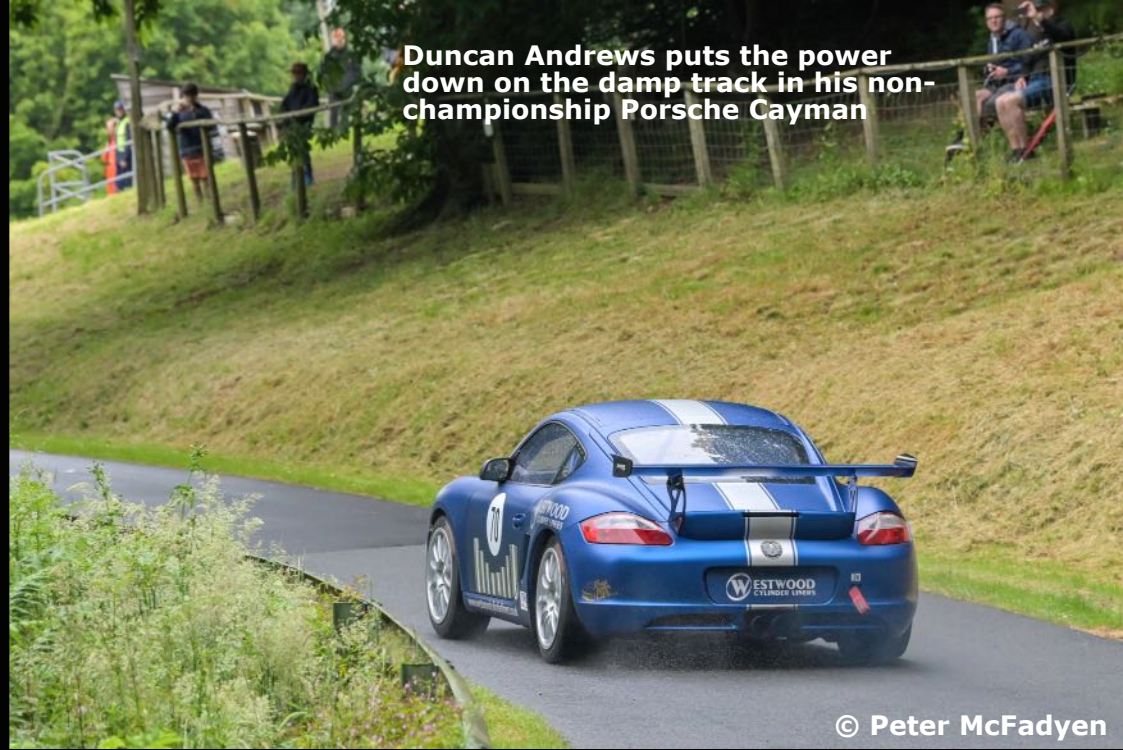
Bugatti Owners Club Porsche at Prescott

The first of two meetings at the Gloucestershire hill climb over the weekend of 18/19th June was the BOC's now well-established Porsche at Prescott event. Star billing went to the 'PetroCanada Lubricants Porsche Club Speed Championship with Pirelli' to give it its full title which is contested over 12 rounds with the best 8 scores to count. Cars, from standard specification to highly modified, are split into four classes based on horsepower and the whole

© Peter McFadyen



Andy Fagan's Boxster was third fastest in the Porsche championship class



Duncan Andrews puts the power down on the damp track in his non-championship Porsche Cayman

© Peter McFadyen

series is managed by the Porsche Club Great Britain. The points system takes several factors other than just the recorded times into account but fastest overall on this occasion was Tim Barber in a 996 GT3 with a time of 52.06 seconds on his second run. Second fastest but competing



© Peter McFadyen



Hannes Tanzer's Porsche 718 Cayman S



Jake Cartwright (Porsche Boxster) at the Semicircle

in the invitation class for race-prepared cars was Paul Howells (911 RSR) in 52.51 seconds. In the championship class, second fastest was David Hilton's 996 with Andy Fagan's 3.2 litre Boxster third and Martin Leach's 911E fourth.



Steve Lyle, competing in the Classic Marques class took his 4 litre Porsche Boxster GTS perilously wide coming out of the Esses

Alan Bee's appropriately painted Austin 7 at Pardon



The weather was never completely dry on Saturday and became wetter as the day progressed. Pre-war Austin Sevens were competing in their own championship, the

© Peter McFadyen



Colin McLachlan (Austin Seven 'The Moose') was 4th fastest in the Bert Hadley class

Classic and Competition Car

August



Joe Tisdall's Austin 7 Ulster was competing in the BOC Handicap Pre-1947 Road Cars class



Clive Danks heads for Ettore's bend in his Austin 7 TT Replica



Nigel Trundle (Abarth 500) in the BARC Connaught Speed Championship

Bert Hadley Memorial Championship in which road cars and racers are split into separate categories. Fastest, with a first run time of 62.98 seconds was Colin Danks in his Austin 7 Ulster who currently lies second in the championship behind Paul Geering who was not at Prescott. Second was Nick Allen in his rather spartan



© Peter McFadyen



© Peter McFadyen



Easily the fastest in the Classic Marques Speed Championship class was Graham Millar's Ford Escort Mk 2

Shelsley Special and third was Stuart Blackham with his Pigsty Special. Other championships on the bill were the Classic Marques Speed Championship, the BARC's Connaught Speed Championship, the Thorn Wines Speed Championship which is run by the Midland Automobile Club and several

© Peter McFadyen



BOC Handicap (Sports) class runner Simon Firth-Bernard's Series 3 Sunbeam Alpine rounding Ettore's



Noor All competing in the Classic Marques class in his Mazda MX5 classes of the ROC's own Handicap Championship Unfortunately, there was but a single Bugatti taking part in

© Peter McFadyen



Michael Thomson (Honda S2000) was second fastest in the BOC Handicap Saloon class

any of these, Edmund Burgess's Type 51 whose only opposition in the Williams Monaco Trophy class, another Type 51, failed to appear.



© Peter McFadyen

The Reliant Scimitar GTE driven by Alan Cavendish-Tribe and shared with Nigel Duffield



Black Country Cruisers.
The Hinksford Arms.
5th July 2022.
By Simon & Janet Wright.

1997 4.2 litre GMC Safari camper van, 1968 3.7 litre Plymouth Satellite Highway Patrol car and 1956 4.9 litre Plymouth Savoy

The Black Country Cruisers are a branch of the American Auto Club UK. They hold regular monthly meetings at the Hinksford Arms public house at Swindon, Kingswinford, West Midlands on the first Tuesday evening of the month. They held their American Independence day celebration meeting on Tuesday 5th July 2022. They had a great turnout of American vehicles lined-up on the car park at the front of the Public House, as well as additional displays at the rear. There was a collection of most types of popular American vehicles, ranging from a group of Ford Mustangs, through various other classic and modern Muscle cars, large pickup trucks and camper vans.



Possibly the oldest car on display was a 1950 Meteor Custom Deluxe built by Ford Motor Company of Canada, specifically for the Canadian market. The Meteor model was produced between 1949 and 1962 and then again from 1964 to 1976. The two years between, the Meteor brand name was used by Mercury. The Custom Deluxe seen here was built between 1950 and 1951. The



Canadian model was introduced as a low cost model for the Canadian market at the same time as the Ford Luxue and Custom were introduced across North America and they shared the same body, chassis and powertrain. But the Meteor had a unique trim which included a chrome star with a tail on the dashboard. The Canadian model used a Mercury grille and was powered by a 239 CID flathead V8 engine which produced 100 bhp. On the exterior, new parking lights were outward slanting with chrome trim and on the rear, above the Meteor name was a chrome star with trailing streaks.





The Most popular American car in the UK is the iconic Ford Mustang.

2004 3.8 litre Ford Mustang GT Fourth generation and 2005 4 litre Ford Mustang fifth generation



1970 4.7 litre Ford Mustang First generation



2017 5 litre Ford Mustang sixth generation



Another immaculate 1950s icon was the blue 1953 Chevrolet 3100 Pickup truck. Now powered by a 5.7 litre V8 engine, originally it would have had a 3.5 litre straight six engine with probably a 3-Speed manual gearbox. Continuing our trip through the 1950s, we next come to a bronze coloured 1956 Plymouth Savoy 2 door sedan. Compared to the earlier 1950 meteor, the 1956 Savoy is in the Fins and Chrome era. The Savoy 4-door sedan was built by Chrysler between 1954 and 1964. This is a second



generation model that was produced between 1955 and 1956. In 1955 Power Steering was added, followed by seat belts in the 1956 mode. It is powered by a 4.9 litre V8 engine. An interesting optional extra offered when purchased was the Highway Hi-Fi record player.





A Dodge Discovery van heads the all American line-up down the side of the car park.

A much more modern but unusual car on show was a 2011 6.2 litre Cadillac CTS-V Coupe. A mid-size luxury/Executive car which entered production in summer 2010. It is powered by a supercharged 6.2 litre LSA V8 engine based on the LS9 V8 from the Chevrolet Camaro. It produces 556 hp and 551 lb-ft of torque. Unlike the majority of its competitors that use DOHC design, this engine still uses pushrod OHV design and comes from the General Motors Silao, Guanajuato, Mexico assembly plant. It has an

aluminium block with iron cylinder liners. It uses an Eaton Twin Vortices Series, four lobe screw compressor supercharger, generating a maximum boost of 9.0 psi, with a water to air intercooler built in. This gives the car a 0-60 mph acceleration time of 3.9 seconds and it can run the quarter mile in 12 seconds with a terminal speed of 118 mph. The



CTS-V Coupe features a unique centred twin exhausts, a larger grille for air intake and an optional 'Saffron' interior trim colour. It comes as standard with 19 inch aluminium wheels, Brembo brakes and Magnetic Ride Control.



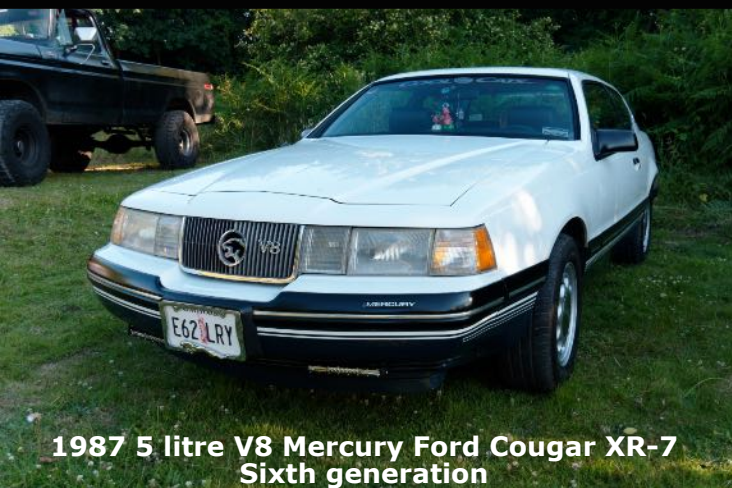
2018 6.1 litre Chevrolet Camaro



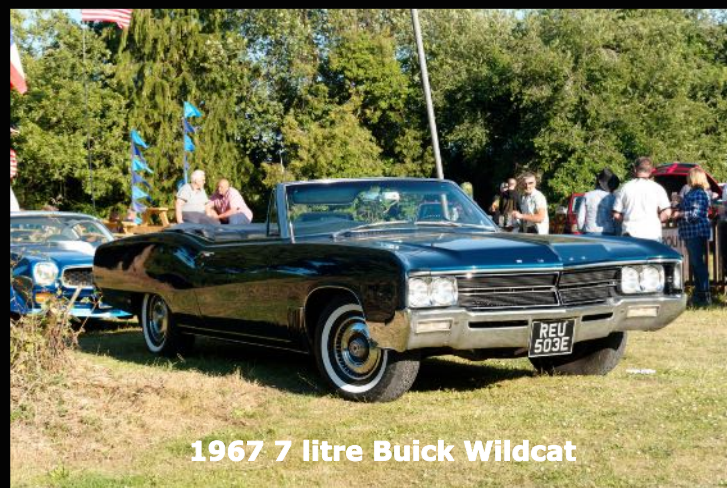
1968 5.6 litre Plymouth Barracuda
Second generation



2006 5.6 litre Chrysler 300 Hemi C



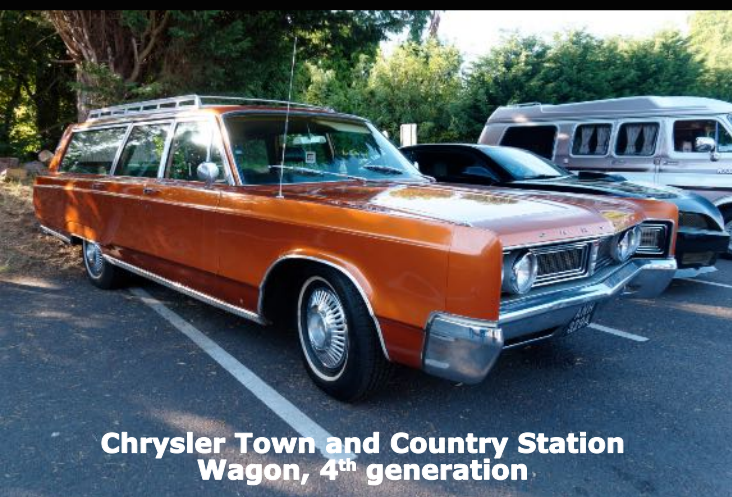
1987 5 litre V8 Mercury Ford Cougar XR-7
Sixth generation



1967 7 litre Buick Wildcat



2021 and 2005 Ford Mustang GT rear ends



Chrysler Town and Country Station
Wagon, 4th generation



1966 6.5 litre Pontiac Bonneville



2008 Jeep Compass

A car made popular on TV, in the series Starsky & Hutch, is the Ford Gran Torino (which was a 1974 version). This is a 1973 Gran Torino Sport model with a 5.8 litre V8 engine. The Ford Torino was built for the North American market between 1968 and 1976 for the intermediate market segment. It is named after the Italian city of Turin (Torino in Italian), considered the Italian Detroit. It replaced the Ford Fairlane as an upmarket version, though some considered it as a sub-series of the Fairlane. By 1970 the Fairlane was a sub-series of the Torino, before Fairlane was dropped in 1971, There were actually eleven models in the 1973 Torino range, including Gran Torino, Gran Torino Sport and Gran Torino Brougham, with two and four door versions. High back bucket seats were still available on two door models instead of the regular low back bench seats. The rear drum brakes were increased to larger 11-inch size to cope with the extra weight over the 1972 version. Radial tyres were also offered as an option. When Car & Driver magazine tested a Gran Torino Sport in 1973 they got a 0-60 mph acceleration time of 7.7 seconds with a quarter mile time of 16.0 seconds and an 88.1 mph terminal speed.



The Dodge Coronet was originally produced between 1949 and 1959 as a full-size saloon and was produced across four generations. The Coronet reappeared in 1965 as a fifth generation medium sized saloon which ran until 1967. This 1966 2-door hardtop model has a 7.2 litre V8 'Magnum' engine which produced 375 bhp. It had the option of the heavy duty 3-Speed TorqueFlite automatic or a 4-Speed manual gearbox. The Coronet ended in 1976.



The 1957 Plymouth Fury was a sub-series of the third generation Plymouth Belvedere from 1956 to 1958. It used the same 5.2 litre V8 engine as the Dodge Coronet, which produced 290 HP. It used a new Torsion-Aire torsion bar front suspension. A two door Fury was the star of the horror film Christine, based on a novel by Stephen King.

Pontiac Firebird Trans Am.

A traditional Front engine, Rear Wheel Drive American muscle car, the Trans Am was built between 1967 and 2002. The second generation model was built between 1970 and 1981 as a 2-door coupe. It had a range of engines from a Buick 3.8 litre V6 right through to a 7.5 litre Pontiac V8. From 1979 the body was completely restyled, featuring a new aerodynamic front end and revised rear spoiler. In 1979 the 6.6 litre Oldsmobile V8 became the standard engine option with the Turbo Hydramatic 3-Speed automatic gearbox.



1972 Pontiac Firebird Trans Am



1968 Pontiac Firebird 6.5 litre



1981 Pontiac Trans Am 6.6 litre



1978 Pontiac Trans Am Second Generation



2012 Chevrolet Camaro 3.6 litre

In 2012 General Motors signed a licensing deal with Trans Am Depot to use the Trans Am name and Pontiac Logo on brand new model Chevrolet Camaros, which were striped down and rebuilt to look like a new Trans Am.





1977 Ford F150 Custom Pickup truck



1999 5.4 litre Ford F150 XLT Triton V8



1996 7.5 litre Ford F350 XLT Pickup truck



2003 4.7 litre Dodge RAM 1500 pickup truck



1985 5 litre GMC Vandura 2500



1993 5.7 Chevrolet GMC Chevy Van 20



1994 GMC 1500 4.3 litre Pickup truck

Intelligent Money British GT Championship, Round 5 & 6.

Snetterton,
26th June 2022.

By David Goose & Stuart Yates
of Motorsport Imagery.



Ian Loggie & Callum MacLeod in the RAM Racing Mercedes-AMG GT3 won the first race.



A strong race one for Michael Igoe and Phil Keen in the WPI Motorsport Lamborghini Huracan GT3 Evo 2nd

Moving on from Donington Park the Championship reaches the halfway point with it's visit to Snetterton. The Norfolk venue will see a return to the two, one hour sprint race format after the three hour endurance race at Donington.

Conditions were very different from last year, with high temperatures and sun all day being forecast. What was noticeable on arrival at the circuit was how dry and parched the grass looked, hardly a green blade to be seen. With a slight breeze meaning dust was blown onto the track from



A rear left puncture late in race 1 for Jonny Adam & Flick Haigh cost them victory in the 2 Seas Mercedes-AMG GT3

the surrounding fields. Would this make the track harder wearing on tyres, only time would tell.

With a grid of 30 cars, 17 of which were GT3s we were all set for an action-packed weekend.

After qualifying the grid for Race one had Ian Loggie & Callum MacLeod in the RAM Racing Mercedes AMG GT3 on pole. Alongside starting in second position was 2 Seas Motorsports Mercedes-AMG GT3 of Flick Haigh & Jonny Adam.

The GT4 grid had the Academy Motorsport Ford Mustang GT4 of Matt Cowley & Canadian Marco Signoretti alongside the R Racing Aston Martin Vantage AMR GT4 of

Third place for Richard Neary & Sam Neary - Team Abba Racing Mercedes-AMG GT3 in Race 1



Josh Miller & Jamie Day.

It was drama in race 1 when the 2 Seas' Motorsport Mercedes AMG of Flick Haigh & Jonny Adam appeared to be on course for victory, then with only six minutes remaining bad luck struck in the form of a rear left puncture. Speaking to Adam afterwards it appeared a stone got between the rim and tyre causing the puncture.

The Assetto Motorsport Bentley Continental of Mark Sansom & Will Tregurtha kicking the dirt up



© Motorsport Imagery

Ian Loggie led from the start in the RAM Racing Mercedes-AMG GT3 but was unable to build up a big enough gap to negate his 5 second success penalty which allowed Adam to take the lead in his 2 Seas Mercedes-AMG GT3, coming out ahead of Callum Macleod during the pitstops. Unable to build any significant gap Jonny Adam was slowly being caught by Macleod, the gap being 2.5 seconds when the puncture hit causing him to make a slow drive back to the pits and retire the car.

Callum Macleod drove the last few laps without incident to take Race 1 victory. Phil Keen tried to bring the gap down, which at one stage had been over 5 seconds but could not get past Macleod, at the line the gap was just 0.549 of a second for the WPI Motorsport Lamborghini Huracan GT3 Evo of Keen & Michael Igoe.

Team Abba Racing Father and Son pairing Richard and Sam Neary took 3rd place in their Mercedes-AMG GT3. Richard's pace being rapid enough during the opening stint gaining two places before Sam took over. Who in turn

resisted a pursuing Lewis Williamson & James Cottingham in the 2 Seas' Mercedes-AMG GT3.

GT4 Winners in Race 1 Jamie Day & Josh Miller in the R Racing Aston Martin Vantage AMR GT4



© Motorsport Imagery

In GT4, History was being written, Josh Miller and Jamie Day became the Championship's youngest ever race winners, taking the R Racing Aston Martin Vantage AMR GT4 to victory and top step on the podium in Race 1. A record previously held by Will Tregurtha and Stuart Middleton which was set in 2017.

Victory looked to be heading the way of Matt Cowley and Marco Signoretti's Academy Motorsport Ford Mustang GT4, but a collision late in the race with Team Parker Racing's Porsche 718 Cayman GT4 RS CS of Jamie Orton & Seb Hopkins put the Mustang out and earned the Cayman a post-race 32.1 seconds penalty in lieu of a drive-through.

Before the race even started problems hit the Steller

snetterton.co.uk



Richard Williams and Sennan Fielding's GT4 Steller Motorsport Audi R8 LMS started the first race from the pit-lane

Motorsport Audi R8 LMS GT4 shared by Richard Williams & Sennan Fielding. The championship-leading car failing to get to the grid and having to start from pit-lane, the issue being an electrical fault.

Problems were to hit other Teams including the Valluga Racing Porsche 718 Cayman GT4 RS CS of Ross Wylie & Matthew Graham and Freddie Tomlinson & Joe Wheeler's Assetto Motorsport Ginetta G56 GT4. This all meant that

© Motorsport Imagery



The Valluga Racing Porsche 718 Cayman GT4 RS CS of Ross Wylie and Matthew Graham

A quick trip on the grass for Betty Chen & Joel Eriksson Century Motorsport BMW M4 GT3 early in Race 1



© Motorsport Imagery

the Steller Motorsport Audi came back into contention, Sennan Fielding finally passing Darren Turner and taking second place. Darren Turner & Matt Topham in the Newbridge Motorsport Aston Martin Vantage AMR GT4 eventually taking 1st in the GT4PA class. Jordan Collard & Tom Edgar were next over the line to take 3rd in GT4S in the Toyota Gazoo Racing UK Toyota GR Supra GT4. Chris Salkeld & Tom Rawlings took 4th in the GT4S class in the Century Motorsport BMW M4 GT4. Team BRIT celebrated its best result of the season with Aaron Morgan & Bobby Trundle taking 5th in class in their McLaren 570S GT4.

Continuing the RAM Racing success after getting pole for Race 1 it was Loggie's teammate Belgian Ulysse de Pauw & John Ferguson taking pole for the second race in their Mercedes AMG GT3. De Pauw set a time, the first ever below 1 minute 46 seconds at Snetterton.

Improving by one position the R Racing Aston Martin Vantage AMR GT4 would take pole for GT4 in Race 2, this time driven by Jamie Day, who would also smash the Championship qualifying Class record.

Onto race two and RAM Racings successful weekend



Race 2 start

© Motorsport Imagery

continued, Ulysse de Pauw & John Ferguson scoring their maiden Intelligent Money British GT Championship victory. Ferguson was under intense pressure late on in the race from Adam Balon & Sandy Mitchell in the Barwell Motorsport Lamborghini Huracan GT3 Evo but remained calm to the chequered flag.

John Ferguson & Ulysse de Pauw RAM Racing Mercedes-AMG GT3 keeps calm under pressure from Adam Balon & Sandy Mitchell Barwell Motorsport Lamborghini Huracan GT3 Evo and takes the win in Race 2



© Motorsport Imagery



Grevstone GT McLaren 720S GT3 of Stewart and Lewis Proctor, 5th in GT3SA class, second race.

Further back the GT4 win was again a first win of the season for Jack Brown & Will Burns and the Century Motorsport BMW M4 GT4.

Ulysse de Pauw in the Mercedes kept his advantage at the start and managed to build up a lead over team-mate Callum Macleod in the other Mercedes, who had gained a position over the 2 Seas Mercedes of Lewis Williamson & James Cottingham when they had to pit with a suspected puncture. To add to his problems in race one, Jonny Adam in the Mercedes did not have the easiest of opening laps in race two, being caught between Sandy Mitchell & Adam Balon in the Lamborghini and Marcus Clutton & Morgan Tillbrook in the Enduro Motorsport McLaren 720S GT3 at turn 1. Clutton fell further behind as he went wide onto the grass a few corners later.

Mitchell in the Lamborghini was really on a charge now, taking 4th and then 3rd when troubles hit Williamson in the



James Cottingham and Lewis Williamson, 2Seas Motorsport Mercedes-AMG GT3, 5th in GT3PA class second race

Mercedes. On the exit of Wilson, Mitchell took 2nd place driving around the outside of Macleod's Mercedes. By the time Mitchell and race leader De Pauw pitted the gap was down to 5 seconds.

The Teams exited the pits in the order they entered, but



Matt Cowley and Marco Signoretti, Academy Motorsport Ford Mustang GT4, 2nd in GT4S class second race

now the RAM Mercedes-AMG had John Ferguson at the helm and Adam Balon behind the wheel of the Barwell Lamborghini. Balon was making slow but steady progress narrowing the gap to Ferguson, but the Ram Racing driver remained calm and took the flag a mere 0.3 of a second ahead.

Third step on the podium was taken by Flick Haigh & Jonny Adam in the 2 Seas Motorsport Mercedes, making up for the bad luck in the first race. Redline Racing pairing James Dorlin & Alex Malykhin in their Lamborghini Huracan GT3, took full advantage of contact between the 7TSIX McLaren 720S GT3 of Mia Flewitt & Euan Hankey and the Enduro Motorsport McLaren 720S GT3 of Morgan Tillbrook & Marcus Clutton to finish 4th. Tillbrook & Clutton



The Assetto Motorsport Ginetta G56 GT4 of Freddie Tomlinson & Joe Wheeler 9th in GT4S second race, slightly off the racing line

finishing 5th, a decent result considering at one stage they were last on track!

Concluding the top six was RAM Racings second Mercedes with Ian Loggie & Callum Macleod.



Mia Flewitt & Euan Hankey, 7TSIX McLaren 720S GT3 8th in class GT3PA in second race.

In GT4, the top two places on the grid, occupied by the R Racing Aston Martin Vantage AMR GT4 of Jamie Day & Josh Miller and the Steller Motorsport Audi R8 LMS GT4 of Sennan Fielding & Richard Williams would be serving a success penalty which meant Will Burns & Jack Brown in the Century Motorsport BMW M4 GT4, starting third, could hopefully take advantage of this. With excellent driving from both Will Burns and Jack Brown this indeed was the case. Senna Fielding took no time whatsoever to pass Jamie Day to take the lead, soon followed by Burns. The Steller Audi



Nick Halstead & Jamie Stanley, Fox Motorsport McLaren 720S GT3, 6th GT3PA class in second race

Tom Rawlings & Chris Salkeld Century - Motorsport BMW M4 GT4, 8th in class GT4S in second race.

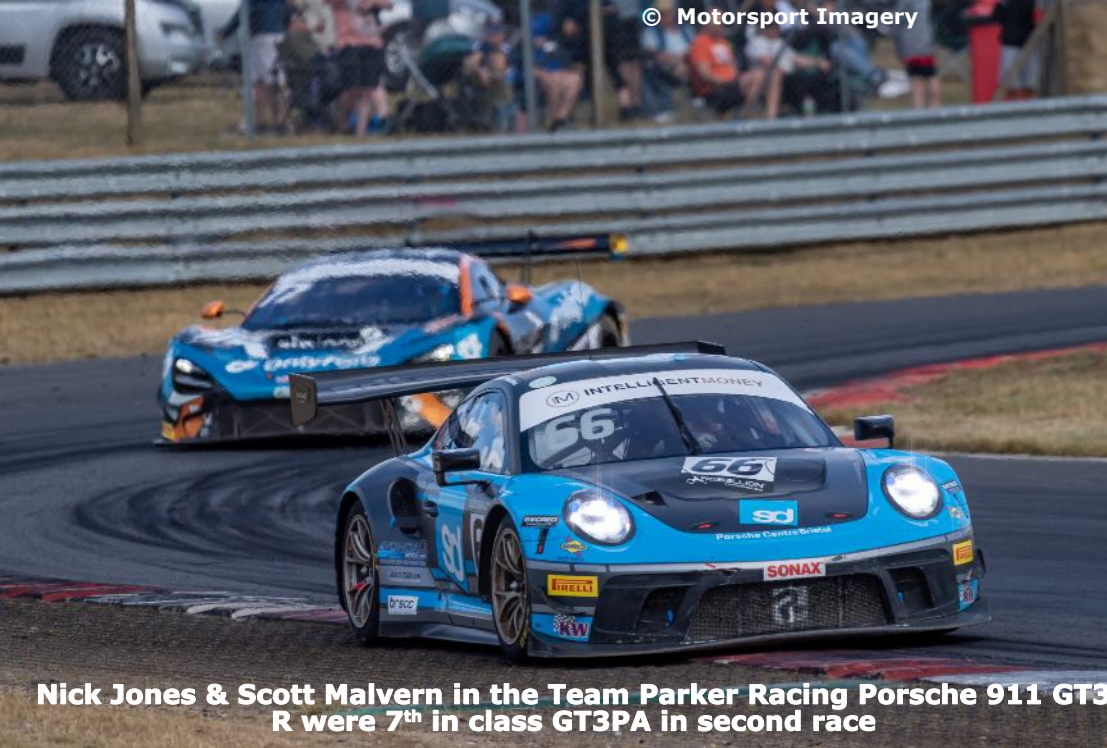


as predicted dropping down the order to 10th due to extra seconds in the pit.

Behind the top two, Matthew Graham & Ross Wylie (Valluga Racing Porsche 718 Cayman GT4), Darren Turner & Matt Topham (Newbridge Motorsport Aston Martin Vantage AMR GT4) and Marco Signoretti & Matt Cowley (Academy Motorsport Ford Mustang GT4) also overtook the R Racing Aston Martin Vantage AMR GT4 of Jamie Day & Josh Miller before the pit window opened after 28 minutes.

As a Pro-Am pairing, Turner & Matt Topham would serve a shorter mandatory stop than their Silver-graded rivals, Topham in the Aston Martin Vantage, therefore emerging out in front by a few seconds when they re-joined.

Jack Brown & Will Burns BMW M4 GT4 soon hunted down the Topham & Turner Aston Martin and tried to pass around the outside of Palmer, eventually getting past around the outside of Agostini to take the top spot from Newbridge



Nick Jones & Scott Malvern in the Team Parker Racing Porsche 911 GT3 R were 7th in class GT3PA in second race

with seven minutes remaining.

The Academy Motorsport Ford Mustang driven in the first stint by Marco Signoretti was within the top five when he pitted and Matt Cowley took the wheel. Cowley immediately getting up to a blistering pace after he re-joined. He was within the top three with just a handful of laps remaining, passing Topham on the final lap to snatch a hard-earned 2nd place in GT4S.

Matt Topham and Darren Turner took another class win in GT4PA, while the Toyota Gazoo Racing UK Toyota GR Supra GT4 of Tom Edger & Jordan Collard were 3rd in GT4S. Ashley Marshall & Moh

Ritson in the Paddock Motorsport McLaren 570S GT4 were 4th in GT4S.

Ross Wylie & Matthew Graham in the Valluga Racing



Tom Edger & Jordan Collard Toyota Gazoo Racing UK Toyota GR Supra GT4 was 3rd in class GT4S in Race 2

Porsche 718 Cayman GT4 RS CS were promoted to 5th in GT4S after the Stella Motorsport Audi R8 LMS GT4 of Richard Williams & Sennan Fielding collected a time penalty for speeding in the pits, this dropping them from 5th to 10th in class.

The next race is on July 23/24 at Spa/ Francorchamps in Belgium.



The Team Parker Racing Porsche 718 Cayman GT4 RS CS of Jamie Orton & Seb Hopkins making full use of the track to finish 6th in GT4S second race

Footman James Coffee and Chrome

Impney Estate,

3rd July 2022.

By Simon & Janet Wright.





For their largest Coffee and Chrome meeting so far, Footman James returned to the Impney Estate, near Droitwich. Previous Coffee and Chrome meetings have released around 500 tickets, but this event allowed for up to 1,000 vehicles to attend. The settings in the grounds of the former Chateau Impney Hotel are stunning and it is disappointing to think that not many more events like this may be able to occur. It is believed that plans have been drawn up to build a village on the grounds of the estate, while leaving the Chateau Impney hotel to remain as a

of classic vehicles, right up to the latest supercars, all are welcomed and get interest from the enthusiasts as they wander round. There are also plenty of food and drink vendors around to keep visitors suitable refreshed.



A modern classic, the Dodge Viper was an American sports car built between 1991 and 2017, with a short break between 2010 and 2013. The two seater sports car was available as either a lift-back coupé or as a convertible. It is powered by the fabulous sounding Viper V10 8 litre engine, with three versions over the production run at 8 litre, 8.3 litre and 8.4 litre. Power outputs ranged from 400 hp up to 645 hp. This gave it a 0-60 mph time of 3.5 to 4.5 seconds and a top speed of 160 mph to 200 mph depending on the engine configuration. When launched in 1992 it sold for \$52,000 and generated a lot of interest in the company.



61 Porsche 718 RSK Spyder and 1973 Plymouth Barracuda



Vauxhall Cresta



Buick Grand National



1977 Suffolk Jaguar SS100



2002 MG ZT 190



1982 Ford Capri 1.6 Calypso



2004 Chrysler Crossfire Roadster.



1932 Alvis 12/60
August 2022 Four seat tourer



1991 Rover Mini Cooper 1275 ,
1969 Triumph Spitfire Mk3 and
1977 Leyland Cars Mini 1275GT



An unusual car was the 1986 Vauxhall Cavalier Mark II cabriolet. The Cavalier Mark II was built between 1981 and 1988 and was a transverse mounted front engine, driving the front wheels. This had the 1796cc four cylinder engine with electronic fuel injection. The cabriolet was based on the two-door saloon and converted by Hammond & Thiede in Germany.

This immaculate Mini Clubman held an interesting secret. Instead of the normal A Series 1100cc or 1275 GT engine, this is powered by a K-Series engine from a MG TF. The



1.8 litre DOHC VVC engine produces 190 bhp after modifications. It also has the matching 5-Speed transmission, with purpose built drive shafts.

TVR have been making British sports cars since the start of the 1950s. The first TVR chassis was made in 1949 in Blackpool. It used a live rear axle from a Morris 8 with independent trailing arm front suspension. It was driven by a 1172cc Ford side valve engine and the bodywork was made from aluminium. The company specialises in making lightweight sports cars with powerful engines. The silver 2003 TVR T350T was produced between 2002 and 2006 with 460 built. Powered by a 3.6 litre Speed Six 6-cylinder engine, which produced 350 hp. This is a Targa top version. It had a top speed of 175 mph and a 0-62 mph time of 4.4 seconds.



The blue 1998 Griffith 500 started as the Griffith in 1991 and ran until 2002. It is powered by a 5 litre Rover V8 engine which produced 340 hp. The fibreglass body made the car lightweight and gave it a top speed of 169 mph and a 0-60 mph time of 4.1 seconds.



1985 Marcos Mantula V8 4 litre



1991 Citroen BX GTI



FJ had extra security in case of problems....



78 Austin Morris Mini 1275 convertible



1964 Cadillac Coupe de Ville convertible



1975 Triumph Toledo



Various motorcycles



Aston Martin Vantage



1936 Chrysler Airstream 4-Door sedan.

Produced by Chrysler in America in 1935 and 1936, it was a revised version of the Chrysler Six Series CA and CB. It was available with either the straight Six or Straight eight engine. The Straight six is a 6-cylinder 241.5 cu.in (3957cc) L-Head engine with a downdraft carburettor producing 91 hp. It drives the rear wheels through a 3-Speed manual gearbox with a semi-floating rear axle. It had a wheel base of 116 inches and hydraulic four wheel brakes. The front doors open conventionally, but the rear doors open from the front (suicide doors). A similar car with the same Airstream name was sold by De Soto, Chryslers companion brand.

1972 Morris Marina Coupe 1.3 Super.

The Marina was the conventional front engine, rear wheel drive, small family car from British Leyland. This was a direct competitor for the Ford Escort. The Marina was available with either the 1275cc A Series engine or the 1.8 litre B Series engine. It was produced between 1971 and 1980 as a 4 door saloon, 2 door coupe or 5 door estate. A van and pick up truck were also available. Over a million were built during this period. It used torsion bar suspension on the front and leaf spring suspension on the rear. High performance TC versions were built, using twin SU carburettors on both the A series and B Series engines. Front and rear spoilers and alloy wheels were also optional extras..



1996 Nissan Stagea WC34 Series 1 Station Wagon.

Often confused with a Volvo, this Nissan was actually produced as direct competition to the Subaru Legacy Touring Wagon in Japan. It was produced between 1996 and 2007 and was exclusive to Nissan Prince Store Japanese dealerships. The Stagea was available with either a 2 litre single cam inline six cylinder engine producing 129 hp, a 2.5 litre twin-cam naturally aspirated inline six cylinder engine, a 2.5 litre twin-cam turbocharged inline six cylinder engine producing 231 hp or a 2.6 litre twin-cam, twin-turbocharged inline six cylinder engine which produced 276 hp. The 2.6 litre engine is the same as in the R33 Skyline GTR. It was also available as a rear wheel drive (RWD) all All Wheel Drive (AWD).



Ford Hot rod



1968 Volkswagen Variant Squareback



1929 Rolls Royce Phantom 1



1991 Nissan 300ZX Twin Turbo



Fiat X1/9 five speed



1972 Datsun 240Z



1950 Alvis TC21



1995 Nissan GT-R



2003 Alfa Romeo GTV Spider.



1958 Renault Dauphine

Another modified car that is not what it appears. Looking like a Renault Dauphine, the body actually sits on a Volkswagen Beetle floorpan and Beetle running gear. The interior has been fully replaced, with retro front bucket seats and a bench rear seat all in a tan colour scheme, along with new door interiors in the same tan colour. A brown contrasting carpet and head-lining complete the interior refit.

The original Dauphine was a rear engine, rear wheel drive, economy 4-door sedan, built by Renault between 1956 and 1967. It had an 845cc 4-cylinder engine which produced 32 hp and could accelerate from 0-60 mph in 37 seconds and a top speed of 70 mph. It was the Renault entry in to the economy car market, to rival the Citroen 2CV, the Volkswagen Beetle, The Morris Minor and Austin Mini and the Fiat 500.



1974 Lamborghini Urraco S

An Italian 2+2 sports car launched at the 1970 Turin Auto Show as a more affordable sports car and an alternative to the Ferrari Dino and Maserati Merak. It was manufactured between 1972 and 1979. Powered by a 2.5 litre 16 valve, OHC Lamborghini L240 V8 engine which produced 217 hp and 162 lb-ft of torque. This gave the car a top speed of 149 mph and could accelerate from 0-62 mph in 6.9 seconds. A total of 791 were built, including a few with a 2 litre V8 which produced 180 hp and had a top speed of 134 mph and a 0-62 mph time of 7.2 seconds. Almost two hundred were built with a 3 litre DOHC V8 which produced 247 hp and had a top speed of 162 mph and a 0-62 mph in 5.6 seconds.



Goodwood Festival of Speed

Goodwood House

23rd - 26th June 2022.

By Syd Wall.



BMW's new Hypercar was launched, literally, on the end of a lollipop stick



© Syd Wall

© Syd Wall

The Goodwood House central sculpture celebrated 50 years of the BMW M range



Remarkably, Wayne Rainey rides his world championship winning Yamaha YZR500 ahead of 4 other world champions

weighs 1000kg - work it out for yourself. The mind really boggles when you look at the downforce numbers. Standing still with the fans on full power? You've got 2000kg of downforce! At 150mph, the downforce is 2250kg and the car corners on rails. You have to wonder what speed would have to be reached before there was even a hint of loss of traction. On Saturday, Alex Summers set the hill's 2nd fastest time ever, 40.04s and I must admit that as a hillclimb fan, I didn't think circuit specialist Max Chilton would be able to beat hillclimb specialist Summers. But on Sunday, Max smashed the Romain Dumas VW ID R record, recording a 39.08s.

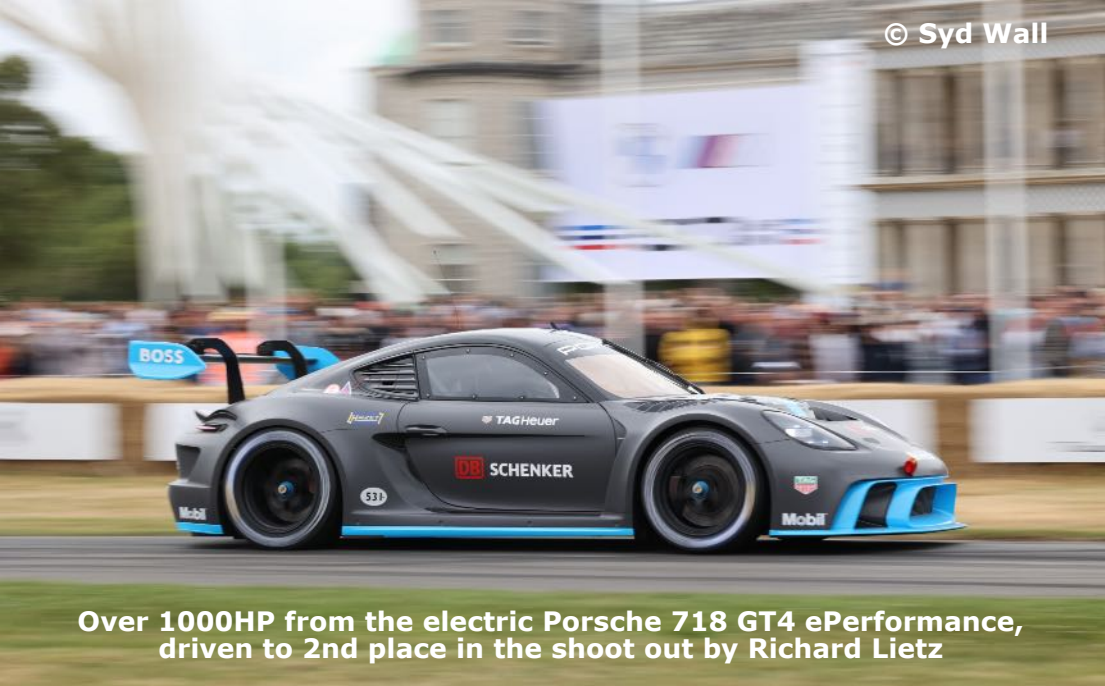
There were some special moments during this year's festival but surely the one most will remember is seeing Wayne Rainey riding his Yamaha YZR500 up the hill, flanked by three more superstars from the two wheel world, Kevin Schwantz, Mick Doohan and Kenny Roberts. Wayne was paralysed when going for his 4th 500cc world championship in 1993 and hasn't been able to sit on a bike since but with modifications to the bike, he was able to ride up the hill at least 6 times over the weekend, even pulling a wheelie while leaving the starting on Saturday morning.

In the 4 wheel world, a plethora of electric cars made some quite stunning ascents up the hill, but the overwhelming star of the show was the McMurtry Spierling, a miniature Batmobile which was driven over the weekend by British Hillclimb star Alex Summers and ex F1 and IndyCar driver Max Chilton. McMurtry were at Goodwood last year with Derek Bell and Summers demonstrating the potential but this time, the 2022 Goodwood Edition was a no compromise competition car with full electric power from just two electric motors, one for each rear wheel and a pair of fans sucking the car onto the ground. They don't publish horsepower figures, only that the car gives 1HP per kilogram of weight and the car

© Syd Wall



A very happy Alex Summers has just clocked 40.04s in the McMurtry Spierling



Over 1000HP from the electric Porsche 718 GT4 ePerformance, driven to 2nd place in the shoot out by Richard Lietz

Richard Lietz claimed second fastest in the shootout in the 1072HP Porsche 718 GT4 ePerformance, but almost 5.5s slower on 45.50s.

Petrol powered cars took the next three places: the superbly driven 1982 March BMW F2 car of Ben Mitchell, just 2 litres and 300HP, on 45.64s, regular winner Justin Law's Jaguar XJR12D on 45.81s and the astonishing Subaru GL Family Huckster created by Travis Pastrana on 46.20. It has a

turbocharged Subaru flat 4 boxer engine producing 862 HP and has air brakes which deploy when braking, a rear wing and flaps at each corner raising to help slow the car.

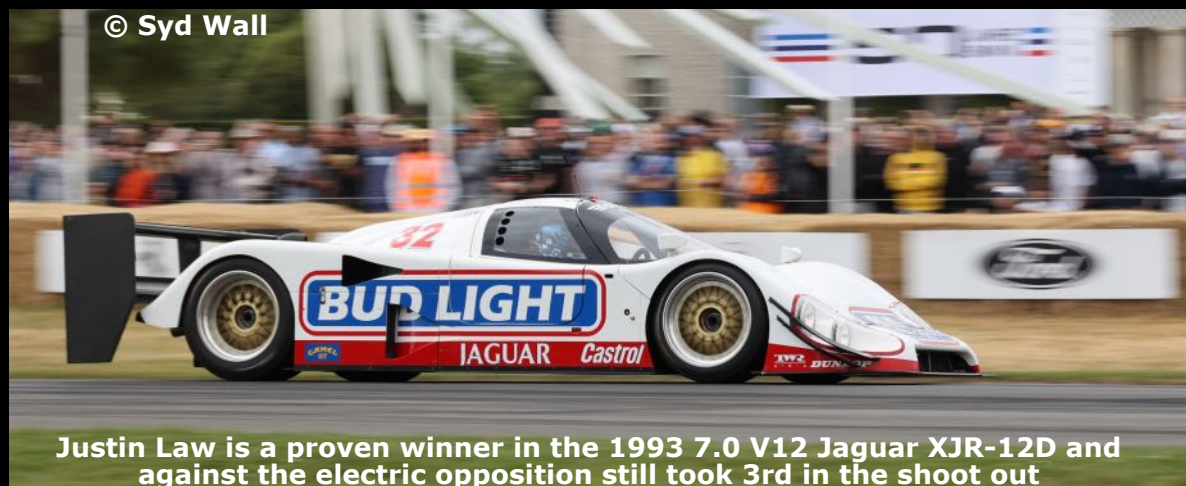
I was in the top assembly area when Pastrana and then Summers set their times on Saturday afternoon. Fastest of all on



The outrageous Subaru Gymkhana GL Wagon of Travis Pastry's shows off it's prodigious suspension travel

Thursday, Pastrana knew he had set a quick time, then a marshal gave him the 40.04s time set by Summers. He was astonished. One wonders what chance internal combustion engines have for the record in future. Figures of near 2000hp are becoming ever more common for electric prototypes, witnessed by the next on the list of finishers, the 1972 Ford Supervan Mk4. Not the year of

manufacture; 1972 is the HP figure for this 2022 4 electric motor creation, Romain Dumas pushing the van to a time of 46.58s. Burnouts are common off the Goodwood startline but when not being driven to set a time, the sight of the Supervan burning all 4 tyres was quite something.



Justin Law is a proven winner in the 1993 7.0 V12 Jaguar XJR-12D and against the electric opposition still took 3rd in the shoot out



Jackie Stewart drives his 1966/67 3.0 H16 BRM P83



"Il Leone" - Nigel Mansell in the 3.5 V12 Ferrari 639 from 1989

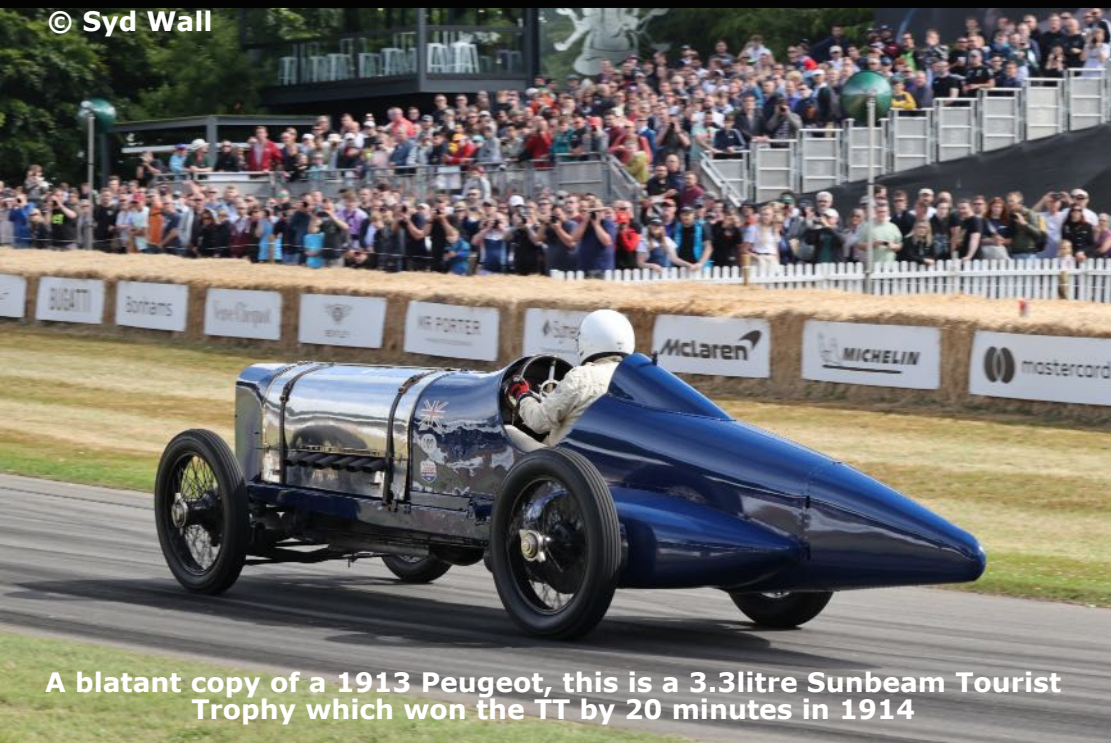
Former World Champions Jackie Stewart and Nigel Mansell were two of the biggest stars to visit the festival this year, with Stewart driving the 1966 BRM P83 while Mansell drove the 1989 3.5 V12 Ferrari 639 on Saturday and Red 5, the Williams FW14B on Sunday. Mansell made

a genuinely emotional appearance on the balcony of Goodwood House in front of thousands of enthusiastic fans made him say "I feel like I've just won the British Grand Prix". He hasn't been to Goodwood for a few years but you feel that he'll be an annual visitor. Now enjoy the gallery of images demonstrating the A-Z of 113 years of motoring. 65



Tom Williams in the Ford Fiesta Rally2 used by Martin Prokop on the 2021 Rally Finland

Steve Biagioni can call on 1000HP from his 7.4 V8 turbo Nissan GT-R in the Driftkhana competition 1



A blatant copy of a 1913 Peugeot, this is a 3.3litre Sunbeam Tourist Trophy which won the TT by 20 minutes in 1914



Alex Brundle drove the 1989 5.0 V8 turbo Sauber Mercedes C9

A 1989 Lancia Delta Integrale 16V in the alternative red Martini colours



© Syd Wall

Almost 2000HP for the Ford Supervan 4 - 6th in the shootout driven by previous record holder Romain Dumas



© Syd Wall

an early 1974 Lancia Stratos HF in Group 4 specification, rallied by Sandro Munari and Jean-Claude Andruet



© Syd Wall

© Syd Wall



Brilliant stunt show from Lee Bowers and Terry Grant

Bill Gwynne Motorsport built this MG ZR to S2000 specification for MG Rover in 2008 and was driven by Mark Higgins with some success



© Syd Wall

Classic nose-up jump for an Audi Quattro S1 E2



© Syd Wall

© Syd Wall



Friday's rubber trail showed Travis Pastrana wasn't holding back but the roll seconds later took the car out for the weekend

© Syd Wall



Lorina McLaughlin lights up the track in her ex-Michael Schumacher 1992 Benetton Ford B192

Ford B192

August 2022

© Syd Wall



Buy one get one free - two Singer 'Reimagined' Porsche 911s

© Syd Wall



First public appearance for Porsche's Hypercar for 2023, the 963

Gary Le Coadou's perfect Toyota Celica GT-Four ST185

© Syd Wall

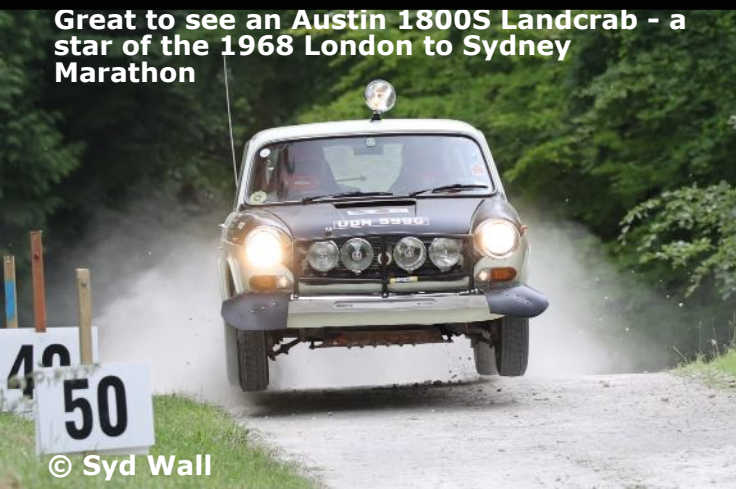


Nasser Al-Attiyah won the 2022 Dakar Rally in this 5.0 V8 Toyota GR DKR Hilux and demonstrates it here

© Syd Wall



Great to see an Austin 1800S Landcrab - a star of the 1968 London to Sydney Marathon



© Syd Wall

James Dean bought this fabulous 1.5 Lotus Offenhauser X but late delivery meant the famous Porsche 550 Spyder replaced it



© Syd Wall

© Syd Wall

Not often seen in this country - a 1.4 Renault 5 Turbo, 1987 championship winner with Erik Comas from the French Supertourisme series



© Syd Wall



NASCAR driver Ed Berrier drove this 2016 Bond-liveried 5.9 V8 Chevrolet Impala SS

© Syd Wall



On the rally interview stage, Ryan Champion, Max McRae and Alister McRae

© Syd Wall



Iconic Bernard Beugin 1978 Monte Carlo livery for Connor Falvey's Porsche 911 3.0 RS

The ingenious twin engine, twin gearboxed, 2 x 1.8 4 cylinder supercharged 1986 VW Scirocco built by Kim Mather. After winning two championships, the organisers banned it



One of only 3 Lancia Fulvia HF Barchettas, this example won its class on the 1969 Targa Florio driven by Sandro Munari and Rauno Aaltonen



One of the jaw-droppers of the Festival - Travis Pastrana's 830HP Subaru Gymkhana GL Wagon



© Syd Wall



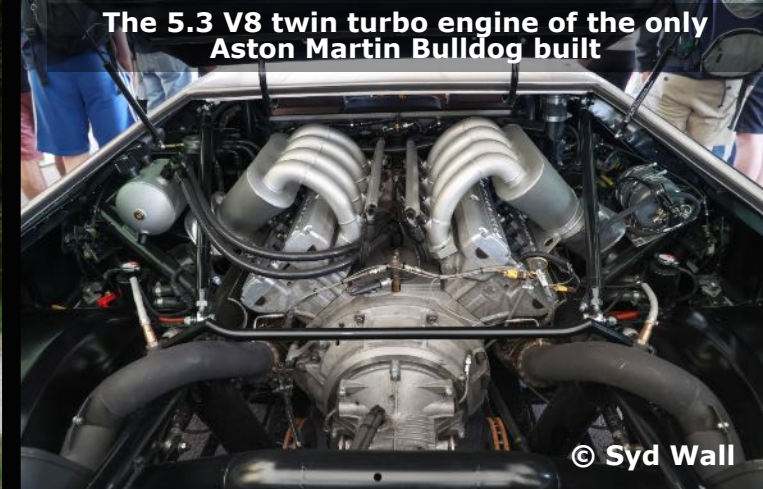
Steve Chamberlain's Mitsubishi Lancer Evo IV



© Syd Wall
One of the less well known Grp B cars, Anthony Walker's lovely Nissan 240RS



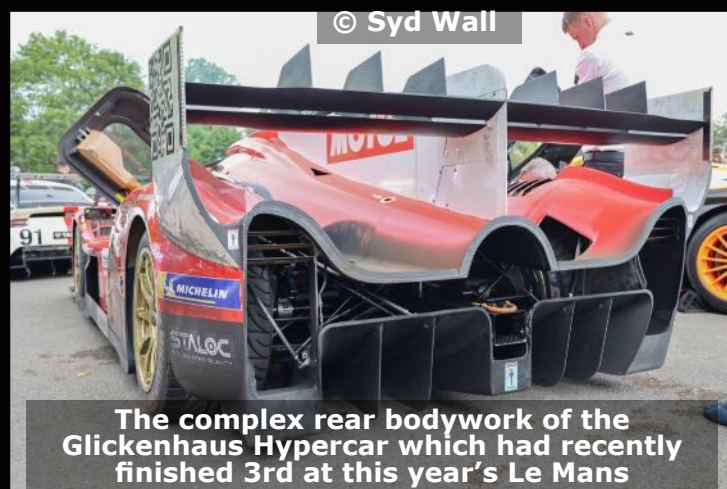
© Syd Wall
One of three Auto quattro Coupe Dakars built by French Audi importers VAG in 1985. One finished 17th



© Syd Wall
The 5.3 V8 twin turbo engine of the only Aston Martin Bulldog built



© Syd Wall
The 1941 4.5 V12 supercharged Alfa Romeo, unfulfilled promise due to WW2



© Syd Wall
The complex rear bodywork of the Glickenhaus Hypercar which had recently finished 3rd at this year's Le Mans



© Syd Wall
This amount of steering lock means it has to be a Drifter - James Dean's 900hp Eurofighter BMW M3



© Syd Wall
The best result for this 1977 Ford Escort Mk2 RS1800 was Russell Brookes' Circuit of Ireland win but previously driven by Lasse Lampi and Hannu Mikkola



© Syd Wall
The dramatic sharknose 1.5 V6 Ferrari 156 from 1961



© Syd Wall
Ryan Champion showed the power of Ford's first group B car, the RS1700T, 70 quickly scrapped for the RS200

The great Jacky Ickx in the 1977 2.1 flat six turbo Porsche 936 in which he won Le mans that year



© Syd Wall



The exhaust note of the wonderful 6.0 V16 Supercharged Auto Union never fails to please - Tom Kristensen at the wheel



© Syd Wall

The unmistakable shape of the 1983 Toleman Hart TG183B driven by Ayrton Senna



The jump has a kink which makes all cars land on the left front - John Saunders' ex-Harri Toivonen's MG Metro 6R4

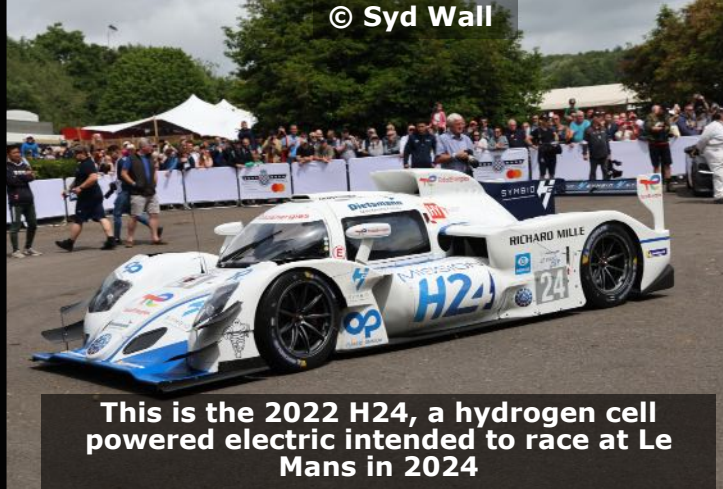
© Syd Wall

This Lancia Delta HF Integrale is in Safari Rally spec and Juha Kankkunen finished the rally in 1992. Steering breakage just after this Friday photo retired it for the weekend



© Syd Wall

© Syd Wall



This is the 2022 H24, a hydrogen cell powered electric intended to race at Le Mans in 2024

© Syd Wall

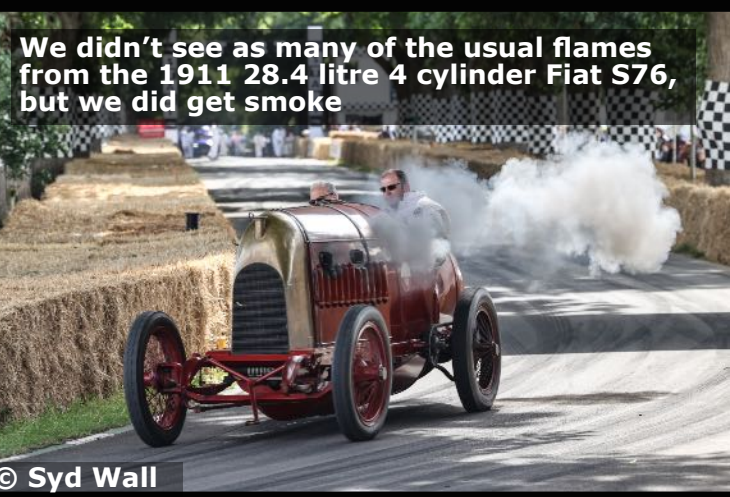


Two Chevrolet powered CanAm monsters - the little-known never raced Hepworth GB1 and the McLaren M8F

© Syd Wall



You won't often see a 1975 Citroen DS23 IE doing this - Harry Martens' self built example



We didn't see as many of the usual flames from the 1911 28.4 litre 4 cylinder Fiat S76, but we did get smoke

© Syd Wall



© Syd Wall

This massive Peugeot 3008 DKR won the 2018 Dakar driven by Carlos Sainz. Here, it's football manager and rally fan, Andre Villas-Boas

Wheelspin AutoSolo

Curborough.
5th July 2022.
By Simon & Janet Wright.

Most Successful Mazda MX5 driven by
Michael Dolby to Fastest Time of the day and
by Steve Dolby to 2nd in Class E





Awaiting the start of Test B

The Wheelspin AutoSolo was held at Curborough on Saturday 9th July 2022, organised by Cannock and District Car Club as part of their Wheelspin series 2022. Lovely Sunny weather greeted the competitors as they competed across two tests utilising the Curborough sprint course just outside Lichfield.

Test A was the main test and started on the main straight outside the commentary box, running up a left at the cross-

over, running the right way round the Shenstone hairpin, back down to a right at the cross-over and round the back straight in a reverse to the normal direction and finishing just to the left of the commentary box.

Test B (Start Line Test) started at the paddock gate and ran down to the start line, a loop round the start line assembly area and a run back up the hill toward the commentary box, with a quick hand-brake, 180m degree turn round the oil drum and back to the paddock entrance.

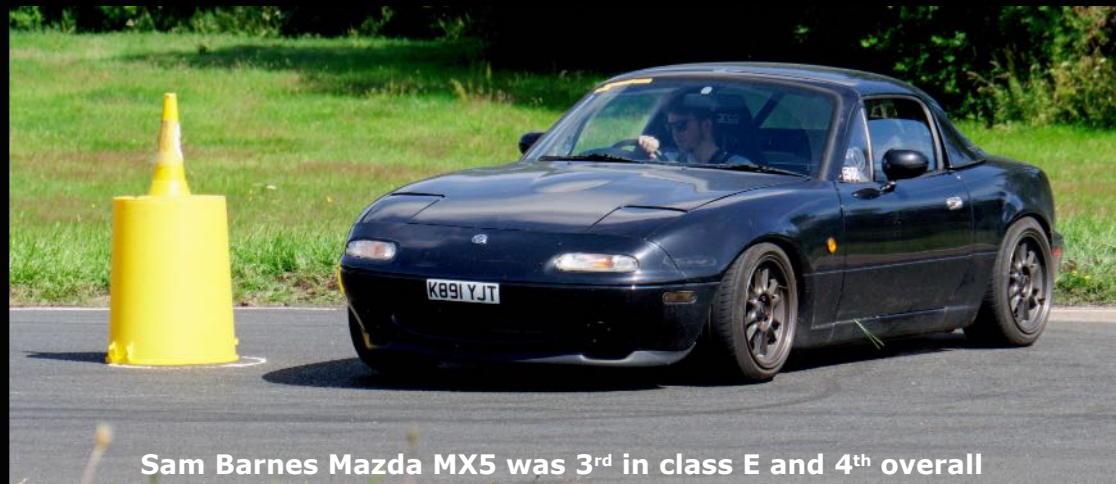
With thirty five cars entered and just the two tests, each driver was given multiple runs on each course.

With this event being part of UK Motorsports Street Car initiative, all competing cars must have an MOT and be legal to run on the road.

After some fast and very competitive runs it was Michael Dolby in his Class E Mazda MX5 who set the Fastest Time of the Day, with a total time of 555.5 seconds. He was almost eleven seconds head of his nearest rival at the end. In 2nd overall and taking the 1st in class award for class E was Gary Ridgeway in another Mazda MX5, with a total time of 566.1 seconds. In 3rd overall and only 1.3 seconds behind, taking the award for 2nd in class E was Steve Dolby in the shared Mazda MX5 with a total time of 567.4 seconds. Continuing the Mazda MX5 domination of this event, 4th overall went to Sam Barnes in another MX5 who was only 0.3 of a second behind to take 3rd in class E.



Gary Ridgeway Mazda MX5 was 2nd overall and 1st in Class E



Sam Barnes Mazda MX5 was 3rd in class E and 4th overall



Adam Humphreys Renault Clio 172 Cup 1st in Class B, 5th overall

Final breaking the Mazda domination was Adam Humphreys in a Renault Clio 172 Cup, who finished 5th overall to take the 1st in class B award with a total time of 599.5 seconds. After two more Mazda MX5 drivers taking 6th, Ollie Jones and 7th, Thomas Alison, we get to our next award winner. Dan Lister in a Renault Clio took 2nd in class B with a total time of 604.9 seconds and was 8th overall.



**2nd in class B -
Dan Lister
Renault Clio,
8th overall.**



**Class D 1st Maciej Czechowicz Fiat 126
9th overall.**

In 9th overall we had our next class winner, Maciej Czechowicz in the swift Fiat 126. He took 1st in class D with a total time of 606.8 seconds. Less than a second behind was class C winner James Nicholls in a Vauxhall Nova who was 10th overall and 1st in class C with a total time of 607.7 seconds.



**James Nicholls Vauxhall Nova
1st Class C, 10th overall**

Class A winner - Ashley Pearce Nissa Micra, 11th overall shared with Daniel Pearce 4th in class, 18th overall



Separated by just another second was the next class winner, 11th placed Ashley Pearce in a Nissan Micra with a total time of 606.8 seconds to take 1st in class A. Taking 3rd in class B was Ben Heggs in a Ford Fiesta who was 12th overall with a total time of 612.4 seconds.

2nd Class A Marc Grasby Vauxhall Corsa, 13th overall.

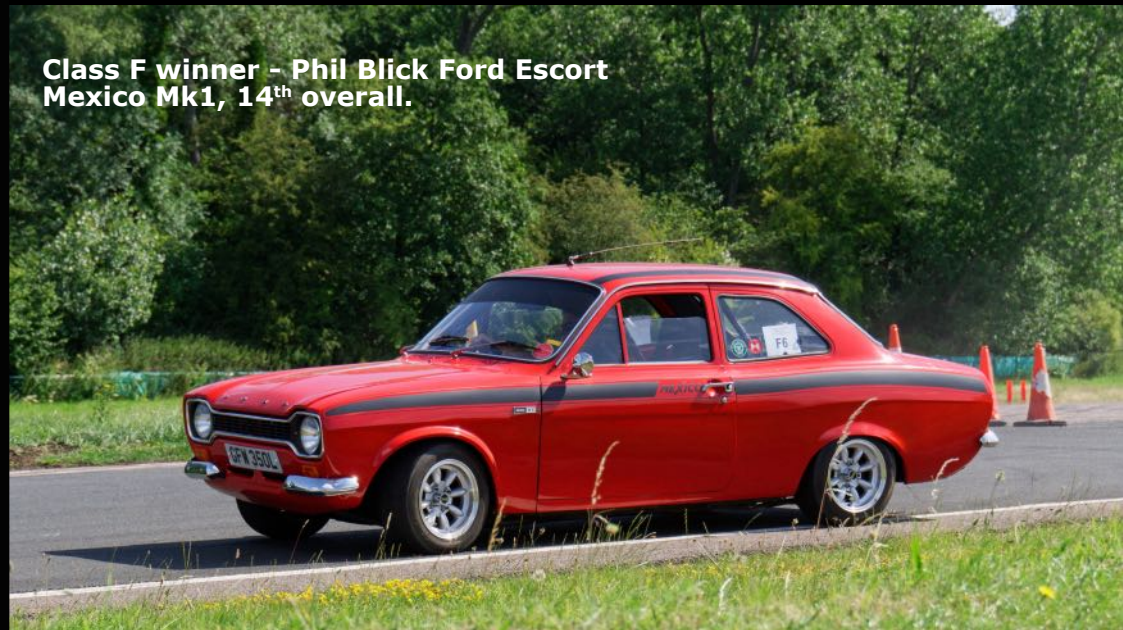


Considered to be unlucky by some, 13th was lucky for Marc Grasby in a Vauxhall Corsa who took 2nd in class A with a total time of 617 seconds. Tied on time was the final class winner, Phil Blick in a Ford Escort Mexico Mk1 who took the award for 1st in class F.

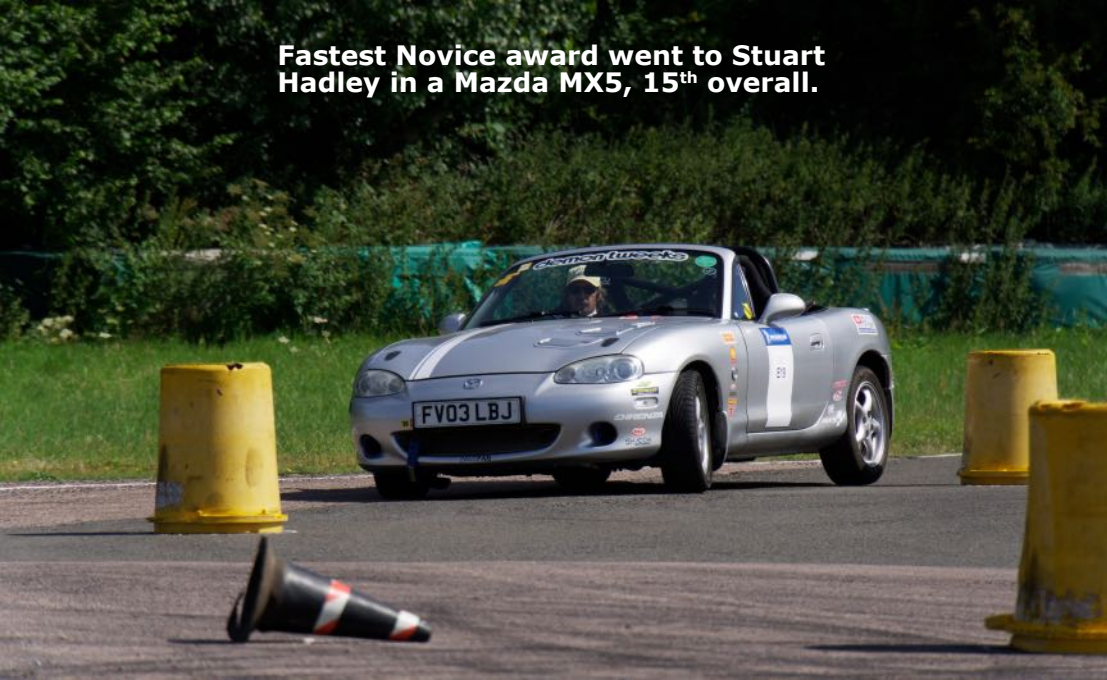


3rd Class B - Ben Heggs Ford Fiesta, 12th overall.

Class F winner - Phil Blick Ford Escort Mexico Mk1, 14th overall.



Fastest Novice award went to Stuart Hadley in a Mazda MX5, 15th overall.



In 15th overall was the Fastest Novice, Stuart Hadley in a Mazda MX5 who was tied on time of 617.7 seconds with Owain Thomas in a Honda Integra who took 2nd in class F.

The Honda Integra took two awards with Owain Thomas 2nd in class F and Adam Barnett took 3rd in class F



© Janet Wright

James Crudington Nissan Micra 3rd in class A, 17th overall



In 17th overall was James Crudington in a Nissan Micra who took 3rd in class with a time of 625.4 seconds. The awards continued with Richard Arme in a Nissan Micra who took 2nd in class C in 20th overall with a time of 631.6 seconds, even with the increased drag of a marker cone on one run!

Richard Arme Nissan Micra 2nd class C, 20th overall, including marker cone at the front.



Fastest Lady award, plus 3rd in class C went to Samantha Berry in a Ford Puma, 22nd overall.



Despite a quick spin on one run, the Fastest Lady award went to Samantha Berry in a Ford Puma in 22nd place with a time of 635.3 seconds which also gave her 3rd in class C. The Fastest Junior award went to Sam Harbour in a Mazda MX5 who was 25th overall with a time of 641.5 seconds.

Henry Holdcroft Mazda MX5 took 2nd in class D, 26th overall.



The final awards went to Henry Holdcroft in another Mazda MX5 who took 2nd in class D with a time of 645.7 seconds in 26th overall. In 3rd in class F was Adam Barnett in a shared Honda Integra, who finished 28th overall with a total time of 648.9 seconds. The final award went to Phil Marchant in a BMW Z3 who finished 31st overall to take 3rd in class D with a time of 655.3 seconds.

Fastest Junior award went to Sam Harbour in a Mazda MX5, 25th overall



The shared BMW Z3 of Phil Marchant, 3rd in class D, and Andrew Humphries, 4th in class D



John Paul Boardman Ford Puma
6th in class and 35th overall



Chris Ladkin Toyota MR2 Roadster
9th in class and 23rd overall.



Alex Duffield Citroen DS3
5th in class 33rd overall



Cvarl Barton VW Golf Mk2
4th in class and 24th overall.



Alan Lister Westfield se
11th in class, 34th overall



Mark Brotherhood Nissan Micra 5th in class
21st overall



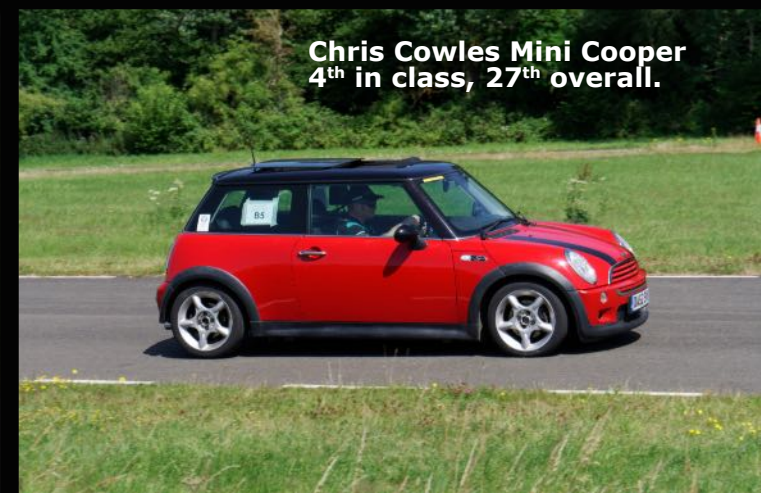
Ollie Jones Mazda MX5
5th in class and 6th overall



Pete Hales Citroen AX GT
5th in class, 29th overall



Chris Cowles Mini Cooper
4th in class, 27th overall.



Megaphonics,
Boxengasse, Oxfordshire.
2022,
By David Goose & Stuart Yates - Motorsport Imagery.



1992 Porsche 911 RS



1992 Porsche 911 Carrera 4 3600cc



The Autofarm courtyard

Megaphonics 2022

Few sports car marques have the following that Porsche commands, with in particular the familiar outline of the 911 series being easily recognisable. Each year for the last four years, a one day event has been held in a farm yard in Wendlebury near Bicester, Oxfordshire to celebrate the Porsche brand.

The farm yard, is known as Boxengasse, a location for all things Porsche and the occasional other car brands. Boxengasse and Autofarm, one

of the residents in the 25,000 square foot custom designed



workshop and other facilities, runs the annual event, known for the first three years as Oil-Cooled, but for the fourth year, it has been renamed Megaphonics. With over 45 years in business as Porsche specialists, there are few companies in the UK who have the expertise or passion for the Porsche brand that Autofarm possess. Megaphonics, held around Boxengasse's stunning 100 acre grass estate and large lake shows the passion the businesses have for all things Porsche.



Autofarm Workshop

The event has three main display areas, Autofarm / Boxengasse's own display area showing customer cars, cars being serviced / restored and cars being hosted for



1998 Porsche 930 Turbo S and 1954 Porsche 356 Pre-A 1500 Coupe

their owners. The second display area is for the main attraction, mostly for 911's and 356 model's and the various derivatives. The third area is for all other Porsche's, including Taycan's, Macan's, Panamera's, Boxsters and



1993 Porsche 911 Carrera 2 Coupe

PORSCHE



Porsche Carrera CS



1980 Porsche 924 Carrera GTP driven by Jurgen Barth, Derek Bell and Tony Dron at the 24 Hours of Le Mans

the likes, but it is regarded as more of a car park than a display area. All non Porsche models park in a general car park away from the featured cars.



1992 Porsche 911 Carrera 4.

With several hundred prized Porsches on display, this years event was held in good weather unlike the very wet 2021 Oil-Cooled event.

With several car club events being cancelled so far this year, apparently due to a lack of interest or attendees, its is



**1986 Porsche 911 RS 3.8
Reg No. 8000ST**



1968 Porsche Speedster.



1978 Porsche 911 SC, East African Safari Classic, 2021, Ken Block

encouraging to see the Porsche 911 owners and enthusiasts getting firmly behind the Megaphonics event. This is not a local event with visitors travelling from all areas of the country to attend. Overseas visitors were not



1963 Porsche 356C 1600



1988 Porsche 911 Turbo

easily recognisable, but a Covid restrictions are relaxed even further, visitors from Europe in future must surely only increase.



1964 Porsche 904 GTS 1966cc



1990 Porsche 964 C2 4.0L wide body

© Motorsport Imagery



1992 Porsche 959

© Motorsport Imagery



© Motorsport Imagery

1965 Porsche 911 Historic Racer
- David Clark & Philip Kadoorie August 2022



© Motorsport Imagery

JMC Racing Porsche 911, Bob Wollek



1959 Porsche 356A Coupe



1971 Porsche 911



1982 Porsche 911 SC



1989 Porsche 911 Turbo



1982 Porsche Carrera



1977 Porsche 911 Carrera RSR



1991 Porsche 911 Carrera 4TG



Porsche Diesel Tractor



2007 Porsche 911 GT3 RS



1971 Porsche 911 2.8 S/T Replica



1970 Porsche 911



Porsche RS



1967 Porsche 912

BOC Prescott members Meeting Hill Climb.

Prescott.

Saturday 2nd July 2022.

By Simon & Janet Wright.



Edmund Burgess Gould GR55 set the Fastest Time of the Day despite spinning out on his first run in the wet.



The latest Prescott members meeting hill climb took place at the beginning of July on a damp wet day in the Cotswolds. As well as being a round of the Bugatti Owners Club Speed Championship, the meeting was also a round of the MG Car Club Speed Championship. Although a wet track is a great equaliser on car performance, the fastest time of the day still went to Edmund Burgess in his Gould GR55 with a best time of 50.97 seconds despite having a fail on his first run due to a spin.

First cars on the hill were the nineteen contenders for the MG Car Club Speed Championship. There was a nice variety of MG cars



Ben Rolls Austin Healey Sprite won the MG Car Club Speed championship class

© Janet Wright

© Janet Wright



Andy Walker MG B V8 2nd in MG Class

entered, ranging from a MG PA, through Midgets and MG B models and a couple of more modern MG TF sports cars. This class was won by Ben Rolls in an Austin Healey Sprite with a best time of 55.38 seconds on his second time run. The wet circuit didn't prove a hinderance to Andy Walker in his MG B V8 who was 2nd with a best time of 57.13 seconds on his second run. In 3rd place was Paul Drake in an MG B GT with a time of 60.79 seconds. The



3rd MG was Paul Drake MG B GT

© Simon Wright



4th in MG Speed Championship class was Robert Orford MG B Roadster

final award in class went to Robert Orford in an MG B Roadster with a time of 60.92 seconds. The Bugatti championship is on handicap, so the fastest car does not necessary win. The Bugatti Owners Club Fassi Classic Speed Championship first class M1 2 was for Sports racing cars and racing cars and only two competing cars. With so few entires there were no awards given in the class. Martin Jones in an Elva Mk7 had a difference of 8.99 to his handicap, with a best time of 57.61 seconds. The

Fastest in BOC class M1 2 was Martin Jones Elva Mk7



BOC Class P3
1st Dave Parr
Ford Anglia

other runner in the class was Christopher Wigdor in a Mallock U2 Mk6B 8 with a best time of 61.95 seconds and a handicap difference of 10.57. Class P3 was for Saloon cars and was won by Dave Parr in a Ford Anglia, with a best time of 59.52 seconds and a handicap difference of 3.57. In 2nd place was Peter Hall in a Fiat Abarth OT 850 with a time of 69.94 seconds and a handicap difference of 3.74. In 3rd place was Matt Clarke in an Austin Mini with a time of 54.44 seconds and a handicap difference of 3.94. Class P4 was for Sports Cars. Charles Boulton in an MG B GT took 1st with a time of 57.64 seconds, and a handicap



BOC Class P4 1st Charles Boulton MG B GT

BOC P3 2nd Peter Hall Fiat Abarth OT 850



© Janet Wright

© Simon Wright



BOC P3 3rd Matt Clarke in an Austin Mini

© Simon Wright



BOC P4 2nd Ben Cross MG Midget

BOC Q2(i) 2nd Simon Firth Bernard Sunbeam Alpine Series 3



© Simon Wright

BOC Q1(ii) 2nd Richard Hampstead Renault Clio



© Janet Wright

BOC Q2(i) 3rd John White in a Mazda MX5



© Janet Wright

BOC Q2(ii) 2nd Sarah Davies Ford Fiesta ST2



© Simon Wright



BOC Q2(ii) 3rd Kenneth Williamson Mini Cooper S R53

difference of 0.81. The only other award in class was 2nd which went to Ben Cross in an MG Midget who set a best time of 57.75 seconds and a handicap difference of 2.42

The only runner in BOC Q1 was David Keeling Westfield 7



© Simon Wright

Moving on to Class Q1 New Barn Land Rover Speed RS Interclub License Championship Novice Sport only had one runner and no award. David Keeling in a Westfield 7 set a time of 65.55 seconds and a handicap difference of 8.80 Moving on to Class Q1(ii) New Barn Land Rover Speed RS Interclub License Championship Novice Saloon. This had 1st place awarded to George Tower in a Ford Fiesta ST with a best time of 59.84 seconds and a handicap difference of 1.84. The 2nd in class award went to Richard Hampstead in



© Simon Wright

BOC Class Q1(ii) 1st George Tower Ford Fiesta ST

a Renault Clio with a time of 56.02 and a handicap difference of 2.02.

BOC Class Q2(i) 1st Richard Snow Porsche Cayman GT4



© Simon Wright

Class Q2(i) New Barn Land Rover Speed RS Interclub License Championship Expert Sports saw Richard Snow in a Porsche Cayman GT4 take 1st with a time of 52.02 and a handicap difference of 2.52. In 2nd place was Simon Firth Bernard in a Sunbeam Alpine Series 3, with a time of 62.97 set on his first run and a handicap difference of 3.42. In 3rd we had John White in a Mazda MX5 with a time of 64.71 seconds and a handicap difference of 4.25. Class Q2(ii) New Barn Land Rover Speed RS Interclub License Championship Expert Saloon was won by Rob Gutteridge in a Renault Clio RS, with a time of 64.37

© Janet Wright



BOC Class Q2(ii) 1st Rob Gutteridge Renault Clio RS

BOC 2 2nd Peter Knights Rover Mitsubishi Metro 6R4 replica



© Simon Wright

BOC 3 2nd Austin Weltman in a Lotus Elise S1



© Janet Wright



BOC 9 2nd Aaron Colbourne Mygale MT02

BOC 9 3rd Murray Wakeman OMS CF96



© Simon Wright

Andrew Colbourne Van Dieman RF02FX Class BOC4



© Simon Wright



Rupert Marks McLaren M12 Class BOC3

© Simon Wright

Martyn Rawson Toyota MR2 Class Q1(ii) has a quick spin at Ettories



Tim Jeffrey Alpine GTA LMP Class BOC 3



© Simon Wright



Will Gough Alfa Romeo 4C class Q2(i)

© Simon Wright

seconds and a handicap difference of 0.87. In 2nd place was Sarah Davies in a Ford Fiesta ST2 with a time of 58.39 seconds and a handicap difference of 1.03. In 3rd place was Kenneth Williamson in a Mini Cooper S R53 with a best time of 62.18 seconds and a handicap difference of 1.58. We have now reached the Class BOC1 Bugatti Owners Club handicap Pre 1947. With only two entries, there were no awards given out. Paul Tebbett in a Lagonda 4.5 failed on the first run then set a time of 71.94 on the second, with a handicap difference of 1.94. The other competitor was

BOC 3 1st Oliver Chilton Mazda MX5



of 3.80 Class BOC3 was for Sports, with again awards for 1st and 2nd place. In 1st was Oliver Chilton in a Mazda MX5 with a time of 62.87 seconds and a handicap difference of 2.86. In 2nd place was Austin Weltman in a Lotus Elise S1 with a time of 61.20 seconds and a handicap difference of 5.68

© Simon Wright

BOC1 Pre 47 saw Paul Tebbett Laginda 4.5 set the best time in class.

© Janet Wright



BOC 4 Race 1st Simon Barnwell Mygale MT02



Steve Rees in a MG J2 who set a best time of 78.63, with a handicap difference of 2.70. Class BOC2 was for saloons, with awards for 1st and 2nd places. In 1st was James Fletcher in an Abarth 500 Esseesse who set a time of 57.42 seconds and a handicap difference of 3.41. In 2nd place was Peter Knights in his unusual Rover Mitsubishi Metro 6R4 replica with a best time of 54.95, set on his first run, with a handicap difference

The final class competing was BOC4 for race cars, with awards for 1st, 2nd and 3rd places. In 1st was Simon Barnwell in a Mygale MT02 with a time of 60.55 seconds and a handicap difference of 5.05. In 2nd place was Aaron Colbourne in the same Mygale MT02 with a time of 57.77 seconds and a handicap difference of 5.67. Finally in 3rd place we had Murray Wakeman in an OMS CF96 with a time of 52.79 seconds and a handicap difference of 6.57 .



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Sam Wilamowski BMW E30 318i
Class Q1(ii)



Richard Jones Porsche 911 Class P4



MG Car Club Speed paddock -
Robert Bell MG F



Garry Cox Reliant Scimitar GTE Class P3



George Harding Ford Escort 2000 BOC 2



Christopher Wigdor Mallock U2 Mk6 B Class
M1 2 showing support for the Ukraine



Mark Hobbs Ford Escort Mk2 Class P3



Steve Sims Renault Clio 172 Cup Class Q2(ii) had a big impact at Ettories but
happily walked away from the car while it was recovered



The VSCC Hawthorn Trophy Race Meeting.

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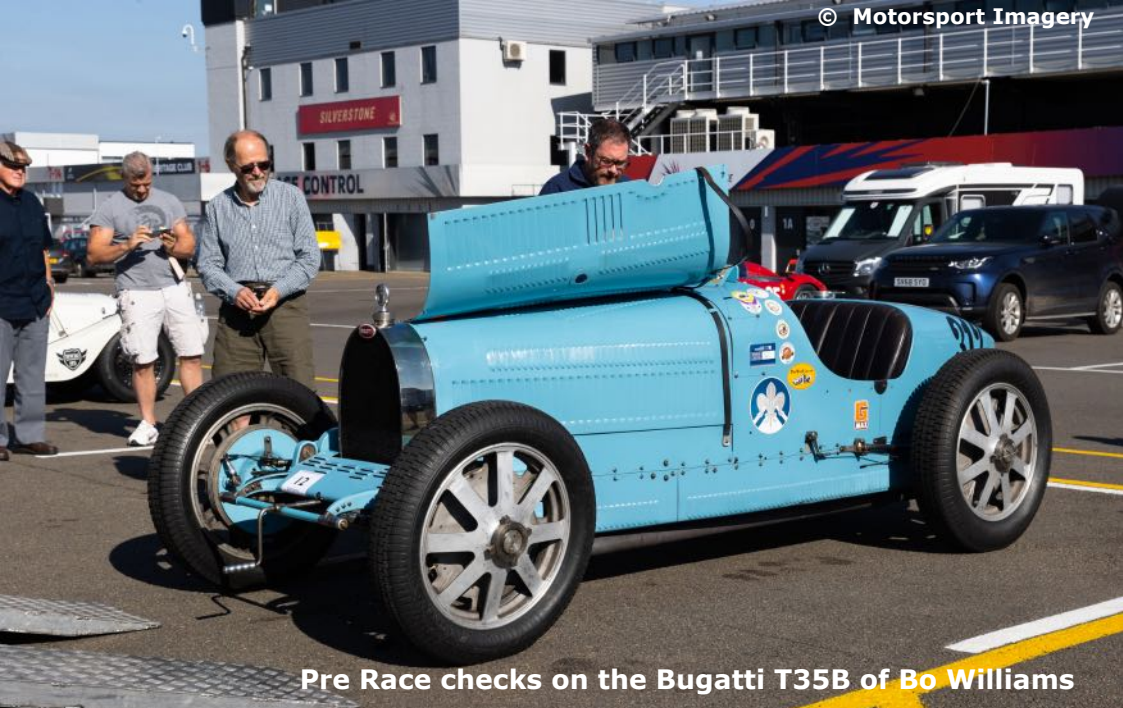
Silverstone National Circuit.

16th July 2022.

By Simon & Janet Wright, with additional photos by David
Goose and Stuart Yates of Motorsport Imagery.



Simon Blakeney-Edwards Alvis FD 12/75 FWD 4th Race 7 Allcomers
Handicap race for Pre-War cars



Pre Race checks on the Bugatti T35B of Bo Williams

The traditional VSCC Spring Start meeting held at Silverstone was delayed from its usual April date due to a

clashing race meeting at Goodwood. The replacement meeting took place in the middle of July. After practice and qualifying sessions during the morning, racing started after the lunch break. First off was the fifteen minute Silverstone Trophy Race for VSCC Specials. The Silverstone Trophy was first used in 2009. This was won by Oliver Llewellyn in a 1926/30 Bentley 3/8. He led from start to finish and after thirteen laps of racing, his winning margin was 6.17 seconds. In 2nd place was Michael James in a 1935 Riley 12 /4 TT Sprite Replica, who also set the fastest lap with a time of 1 minute 13.06 seconds on lap five. In 3rd place and over forty-seconds further behind was Sandford Andrews in a 1926 Morgan Aero 2 seater. In 4th place was the 1936 BMW 329/28 K of Tom Thornton. In 5th place, and winner of the handicap, was Anthony Seber in a 1935 Wolseley Hornet Special. The only other car to complete the full race distance was the GN/Ford Piglet of Douglas Cawley in 6th.



Silverstone Trophy winner Oliver Llewellyn in a Bentley 3/8 leading 2nd placed Michael James in a Riley 12/4 TT Sprite replica.



VSCC Hawthorn International Trophy winner Christopher Keen Kurtiss 500 S

The second race of the day was the 30 minute Tom Cole and Hawthorn International Trophy race for 1950s Sports Cars. This had twenty one cars on the grid, with Tim Llewellyn on pole position in an Allard J2. He led the first five laps before retiring on lap seven. This handed the lead to Christopher Keen in the Kurtis 500 S who had been within a couple of seconds of Llewellyn from the start. After a couple of laps Keen pitted, passing the lead to Jonathan Abecassis in an Austin Healey 100/4. When Abecassis made its pit stop it was John Ure in a Cooper Bristol T24/25 in the lead, with Keen right behind. Next time round Keen

was back in the lead, with Ure just behind and Abecassis was back to 3rd but over thirty-seconds behind. That was the finishing order, with Keen winning the Hawthorn International Trophy by just over three-seconds from Ure. Winner of the Tom Cole Trophy race and 1st of the FisCAR class was 3rd placed overall, Jonathan Abecassis in the Austin Healey 100/4. In 4th place was Paul Woolmer in the Elva Courier, 2nd in the FisCAR class and the last car to complete full race distance. One lap down in 5th overall was Alistair Pugh in a Frazer Nash Le Mans Rep, who was 3rd in the Hawthorn Trophy class. In 6th place overall and 3rd in the Tom Cole Trophy race was Jim Campbell in another Austin Healey 100/4.

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Standard & Modified Pre-War Cars winner Christopher Mann, ALFA ROMEO 8C MONZA chased by 2nd Ross Keeling Delayhaye 135MS

© Janet Wright



Tom Cole Trophy winner Jonathan Abecassis Austin Healey 100/4

Race 3 was the Fox & Nicholl Trophy race for Standard & Modified Pre-war Sports Cars. Claiming pole position was Ross Keeling in the 1936 Delahaye 135Ms, with the fabulous Alfa Romeo 8C Monza of Christopher Mann next to it on the front row of the grid. Keeling led the first four laps before Mann took the lead, with Keeling right behind in the slipstream. After a couple of laps in 2nd, Keeling dropped behind Sue Darbyshire in the rapid 3 wheeler Morgan Super Aero as the leaders were now in heavy traffic, lapping slower cars. Mann held the lead to the

chequered flag winning by over ten seconds from Keeling who re-took 2nd on the penultimate lap. Darbyshire took a well deserved 3rd in the Morgan. A distant 4th was Adam Moody in a 1937 Riley TT Sprite. In 5th place was Max Sowerby behind the wheel of a 1939 Talbot Lago T23. Rounding out the top six was Clive Fidgeon behind the wheel of a 1932 Frazer Nash Boulogne II. The only other car to complete the full race distance of twelve laps, was Jo Blakeney-Edwards in a 1929 Frazer Nash Super Sports.

© Simon Wright



Matthew Moore Austin 7 Ulster 1st in Austin 7 centenary race.

Race 4 was the Burghley & Voiturette Trophies Austin 7 Centenary race. In pole position was Christian Pedersen fastest by eleven seconds in his Austin 7 Special. Matthew Moore in an Austin 7 Ulster and James Miles in an Austin 7 Special battling hard for the lead at the start. By lap three, Miles had the lead and two laps later Moore was back in front. By the end of the eleven lap race, Moore won by just over 8.5 seconds from Miles, while Adam Forster took his 1930 Austin 7 in to 3rd place, but over forty seven seconds behind. In 4th place went William Way in a 1929 Austin 7 Ulster, the last man to complete the full race distance. In 5th place was George Scholey in a 1931 Austin Ulster and completing the top six was Stephanie Wilton in a 1935 Austin S/S.

© Janet Wright



The Allcomers Handicap winning Wolseley Hornet Special of Anthony Seber and in Race 9 driven by Rodney Seber

Race 5 was the five lap Allcomers Handicap race for Pre-war cars. First car away on scratch time was Stephen Riddington in a Riley 12/4 special and he finished 15th, 1 minute 11.95 seconds behind the winner. In 1st was Anthony Seber in a Wolseley Hornet Special. In 2nd place was Sandford Andrews in the nippy Morgan Aero 2 seater, who was 11.51 seconds behind at the finish. In 3rd place was Paul Baker in a Frazer Nash Sports, 14.28 seconds behind the winner. 4th place went to Michael James in a Riley 12/4 Cotton Special, 14.74 seconds behind the race winner. In 5th place was Bo Williams in a Bugatti T35B, 16.25 seconds behind the winner. Completing the top six was Simon Gallon in a BMW Frazer Nash 329/3, 19.45 seconds behind the winner.

© Janet Wright



A spirited drive to 2nd for Sandford Andrews Morgan Aero 2 str in the Allcomers Handicap 99

Hawthorn Memorial Trophy winner Justin Maers Cooper Climax T53



Race 6 was for Vintage Racing Cars & Front-Engined Pre-1966 Racing Cars for the Hawthorn Memorial Trophy and the Patrick Lindsay Memorial Trophy. On pole position was Harry Painter in a Brabham BT16. Painter led from the start, first pursued by Michael O'Brien in another Brabham BT16 and then Justin Maers in a Cooper-Climax T53 who got in to a real battle for the lead. From lap eleven the lead

© Janet Wright



Handicap winner in Race 6 was Geraint Owen in the Kurtis 500 C, 5th ahead of the similar car of Frederick Harper in the Kurtis Indy Roadster, 6th

changed regularly between Maers and Painter, both taking turns at the front. After nineteen laps, at the flag it was Maers taking victory by just 1.15 seconds from Painter. O'Brien had also remained part of the leading group to take 3rd only another 1.24 seconds behind The only other driver to complete the full race distance was Mark Daniell in a Cooper T45 who was over forty seven

seconds behind the leading trio. In 5th place, one lap down on the leader, was Geraint Owen in the Kurtis 500 C, who was classified as the handicap winner. He was followed by the other Kurtis Indy Roadster driven by Frederick Harper in 6th. The Patrick Lindsay Memorial Trophy went to the first Pre-War car, which was Julian Wilton in ERA R7B & The Hawthorn Spanish GP Trophies went to the first Pre-1954 car, which was also Julian Wilton.

© Simon Wright



Patrick Lindsay Memorial Trophy winner was Julian Wilton in ERA R7B who also won the Allcomers Scratch race (9)

Race 7 was the Allcomers Handicap Race for Pre-war cars including Longcars. First cars to start were Dougal Cawley in a 1924 Delage Dis and Tobias Bruce in a 1927 Bean

© Simon Wright



Allcomers Handicap race winner was Roland Woodtli Riley 15/6 Special

18/50, while Richard Wiseman in another Delage Dis only had to complete 4 laps.

At the finish it was Roland Woodtli in a 1935 Riley 15/6 Special that took the victory by 7.72 seconds over 2nd placed Trevor Sweet in a 1931 Invicta S Type. In 3rd place was Andy King in a 1935 MG PB Cream Cracker. In 4th place was Simon Blakeney-Edwards in a 1928 Alvis FD 12/75 FWD, followed by John Wiseman in a 1929/30 Frazer Nash interceptor. Completing the top six was Ian Fyfe in a 1937 Alvis 12/70 Special.

© Simon Wright



F3 500 winner Alex Wilson Cooper Mk10

Race 8 was the F3 500s Owners Association race. After practice it was Alex Wilson in a Cooper Mk10 who was fastest by nearly two seconds from Simon Dedman in a similar Cooper Mk10. From the start it was Wilson who took the lead, which he extended over Dedman. By the chequered flag, Wilson won by over twenty nine seconds from Dedman. In 3rd

© Simon Wright



Chris Wilson Mackson MS 001 won the F3 500 P2 class.



© Janet Wright

F3 500 Class P1 winner Richard Kelly Cooper Mk V

place was Richard Fuller in a Cooper Mk8. Just behind in 4th was Chris Wilson in a Mackson MS 001, who also took the class win in P2. He was followed home by Nigel Challis in 5th in a Cooper Mk8 and Jonathan Morris Waye 500 in 6th. The P1 class winner was Richard Kelly driving a Cooper Mk V who finished 7th overall. All three class winners also set the respective fastest lap in their class

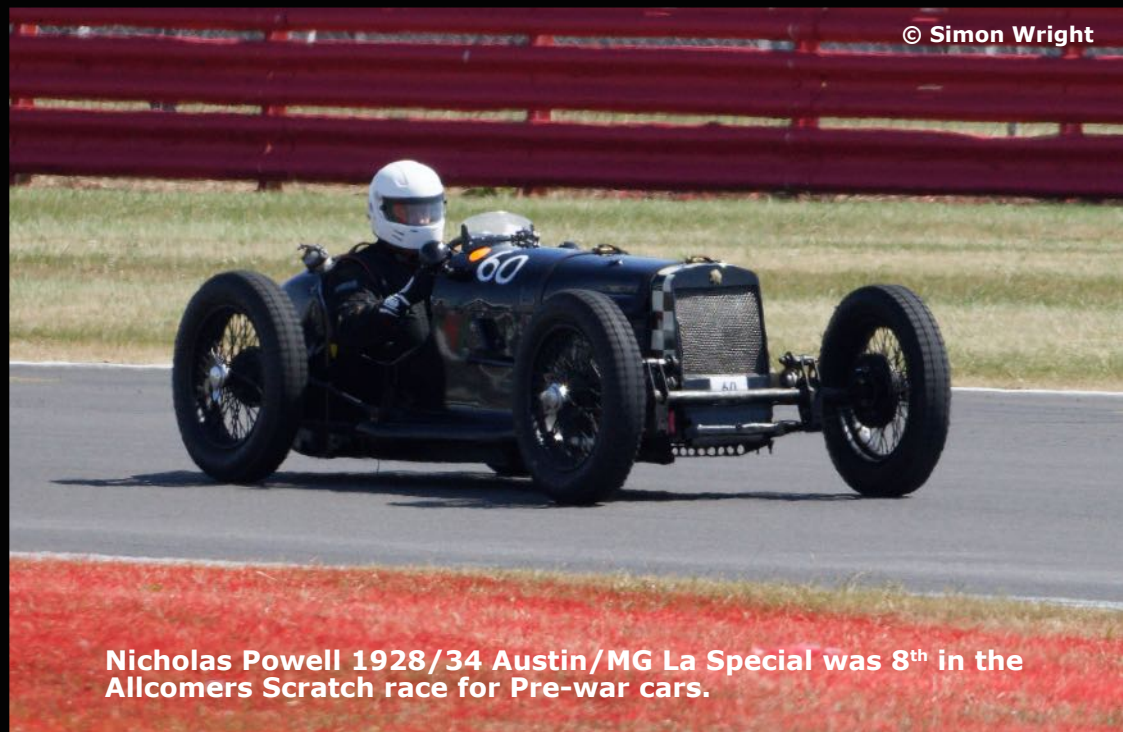


Roland Wettstein K3 (Parnell) was 4th in the Allcomers Scratch race for pre-war cars

The final race of the day was the Allcomers Scratch race for Pre-war cars. In pole position was Patrick Blakeney-Edwards from Michael James in a Riley 12/4 TT Sprite replica. With Blakeney-Edwards not starting the race it was Rodney Seber in the Wolesley Hornet Special who led the first lap but by the second lap it was James in front. Julian Wilton in ERA R7B was in 8th on the first lap but worked his way through the field and by lap six was leading the race. He won by over eighteen seconds from James, while Seber was 3rd. In 4th place was Roland Wettstein in K3 (Parnell). 5th place went to Charlie Martin in the GN/Ford Piglet and in 6th it was Chris Hudson in a Bugatti T35B.



Chris Hudson Bugatti T35B 6th Allcomers Scratch race for Pre-war cars



Nicholas Powell 1928/34 Austin/MG La Special was 8th in the Allcomers Scratch race for Pre-war cars.



Dougal Cawley GN/Ford Piglet 6th VSCC Specials

Alistair Pugh Frazer Nash Le mans Rep 3rd in class race 2



© Janet Wright



Matthew Edwards Austin 7 DNF Race 4



© Simon Wright

Adam Forster Austin 7 15th Race 1



© Motorsport Imagery

A spin at Luffield for Ross Keeling during the Standard & Modifeid Pre-War Race



© Motorsport Imagery

Michael James in his Riley 12-4 Cotton Special during the All Comers Handicap Race



© Simon Wright

J Brewster/J. Holden Frazer nash Le Mans Rep spins at Luffield

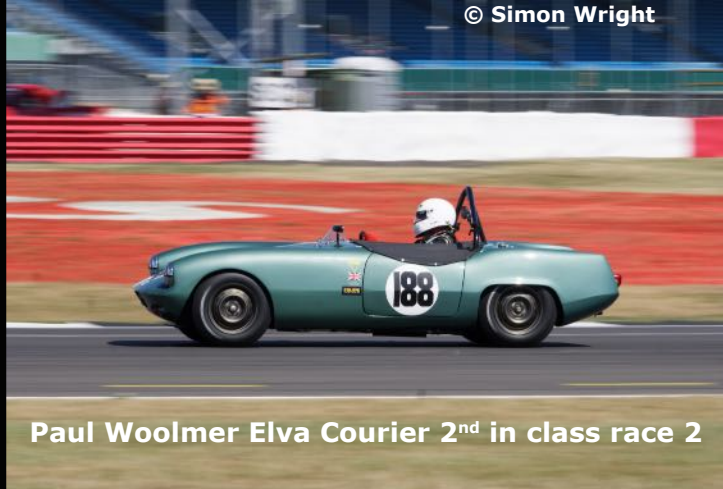
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David Saxl 1933 Roesch Talbot AV105 17th Standard & Modified pre-war cars



Christopher Mann Alfa Romeo Disco Volante 16th race 2



Paul Woolmer Elva Courier 2nd in class race 2



Tim Llewellyn Allard J2 DNF race 2



1934 Bentley 3.5 litre saloon

© Simon Wright



© Motorsport Imagery

1936 Riley 12/4



1929 Chevrolet 3.2 litre

© Simon Wright



1938 MG

© Simon Wright



© Simon Wright

1929 Lancia Lambda



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1936 Rapier Ranalah