



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

Classic and Competition Car

12th Birthday
issue

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Issue 145 October 2022



Salon Privé



Rallye Mont-Blanc



VSCC Mallory Park



The Classic at Silverstone

Contents

- Page 4 [Photo of the Month.](#)
- Page 5 [News](#)
- Page 8 The Marshals Post
- Page 9 Black Country Cruisers.
- Page 12 BDC at Silverstone.
- Page 14 Wotton Waven Social Club Car & Vintage Show
- Page 22 Rallye Mont-Blanc
- Page 31 Archive Photo of the Month.
- Page 32 Salon Privé.
Page 46 - The Platinum Collection.
Page 49 - New Cars.
Page 57 Live on the Drive.
- Page 60 Celebrating 75 years of Ferrari at Salon Privé.
- Page 67 The Classic, Silverstone.
Page 95 Celebrating 40 years of Group c.
Page 100 Lewis Hamilton Championship cars.
Page 101 Slowly Sideways Rally demonstration
Page 105 Car Club displays.
- Page 109 Italian Day, Bridgnorth.
- Page 122 VSCC Race meeting, Mallory Park.
- Page 131 FJ Coffee & Chrome, Gaydon.



Matthew Wrigley Lola B07/46 Not Classified, Masters Endurance Legends, Classic, Silverstone. Report Page 67.

Front cover:

McLaren MSO-001 at Salon Privé © Simon Wright
Rallye Mont-Blanc - Thomas Capelli/Juliette Hamel won the R2 class in this Peugeot 208 R2 © Syd Wall
VSCC Mallory Park Hughie Walker in a Theophile Schneider Aero Special G Motorsport Imagery.
The Classic at Silverstone © Simon Wright

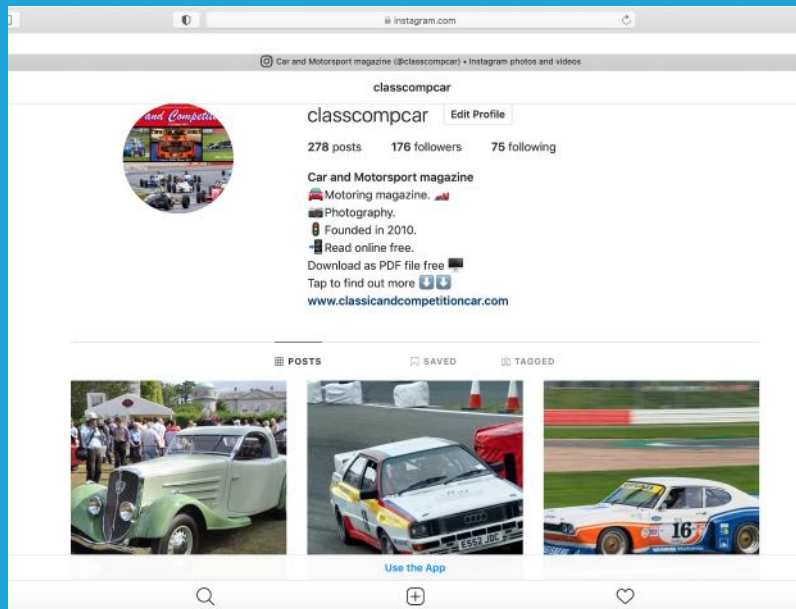
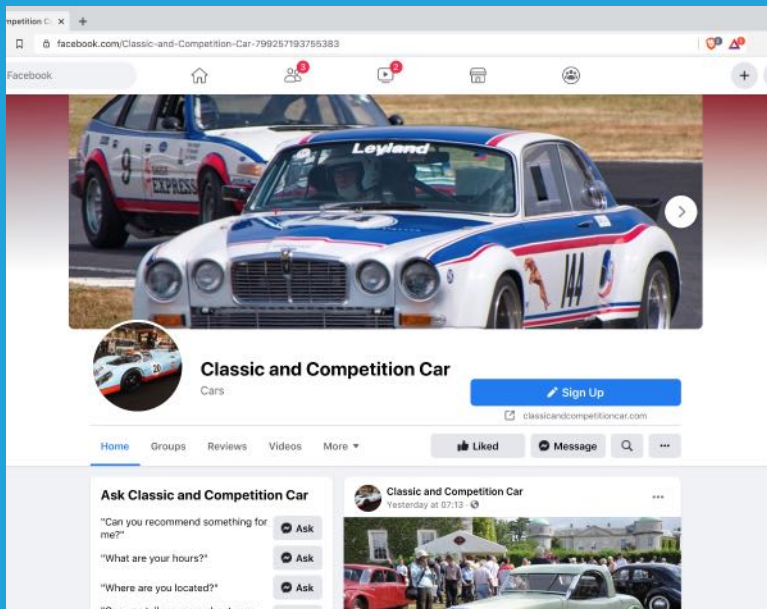
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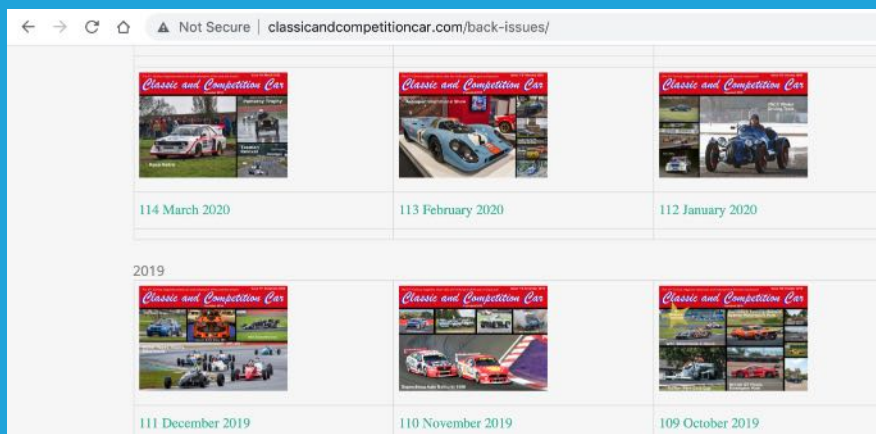
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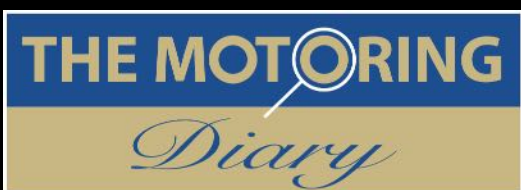
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Photos of the Month.

Cortina Contact.
By Motorsport Imagery

© Motorsport Imagery



Contact early on for David Dickenson 144 and Jack Moody 544 in their Mk1 Ford Cortina's during the Adrian Flux Trophy for Transatlantic Pre '66 Touring Cars, the Classic at Silverstone.

NEWS



BRM P48/4

It also takes an in-depth look back at 1962, the year Graham Hill won the F1 World Championship. There are lots of photographs and images to explore along with video clips of the BRM story. Hurry down as the exhibition ends on the 31st October 2022 and is included in the price of the admission ticket to the Interactive Museum. The rest of the Interactive Museum is also well worth a look, recalling the history of Silverstone racing circuit, with cars, motorcycles, photographs and plenty of interactive features that cover the history of Silverstone from a war-time airfield in the Second World War, through to the modern home of British Motorsport and the British Grand Prix. More information and prices can be found on the museum web site at www.silverstonemuseum.co.uk

BRM at Silverstone Interactive Museum.

Get to Silverstone Interactive museum quick, the museum is celebrating the 60th anniversary of British Racing Motors (BRM) World Championship victory. The new exhibition -British Racing Motors - The team that beat the world is now open. The Owen Racing Organisation's BRM won the Formula 1 Constructors and Drivers Championship with Graham Hill in 1962. This secured them a spot in Motor Sport history for Britains first F1 team.

Centrepiece of the exhibition is a BRM P48/4, the teams first rear-engined car. It made its debut at the 1960 British Grand Prix at Silverstone, driven by Graham Hill. The exhibition tells the story of BRM, a small dedicated racing team from Bourne in Lincolnshire, who were at the forefront on technical developments in Formula 1 from 1946 through to 1974.





Lancaster Insurance Classic Motor Show

Returning to the National Exhibition Centre (NEC), the annual Classic Motor Show will run from the 11th to the 13th November 2022. The annual end of season event will feature the usual large array of classic car clubs displaying hundreds of vintage and classic vehicles. For more information and to book advanced tickets see their web site at www.necclassicmotorshow.com



1933 Bugatti Type 46S Two-Door Coupe on the Bugatti Owners Club stand in 2021



Audi enters Formula 1.

The original Silver Arrows Grand Prix battles may soon be renewed. The original Silver Arrows were Mercedes and Auto Union who battled for Grand Prix honours before the Second World War. Now Audi, formed from Auto Union and carrying the same 4 circle logo, are about to return to Formula 1. From 2026 Audi will compete in the FIA Formula 1 World Championship with a specially developed Hybrid power unit. The project will be based at Audi Sport's facility and it will be the first time in more than a decade that a Formula 1 power train will be built in Germany.

Audi have entered thanks to new rules focusing on sustainability and cost efficiency. From 2026, the electric power output from the electric motor and battery will be nearly as powerful as the combustion engine, which has an output of about 544 hp. The highly efficient 1.6 litre turbo engine runs on advanced sustainable fuel.





Fiat 500 Small Electric car title.

The fully-electric Fiat 500 has taken the small electric car title at What Car ? Electric Car Awards for the second consecutive year. The New Fiat 500 is the companies first fully electric vehicle, and boasts a range of best in class features. These include Level 2 Autonomous Driving technologies and an extended driving range of up to 199 miles, the longest of any electric city car on the market today. It also has fast charging capabilities, allowing the battery to recharge to 80% range in only 35 minutes. It can give 30 miles range in only a 5 minute charge. It is available as in three trim levels, Action, Icon and La Prima or as a convertible in Icon or La Prima. Only a month ago, it also retained for a second year it's title of City Car of the Year at the annual Auto Express awards. It has also already been chosen by over 100,000 customers globally. For more information see www.fiat.co.uk

Renault 5 Electrifying return.

Another iconic car has been electrified. As part of the 50th anniversary celebrations for the Renault 5, a spectacular all-electric show car designed for drifting has been unveiled. It pays tribute to the Renault 5 Turbo and Turbo 2 models The Renault R5 Turbo 3E will be shown to the public at the Paris motor Show starting on the 17th October. It combines a ultra high-tec design with various references to the world of both motorsport and video games, to showcase that electric cars can also be fun with incredible performance.

It is all-electric with rear wheel drive, a pure drifter. Just like the Renault 5 Turbo, it is just a 2-seater, with the rear housing the powertrain, with two motors, each driving a single wheel. They produce 280kW together, equivalent to 380 bhp and produce 700 Nm of torque. It can reach a top speed of 124 mph. The 42 kWh battery is under the middle of the floor. It is built on a tubular chassis which includes a FIA approved roll bar structure. The body is made from carbon fibre.



The Marshals Post

Some of the marshal team in action at The Classic at Silverstone. Both cars were able to continue back to the pits during practice.



© Simon Wright



© Simon Wright



© Simon Wright



© Simon Wright



© Simon Wright



© Simon Wright



Black Country Cruisers

The Hinksford Arms, Wall Heath

6th September 2022

By Simon & Janet Wright.



© Simon Wright

1956 Chevrolet Bel Air



© Simon Wright

1977 Ford Mustang Cobra II.

This recently restored second generation Ford Mustang II 2 door coupe is powered by a 2.8 litre Cologne V6 engine which produced 93 hp and could 0-60mph in 12.7 seconds. The front mounted engine drove the rear wheels through a 4-Speed manual transmission. The Mustang II ran from 1974 to 1978. The Cobra package came with rack & pinion steering and front disc brakes.



Ford F100 Pickup truck

© Simon Wright



© Simon Wright



1956 Plymouth Savoy

© Simon Wright



Mercury Cougar

© Simon Wright



1988 5.0 Ford Mustang GT

© Simon Wright



1984 Cadillac Fleetwood

© Simon Wright



2013 Dodge SRT 6.4 litre

© Simon Wright





Ben Eastick (T Type) won his second successive Times Challenge Trophy crown from the chasing Oliver Llewellyn by just 2.9 seconds

Bentley Drivers Club at Silverstone: Eastick takes second successive Times Challenge Trophy.

Report from Bentley Drivers Club.

The 74th annual BDC Silverstone race meeting took place on a hot, sunny Saturday 13th August 2022. The ten race programme was high-lighted with the Times Challenge Trophy Bentley Scratch race. The race meeting was open



The ever competitive Clive Morley (3 1/2 Litre) was third in the Times Challenge Trophy as last year



Oliver Llewellyn (3/8 Special) had a good meeting, winning the Bentley Handicap and finishing runner-up in the Times Challenge Trophy

to other marques as well as Bentley's, so MG, Morgan, TVR, Jaguar, Alfa Romeo, Aston Martin, Lotus, AC, Austin Healy and Triumph were also represented at the meeting. With Britain in the middle of a heat wave and temperatures reaching 30 degrees, it was decided to use rolling starts for the races to prevent overheating sitting on a grid, except for the Bentley handicap race.

The Times Challenge Trophy race for Bentley cars was



© Matt Welch

Due to the extremely hot weather, the Times Challenge Trophy race, like others, eschewed its usual standing start for a rolling start



Vernon Moore (Mk VI Special) had reasons to celebrate an impressive BDC Silverstone debut – second in the Bentley Handicap and fourth in the Times Challenge Trophy

combined with the Pre-War Challenge race, open to other marques, which gave a grid of 31 cars. The previous winner Ben Eastick was driving a 6.2 litre supercharged T Type single seater and he dominated the race to win the Times Challenge Trophy a second time. He was 32.9 seconds ahead of Oliver Llewellyn's Bentley 3/8 Special at the finish and had lapped all but the top five finishers. After pre-determined starting time penalties had been applied, Eastick's winning margin was just 2.9 seconds. He also set the fastest lap with a time of 1 minute 10.790 seconds at an average of 83.42 seconds. Taking a second 3rd place in two years was Clive Morley, current BDC Racing Driver of the Year, in a Bentley 3/4 1/2 litre. All three took their respective class wins. The next Bentley driver was In 4th placed Vernon Moore, making his debut at the event, driving a Mk VI Special. The final class winner was Club President Duncan Wiltshire who was 8th in his Bentley 3 litre. The Pre-War Challenge was won by Clive Mann in his Alfa Romeo 8C Monza. Oliver Llewellyn in the Bentley 3/8 Special made up for his 2nd place by winning the Bentley handicap, beating Vernon Moore in the Bentley Mk VI Special on the last lap, by just 5 seconds. In 3rd place was

Adam Stacy-Marks in a 3/4 1/2 Litre Speed Model LM. Both of the AR Morgan Challenge races were won again by Oliver Bryant in a Morgan Plus 8, repeating his successes of the last 3 BDC meetings in 2018, 91 and 21 (No meeting in 2020),

Another double race winner was Richard Bridge driving an Austin Healy Sprite Mk2, won both MG Midget and Sprite races.

The FISCAR race was won by Ted & Andrew Shepherd in an AC Ace Bristol.

The BDC Classic Challenge was won by Eike Wellhausen in a Lister Jaguar Knobbly with the Morgan Techniques Trophy went to Philip St. Clair in a Morgan Plus 8.

The Ecurie Classic Racing event saw victory go to Allan Ross-Jones in a Triumph TR4 with the Hawthorn Challenge was won by Alastair Dyson in a Jaguar Mk2.

The final race was another victory for Ben Eastick in the T Type, while the Allcomers race was won by Alan Davenport in a Centaur Mk 14B-017. The TVR Challenge went to Andy Race in a TVR Sagaris GFT



Wootton Wawen Social Club Car and Village Show.

Wootton Wawen, near Stratford upon Avon.

7th August 2022

By Simon & Janet Wright



Coventry duo - The 1950 Jaguar XK120
and 1968 Sovereign

© Simon Wright



Stratford and Henley Classic Car Club held their annual classic car show at Wootton Wawen on a sunny Sunday in the middle of the heatwave, at the beginning of August. With over 200 cars in attendance, there was great variety in both age and types of vehicle, from vintage cars to modern

© Simon Wright



vans and everything in between..

The vehicles were split in to different classes and judged for best in class, with the Best in show award going to a 1959 Aston Martin DB MKIII DHC belonging to a Mrs Jean Moss. Other award winners included a 1959 MG A sports car with a patriotic union jack flag on display.

© Simon Wright



The Aston Martin DB Mk III Drop Head Coupe with a special series DBD engine was one of only 14 built to this specification. The DB Mk III was the last model of the DB2 series that was produced between 1949 and 1959. Only 551 of the Mk III were built between March 1957 and July 1958, of which 84 were Drop Head Coupe's and 5 were Fixed Head Coupe's. The remaining were all saloons with a rear hatch. This particular car is fitted with triple SU carburettors, one of only fourteen. They are fitted to a revised version of the Tadek Marek 2922cc engine from the Willie Watson/W O Bentley Double overhead camshaft (DOC) engine that was originally used in the 2.6 litre Lagonda. The engine was offered in three different configurations, mainly with Weber DCO carburettors, but the top of the range was the DBD with standard DBA cams with revised cam timing, higher compression pistons and three H6 1/72" SU Carbs which produced 180 bhp. The optional twin exhaust was claimed to add an additional 16 bhp. The car has been used by in competition with Jean winning several sprint and hill climb trophies in this car, usually at AMOC events. The car presently produces 235 bhp with maximum torque of 230 lbs-ft of torque which give it an estimated top speed of around 135 mph.

© Simon Wright





A pair of Jaguar 3.8 saloons

© Simon Wright



1974 Ford Escort RS2000 Mk1



1963 Triumph TR4



VW Variant L



1951 Armstrong Siddeley

© Simon Wright



1960 Jaguar Mk IX

© Simon Wright



A pair of Iconic VW Beetles

© Simon Wright



Dodge Ram pickup truck
October 2022

© Simon Wright



1990 Trabant P601

© Janet Wright



Jump forward ten years and move across the Atlantic and you have the 1936 Austin Sherborne. This car was only produced between January and August 1936 at Longbridge, with around 8700 built. It was based on the Austin 10 Lichfield, using the same chassis, engine and many body parts. The 1125cc side valve engine produced 10 RAC Horsepower. It was built with a sun-roof, leather seats and was also equipped with direction indicators, for an original price of £178. It is thought that less than 40 currently survive.

Probably the oldest car there was a 1925 Chevrolet Superior K which had been imported from Australia. The Superior was launched in 1923 as the Series B, then in 1924 it became the Series F and in 1925 it was the Series K. It was the only Chevrolet sold with different body configurations, open and closed, all supplied by Fisher Body. The chassis was shared with other GM products from Cadillac, Buick, Oldsmobile, Oakland and other GMC products. It was powered by a 2.8 litre four cylinder engine which produced 26 hp at 2000 rpm. It was attached to a 3-Speed manual gearbox. The cheapest model was the Superior Roadster which cost \$510 in 1926, while the most expensive was the Superior Sedan which sold for \$825. During 1925 a total of over 444,500 were produced.





There were several American cars present and the most eye-catching was this 1948 DeSoto 4-door Custom Fluid Drive. The DeSoto Series S-10 was built between 1942 and



© Simon Wright

1952 and offered as a DeLuxe (basic) or Custom model. The Custom had upgraded interior trim and more external trim and also offered a 7-passenger sedan. They were all powered by the Chrysler 3.9 litre, six cylinder L-Head engine

which produced 109 bhp at 3600 rpm. This was connected to the Fluid Drive transmission, which replaced the flywheel with a hydraulic coupling which then had a clutch and 3-Speed manual gearbox driving the rear wheels. The clutch was still required to change gear.



© Simon Wright

Low-pressure tyres became standard equipment. In 1948



© Simon Wright

but the Fluid Drive prevented the car from stalling when starting from rest and also meant that the car could come to a stop in any gear without using the clutch and then allow the car to start again, even in top gear, without changing gear or using the clutch.

© Simon Wright





1966 Buick Skylark



1973 Plymouth Roadrunner



Ford V8 Deluxe



1956 Oldsmobile Super 88



1965 Ford F100 Pickup truck



1966 Dodge Charger



1972 Chevrolet Corvette Stingray



2005 Ford Mustang GT



1973 Chevrolet C10 Pickup truck



1983 Austin Ambassador.

The replacement for the similar designed Austin Princess, the Ambassador is a 5-door hatchback large family saloon. It was built at Cowley between 1982 and 1984 and only just over 43,000 were built. According to records only 23 remain on the road today. The previous Princess model lacked a hatchback design, and although the two models looked very similar, only the doors and the inner structure were carried over from the Princess. Powered by either a 1.7 litre or 2 litre O Series four cylinder engine. It was available in three trim levels, L HL and HLS. The HLS and a later Vanden Plas version were fitted with twin SU carburettors on the 2 litre engine. In 1983 the HL version was also updated to twin carburettors. A 4-Speed manual gearbox was used on all models, with the option of a 3-Speed Automatic. Many other components were shared with either the Morris Ital or the Austin Allegro, including much of the interior trim.

1936 Hillman Minx.

There have been many different versions of the Hillman Minx over its thirty nine year life cycle. The 1936 model was a redesign of the previous model with a more rounded body. It was given the name the Minx Magnificent. The engine was moved further forward in the chassis to give more passenger room. It was powered by a 1185cc 4 cylinder engine producing around 30 bhp. In 1935 the Minx was fitted with 4-Speed manual gearbox with synchromesh on all forward gears, the first mass produced car with an all synchromesh gearbox. The rear of the car was given a more sloping profile, and an optional folding luggage grid was offered, fitted to the rear panel, for two pounds seven shillings and six pence.





© Janet Wright

Modified Morris Minor



© Simon Wright

Tornado TSC 40 (Gt 40 replica kit car)



© Janet Wright

Mercedes Benz 280 SL Automatic



© Janet Wright

Sunbeam Alpine



© Simon Wright

Datsun 300ZX



© Simon Wright

Volkswagen Scirocco GTX



© Janet Wright

1961 Ford Zephyr



© Simon Wright

**1950 Rolls Royce Silver Wraith
October 2022**



© Simon Wright

1967 Volvo Amazon 122

Rallye Mont-Blanc

Morzine
8th-10th September 2022.
By Syd Wall.

Nicolas Chiamin/Yannick Roche finished 4th in their Hyundai i20 N Rally2 and just held on to 2nd spot in the championship



The proud winners in the Citroen C3 Rally2 were Yoann Bonato/Benjamin Boulloudt.

Earlier on this year and with Covid travel restrictions easing up, Motorsport UK photographer Russ Otway asked if I fancied visiting a couple of French Championship rallies. Well, it didn't need much thinking about and a couple of days after returning home from Rali Bae Ceredigion, I was off to Heathrow to meet Russ for a flight to Geneva and a short drive to Morzine for the 59th running of the Rallye Mont-Blanc Morzine. One of the oldest rallies in France, it's been won by every top name in French rallying except Sebastien Ogier.

We arrived on Thursday early



29th overall and worthy winners of the 56-strong Renault Clio Rally5 class were Thomas Chauffray/Anthony Hazard

afternoon to find Morzine was alive with rally cars. The numbers were staggering. The modern rally had 217 on the entry list, a mere 209 crossing the start ramp the next morning. The first 51 cars were either Rally2/R5 or GTs, the one interloper being ex WRC driver Simon Jean-Joseph/Patrick Pivato (the winner in 1998) in a barking



Winners of Class F2/14 for the Renault Clio III RS of Ludovic Godard/Alex Florenson

Group A Subaru Impreza. In the French championship, the cars do not use their national number plate, but use plates using their rally number. So it wasn't until later that we checked and found that this Impreza was M555 SRT, the car used by Colin McRae/Nicky Grist in 1995 to win in Indonesia but crash out in Malaysia and in the same year to come third in the Hong Kong Beijing Rally crewed by Richard Burns/Robert Reid. Amongst

A rarely seen Peugeot 307 WRC appearing as the course opening car for the historic rally



Classic French Yacco livery for this BMW M3 driven by Pascal & Pascale Eouzan



the hordes of Citroen C3s, Hyundai i20N, VW Polo GTi and Skoda Fabias in the Rally2/R5 class, there was but one Ford Fiesta R5. A concern for Malcolm Wilson - what aren't they selling in France? However, if you liked Renault Clios,

you were in for a treat. There were 56 Rally5 versions and more than 20 others in different classes. There were about 20 GTs, 15 Alpine A110 Rally GTs, 4 Porsche 997 GT3s and a Hommel Berlinette RS2, a Citroen powered sports

A spectator seemingly unimpressed by the loudest car on the event but a non-finish for Mickaël Charvaz & Stephanie Generaux





An unlikely but quick rally car - a Dacia Logan presumably with many Renault performance parts, driven by Yvonick Andris/Jean Charles Demange

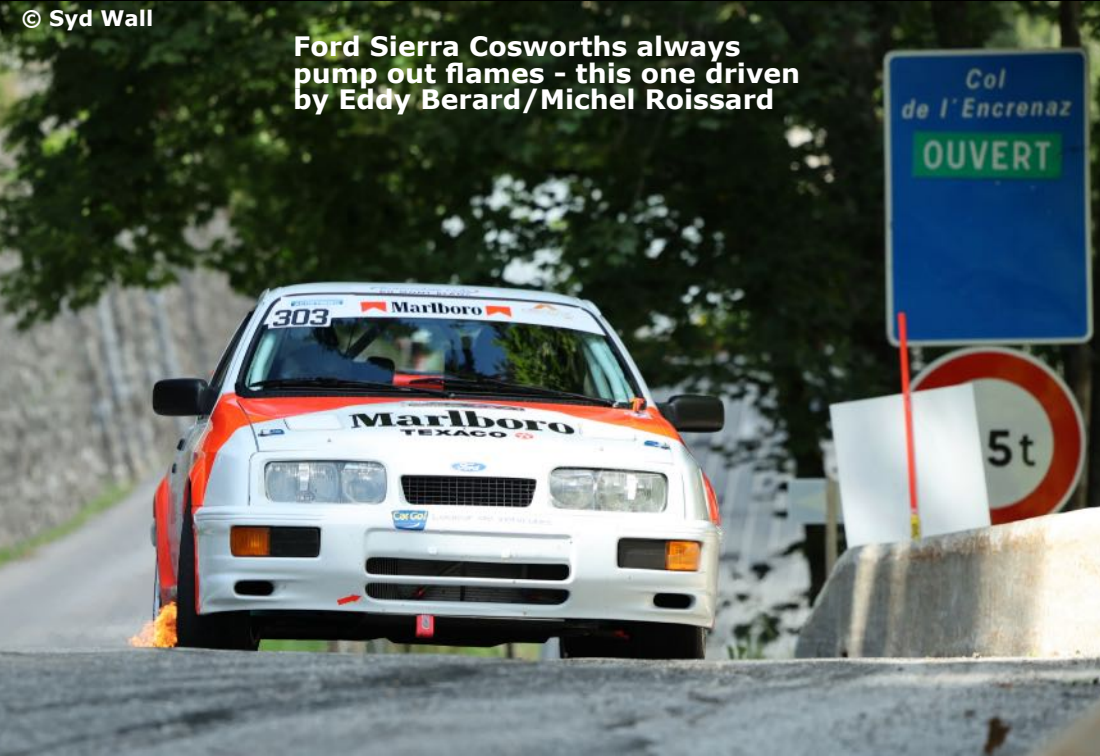
car from a company which went under in 2003. Then there was the historic rally with 55 entries, an all electric Opel Corsa-e rally for 12 examples and finally, two



© Syd Wall

At least one person is celebrating the football World Cup in Qatar - Abdullah Al Thani/Sabrina De Castelli

regularity events for modern and historic cars with a combined total of another 40 cars. There were 12 stages, all close to Morzine, comprising 115 miles within a total mileage of exactly 300. There was one British entry in the modern rally - Mellors Elliot Motorsport have been contesting some rounds of the French Championship in their Proton Iriz R5 so we were on the lookout for the crew, Ollie Mellors/Ian Windress to find out what they thought of the rally after their recce and their chances. We weren't able to see them and unfortunately



© Syd Wall

Ford Sierra Cosworths always pump out flames - this one driven by Eddy Berard/Michel Roissard

we didn't see them in competition at all as they crashed on stage 2 before they reached us. As cars completed their recce, the cars in the modern rally lined up in the main street which was designated as the Parc Fermé. The site of 200+ rally cars lined up along both sides of the main street was quite something - there was no room for the historic, electric Opel's and the regularity competitors so they were held elsewhere.



One of many awkward moments on some of the incredibly tight hairpins present on almost every stage

Spectating over the two days of the rally was relatively easy. The rally programme was free - you could pick up in magazine format or download from the event website and it contained a complete route map and maps of all the stages. Compared to the UK, there are far fewer restrictions on where spectators can stand and watch so it was a case of either driving into the stage before road closing time to stay there until road opening



© Syd Wall

time or parking on a side access road and walking in. The rally cars are preceded by spectator safety delegates and there are plenty of marshals so there is no chance of standing in anywhere unsafe. The stages were fabulous - it would be difficult to find somewhere that wasn't interesting and being based in the Alps,

Some of Parc Fermé after scrutineering



BMW M3s dominated the historic rally with 6 in the top 10. Marc Valliccioni / Yoann Raffaelli topped the final results

there were twisting roads everywhere, typical Alpine ribbons working their way up the sides of mountains. In fact, our apartment, a typical small wooden Alpine house, was on a hairpin on one of the stages - we photographed some of cars from the bedroom windows! After the final

Jean Ragnotti drove one of these - a Renault 11 Turbo driven here by Raynald Haut/Cécilia Danczak



Pretty Alpine A110 Rally GT of Cédric Robert & Mattieu Duval won the RGT class but couldn't maintain 3rd spot in the championship after coming home 9th

stage, thousands of spectators packed Morzine to see the cars over the finishing ramp and then to party long into the night. As far as the French Championship is concerned, the leading contenders were all present. Quentin Giordano/ Kévin Parent (VW Polo GTi R5) led coming into the rally,



The 4th crew to win a stage were Hugo Margailan & Laëtitia Marsault in the Citroen C3 Rally2



Great surprise to see this lovely Group2 lookalike historic rally Triumph Dolomite Sprint crewed by Grégor Pavillon/Laurence Delattre

© Syd Wall



The ex-Jean Ragnotti Renault Clio S1600 of Michel & Méryl Giraldo won class A6K

© Syd Wall

with Nicolas Caiman/Yannick Roche (Hyundai i20 N Rally2) 2nd, Cédric Robert/Matthieu Duval (Alpine A110 Rally GT) 3rd and Yoann Bonato/Benjamin Boulloud (Citroen C3 Rally2) 4th. Bonato would quite possibly be leading but had

2 wins and 3 non finishes out of 5 events while the others in the podium places had each scored on all rounds. But Bonato made no mistakes in Morzine. Giordano won the first stage by 4 seconds with Bonato 2nd but Bonato took

© Syd Wall



Winner of the GT+ class was the Porsche 997 GT3 Cup 3.8 of Bertrand Latour/Jordan Duchamp



© Syd Wall

Patrice Cordier/Marie Bajolet took this little Peugeot 106 XSi to a class win and 66th



over on stage 2, beating Giordano by 9 seconds and taking a lead he would not lose, winning 7 stages, Giordano winning 6. Giordano came 2nd with Hugo Margailan/



William Wagner/Kévin Millet won one stage in their VW Polo GTi R5 on the way to 6th place and had the most accurate flick round this 180° hairpin

The only WRC class car on the rally, Thibault Habouzit/Andy Malfoy brought their Citroen DS3 WRC to 8th



Laëtitia Marsault (Citroen C3 Rally2) 3rd and Nicolas Ciamin 4th. In the championship, Bonato leapfrogged Robert to third, Robert and his Alpine being off the pace in 9th place on the rally. Giordano and Ciamin still hold the top two places. I'll provide an update in late November when I return from a visit to the final round, the Rally Du Var, based in St Maxime and using many Monte Carlo Rally stages.

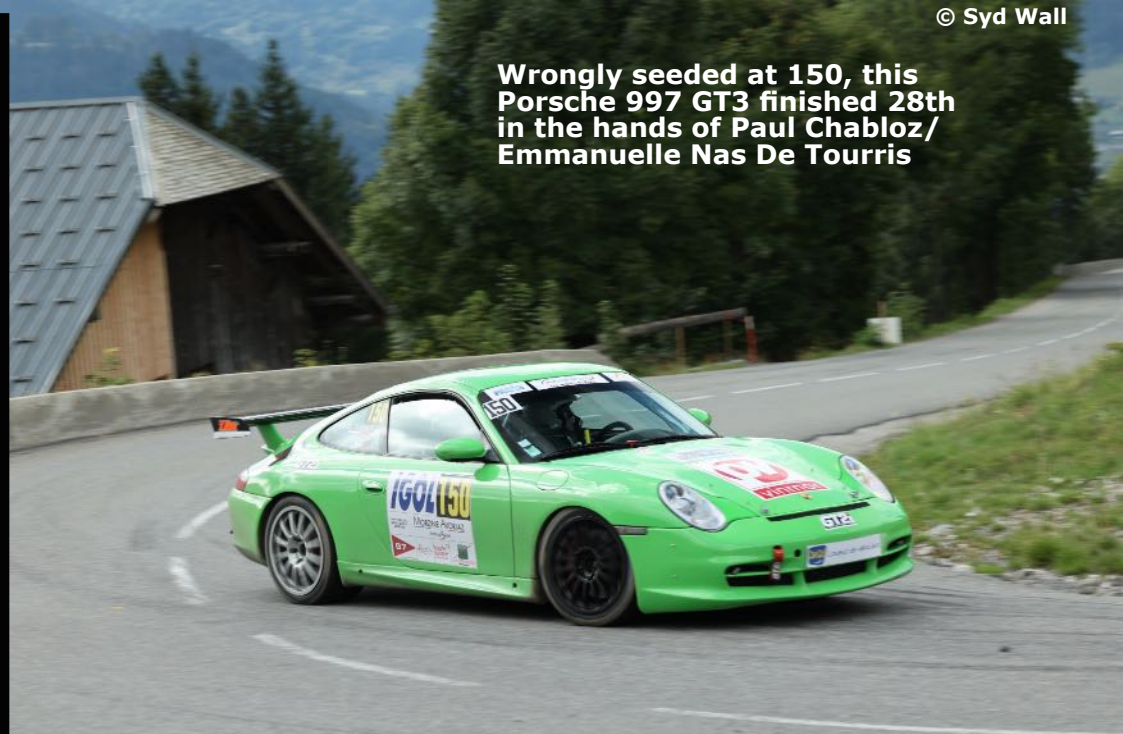
The colourful historic rally BMW 2002Ti of Jean-Baptiste Sassolas/Cedric Romera





© Syd Wall

Sebastien Le Coarer/Gregory Fressard brought their Subaru Impreza SiT N12 to 2nd in Class A8 but nearly came a cropper on the armco here



© Syd Wall

Wrongly seeded at 150, this Porsche 997 GT3 finished 28th in the hands of Paul Chabloz/Emmanuelle Nas De Tourris



© Syd Wall

This very quick 1.9 Peugeot 205 GTi was seeded at 152 but finished 23rd crewed by Ludovic Jeudy/Aurélien Jacquot



© Syd Wall

The stunning view in just a part of the parc fermé main street - some of the 196 finishers

Archive Photo of the Month

By Pete Austin

Last month I attended the unveiling of a plaque in the Bourne Heritage Centre, Baldocks Mill, Bourne in memory of BRM driver Jo Siffert who lost his life following an accident during the Rothmans World Championships Victory Race at Brands Hatch on 24th October 1971. He famously won the 1968 British Grand Prix at Brands Hatch, which, driving for Rob Walker was the last time a private entrant would win a World Championship Grand Prix. He is shown here during the 1971 British Grand Prix at Silverstone driving a BRM P160 where he finished 9th. He would however go on to win the 1971 Austrian Grand Prix at the Osterreichring.





Salon Privé
Blenheim Palace.
31st August - 4th September 2022.
By Simon & Janet Wright.



© Janet Wright

For five days Blenheim Palace hosted the 17th Edition of Salon Privé at the beginning of September. It offered a luxury experience and the perfect location to enjoy the best in classic cars as well as the latest new luxury and super car launches. This years event saw several new car launches during the show as well as a couple of special displays, one to celebrate the Platinum anniversary of HRH Queen Elizabeth II with a display of 16 exceptional cars all in Silver and the other to celebrate the 75th anniversary of Ferrari.



© Simon Wright



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The event is also the only professionally judged ICJAG Concours in the UK, and remains the only Gold Standard ICJAG judged concours in continental Europe. With 75 cars entered, these ranged from pre-war right up to the latest supercars. The Salon Privé Concours D'Elegance presented by Aviva is judged by the International Chief Judge Advisory Group, the gold standard of concours



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Event host, the Duke of Marlborough and Derek Bell MBE with the bust of Sir Winston Churchill between them.

judging. It was headed by Nigel Matthews, the ICJAG chairman and included multiple Le Mans winner Derek Bell MBE, the Chief Honorary Judge for the Churchill Cup, presented for the Most Exceptional Design. Also included on that panel was the Duke of Marlborough, Patron of Salon Privé and also Lord Montagu, President of the National Motor Museum

trust. The 2022 Concours show field entry is divided into multiple classes, Starting with Class A: Pioneering Motor Cars right through to Class Q: Supercar Icons - Post 1990. This year included several special classes with three for the Ferrari 75th Anniversary and one for Celebrating Citroen. Every car entered stands an equal chance of winning a Best in Class result, with one then going on to win Best in Show.

Best in Show



1956 Ferrari 250 GT TdF Berlinetta by Zagato took the Best in Show award at Salon Privé Concours d'Elégance presented by Aviva. One of only five Ferrari GT long wheelbase chassis cars designed by Zagato, it is now owned by David and Ginny Sydorick. It was originally sold to Vladimiro Galluzzi, who raced the car during the 1956 season. It was then sold to racing driver Luigi Taramazzo. It retired from racing in 1958.

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Runner up was this 1938 Alfa Romeo 6C 2300 B Millie Miglia by Graber. It also won Class C: Pre-War Open. It is one of only 107 Millie Miglia models built by the factory. This car is now unique as it is the only survivor of four 6V 2300 B convertibles made by Graber, as well as the only one to have the MM designation next to its engine number.

© Janet Wright



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Taking 3rd place in the Concours d'Elégance was the 1931 Bentley 8 litre saloon by Freestone & Webb after winning Class D: Pre-War Closed/Elegance. Chassis YR5089 was built on the shorter of the two 8 litre chassis with a body that was likely to have been designed for the Concours competitions of the period.



© Simon Wright



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Winner of the Duke of Marlborough Award was the 1965 Ferrari 365P with body by Fantuzzi. It was built as a works race car, making its debut in 1965 at the Monza 1000 kms. It was driven by the current World Champion John Surtees & Ludovico Scarfotti to 2nd place overall.



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The 1979 Aston Martin V8 Volante 7 litre RSW of Mihai Negrescu won the Coup de Coeur / Matt Pearce Trophy. It was upgraded to its 7 litre RSW specification in 2004 by Aston Martin specialists R.S. Williams. It increased the power to 440 bhp and torque to 520 lb ft.



© Simon Wright



The 1907 Lorraine Dietrich 130HP 'Course' won the People's Choice award. This type of car raced in road circuit Grand Prix races of the period. The 16.4 litre leviathan was very advanced for the time, using 3 spark plugs in each of the four cylinders, which were massive at 170mm bore. This car is the last known surviving Lorraine

with a chain-drive gearbox, complete with its original chains



The Churchill Cup for the Most Exceptional Design went to the 1933 Rolls Royce Phantom II Continental Sports Coupé by Freestone & Webb. The car was built for fast touring use in the UK and on the Continent. Chassis 42PY is identified by its long bonnet and cycle style fenders with no traditional running boards, which give it a low and sleek appearance.





The Chairman's Award and Most Iconic Award both went to a special 1962 Ferrari 250 GTO by Scaglietti. It was the second car of this model to be produced by the factory, and was used as a development vehicle for future series production GTOs. It was built in 1962 and powered by the 2953cc V12 engine from the 250 Testa Rossa, which produced 296 bhp and gave a top speed of 174 mph.



© Janet Wright

The Spirit Award / The Margaret Bagley Trophy went to the 1972 Ferrari 365 GTB/4 'Daytona' by Scaglietti, which was in Class O: Preservation class. It was powered by a front mounted 4.4 litre Tipo 251 Colombo V12 engine, which produced 347 hp and 318 lb ft of torque. This gave it a top speed of 174 mph and a 0-60 mph time of 5.4 seconds.



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The Most Exceptional Coachwork award went to the 1935 Hispano Suiza J12 Cabriolet by Vanvooren.



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Best Interior award: 1933 Rolls Royce II Continental Drophead Coupé by James Young.



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Most Opulent award : 1929 Rolls Royce 20 hp 3-position Cabriolet by Windover.



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Most Elegant award - 1961 Ferrari 250 GT SWB California Spider by Scaglietti



© Janet Wright

Class A Pioneering Motor Cars - winner 1903 Berliet 20hp Closed Swing-Seat Tonneau

© Simon Wright



Class B Pre-War Sports - winner 1932 Aston Martin Lightweight 'Le Mans Works Team Car LM9'



© Simon Wright

Class E: Post-War Closed winner 1955 Fiat 8V Berlinetta by Vignale



© Janet Wright

Class F: Sports Cars - winner 1954 HWM Cadillac



© Janet Wright

Class G: Gullwing - winner 1955 Mercedes Benz 300 SL Gullwing.



© Janet Wright

Class J: Ferrari 75th Anniversary Celebration Class - Race - winner 1966 Ferrari 275 GTB/C by Scaglietti.



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Class I Ferrari 75th Anniversary Celebration Class 2 winner - 1966 Ferrari 330 GTC by Pininfarina



© Simon Wright

Class K: Style Setters - winner - 1953 Chrysler GS-1 Special Coupe by Ghia



Class L Luxury : Winner - 1966 Mercedes Benz 600 Grosser.



Class N British Sporting Legends: 1961 Jaguar E-Type Fixed head Coupe.



Class M Celebrating Citroen : Winner 1971 Citroen SM Espace by Heullez.





Class O Preservation: winner - 1984 Lotus Turbo Esprit S3



Class Q Supercar Icons Post 1980: Winner 2005 Maserati MC12



Class P Supercar Icons Pre- 1980: 1977 Aston Martin V8 Vantage





1964 Alfa Romeo Giulia Sprint Speciale Coupe

© Simon Wright



1955 Jaguar D-Type Works 'Long nose'

© Janet Wright



1953 Alfa Romeo 6C 3000 PR 'Disco Volante'

© Janet Wright



1956 Chrysler Boana Speciale Coupé

© Simon Wright



Lamborghini 400 GT 2+2

© Simon Wright



Citroën DS23

© Simon Wright



1961 Abarth Allemano

© Simon Wright



1928 Bond 1 1/2 litre Super Sports Two-Seater '007'

© Simon Wright



1903 Knox Model C

© Janet Wright



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© Simon Wright

The Platinum Collection

© Simon Wright



© Janet Wright



The Platinum Collection.

To celebrate Her Majesty the Queen's 70th jubilee, Salon Privé put together the Platinum collection display. This consisted of silver or platinum coloured cars of all ages, with every thing from Aston Martin to Weismann. The Lamborghini Diablo SE 30 (Top Left) was built to celebrate the 30th anniversary of the company. This is No. 64 out of only 150 built and first delivered in 1996. It is a lighter and more powerful version of the Diablo, producing 523 hp. The powered glass side windows were replaced with plexiglas to save weight as well as removing air conditioning, stereo and power steering. Carbon fibre seats with a four point race harness and a fire suppression system were added. It could accelerate from 0-60 mph in 3.3 seconds and had a top speed of 207 mph. The Porsche GT1 (Top right) is a prototype race car. This is one of less than ten customer cars still in existence. This car has won the Canadian GT Championship three times and is the only car to have left the factory in EVO specification from new. It has now been converted to road-going specification by Lanzante. This is now one of only

two examples in road-spec and legally registered for road use.

The pair of McLaren F1 cars are No. 63 (right) and No.64 (Left). No. 63 has been recently restored by McLaren Special Operations (MSO) with almost 3,000 hours of work. No. 64 was completed in 1997 and has travelled extensively all over Europe. It recently returned to the UK to join the RofGo collection, which houses some of the most iconic Gulf liveried cars in the World.



© Simon Wright



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McLaren Mercedes SLR 722 GT Prototype.

This was a project from the collaboration between McLaren and Mercedes-Benz to reflect their partnership in Formula 1 Grand Prix racing. It was designed as a racing version of the Mercedes Benz SLR McLaren, headed by famous F1 Designer Gordon Murray. This prototype was built from a spare chassis and parts from a McLaren F1 car, including wheels, wing, drivers seat and pedal box. It was approved by the McLaren board and a limited production run of 27 cars was approved. The RML group were given the task of building the cars, which differed significantly from the prototype, but due to a World recession in 2008 only 12 were built. Recently MSO have converted 12 road going coupés in to replicas of the prototype.



© Simon Wright

Wiesmann GT MF5 Coupé

Manufactured in Germany and first shown at the 2008 Geneva Motor Show, this is a very rare car. Along with a roadster version, only 200 cars were built at the Wiesmann Gecko factory in Dülmen, Germany in 2018. It is powered by a BMW twin-turbo V10 engine which produced 555 bhp connected to a 6-Speed automatic transmission. It had a top speed of 193 mph and a 0-62 mph acceleration time of 3.9 seconds.



© Janet Wright



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Aston Martin DB4

© Janet Wright



**Lamborghini
P400 Miura SVJ**

© Simon Wright



Bugatti EB110 SS

© Janet Wright



Lamborghini Reventon Roadster

© Simon Wright



Morgan SLR

© Janet Wright



Ferrari Testarossa Spider

© Simon Wright



**Rolls Royce Phantom II
Handlye Special**

© Janet Wright



**Porsche 959
October 2022**

© Simon Wright



Jaguar E-Type Series 1 Flat Floor 3.8

© Simon Wright



© Simon Wright

Hennessey Venom F5

Built by Hennessey Special Vehicles, the Venom F5 hypercar has been created to be the fastest road car on Earth. The lightweight car is only 1,360 kg and with a rear-mid mounted 6.6 litre, twin turbocharged V8 engine which produces 1,817 bhp driving the rear wheels, it can reach a top speed of over 300 mph.



© Janet Wright



© Simon Wright

Range Rover SV P510e AWD Automatic PHEV.

Jaguar Land Rover had the new Hybrid Range Rover SV on display from Land Rover Special Vehicle Operations. With a 5 litre Supercharged V8 engine which produces 510 bhp through an 8-Speed automatic transmission, it can accelerate from 0-60 mph in 5.2 seconds with a top speed of 150 mph. On electric only power it can travel up to 68 miles. As well as All Wheel Drive, it also features All Wheel Steering and adaptive dynamics from the electronic Air Suspension system. Other driver aids include Adaptive Cruise Control and Steering Assist. It has 24-way heated and cooled electric front seats with hot stone massage, with Executive Class Comfort Plus rear seats. There is a 13.1 inch Touchscreen with Pivi Pro Infotainment and an interactive Driver display including a Head-up Display. Finally there are Digital LED headlights and a sliding Panoramic roof.

The on the road price is £154,300



© Simon Wright

DEUS Vayanne

Established in Vienna, Austria in 2020, the new DEUS Vayanne stands out in the competitive hypercar sector by offering luxury, performance and exclusivity. It is the first electric Hypercar producing 2,250 hp according to computer predictions. With twin motors and four wheel drive, it has a target top speed of 248 mph with a projected 0-62 mph time of just 1.99 seconds. Charging at 350 kW, the 85kWh battery should charge in about 20 minutes giving about 300 miles range. Developed in association with Italdesign Giugiaro and Williams Advanced Engineering, the first cars are expected to be delivered from Italdesign's Turin factory in 2025. Production will be limited to just 99 cars at a price of around £1.9 million each.



© Janet Wright



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The McLaren Artura

The latest McLaren supercar is a high-performance hybrid. The Carbon Fibre lightweight body has an ultra low centre of gravity and a weight of just 1,498 kgs. It is powered by a 3 litre V6, twin electrically activated turbocharged engine in association with an Axial Flux E-Motor. The combined power output is 671 bhp with 531 lb-ft of torque driving through a 8-Speed plus E-Reverse Seamless shift gearbox. This gives a top speed of 205 mph and a 0-62 mph acceleration time of 3.0 seconds.



© Janet Wright



De Tomaso P72

To celebrate the 60th anniversary of De Tomaso, the new P72 is a tribute to the original P70, a 7 litre sports racing car developed in conjunction with Carroll Shelby in 1964, but was cancelled before it raced.

The P72 will be highly exclusive, with only 72 being built. The design is similar to 1960s Le Mans prototypes, bring

the style into 21st century. It has a state of the art carbon monocoque chassis and subframes and crash structures which meet FIA LMP safety requirements



© Janet Wright



© Janet Wright

and feature a carbon mono-cell. It is powered by a 5 litre supercharged Ford Coyote V8 engine with a 6-Speed manual gearbox. It will be priced from £1,250,000



© Simon Wright



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Engler Desat.

A special vehicle from Slovakian company Engler is the Desat, the Worlds first Super Quadbike, powered by a 5.2 litre Audi R8 V10 engine developing 1,100 hp. With a kerb weight of 1100kg it has a power to weight ratio of 1:1 and has a top speed of 217 mph with 0-62 mph in 2.5 seconds.



Dallara Stradale 2019.

This Italian supercar is powered by a rear engine just ahead of the rear axle transversely mounted. It is a 2.3 litre, 4 cylinder Ford engine which produces 395 bhp and 369 lb-ft of torque fitted to a 6-Speed Ford manual transmission with a mechanical LSD between the rear wheels. This gives it a top speed of 174 mph, but the optional carbon-fibre wing on the rear reduces the top speed to 165 mph but maximises downforce to 820kg of downforce. Due to the light weight of the car, it does not need power steering and only requires cast iron brakes from Brembo. Cost is around £205,200.



Viritech Apricale.

The revolutionary hydrogen fuel-cell powered hypercar is the only hypercar to provide a zero emissions F1 style 6 kWh battery powertrain, producing 1073 bhp, in a car that is the same weight, a 1,000kg, as a petrol powered equivalent, and half that of some battery powered supercars. It should have a top speed of over 200 mph. Pininfarina is set to construct 25 at its Cambiano plant near Turin for delivery in 2024.





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© Janet Wright

Aston Martin Valkyrie.

Possibly the ultimate high performance supercar, the Valkyrie comes as close as possible to be a Formula 1 car

for the road, thanks to a partnership with Red Bull Racing Advanced Technology and the aid of top Grand Prix car designer Adrian Newey. The 100% carbon fibre structure and bodywork uses advanced aerodynamics and the open underfloor pulls the car down, producing 4000 lbs of downforce. The kerb weight of the car is just 2,811 lbs.

It is powered by a hybrid 6.5 litre V12 Aston Martin, naturally aspirated, petrol engine developed by

Cosworth with an additional 160 hp, 119 kW electric motor to provide additional



© Simon Wright



© Simon Wright

boost. It produces 1140 bhp and has a top speed of around 250 mph with a 0-60 mph time of just 2.5 seconds. The rear mid-engine drives the rear wheels through a 7-Speed Ricardo transmission. Only 150 will be built.



© Janet Wright

Maserati MC20.

A two seater mid-engined model powered by a 3 litre, twin turbocharged V6 engine connected to an 8-Speed dual-clutch automatic transmission driving the rear wheels. It produces

621 hp and 538 lb-ft of torque and can accelerate from 0-62 mph in 2.9 seconds and a top speed of over 200 mph. It has a claimed fuel consumption of 24.4 mpg. Prices start at just over £190,000.



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© Simon Wright



Nardone Porsche 928 Restomod

© Simon Wright



Bugatti Chiron

© Simon Wright



McLaren Speedtail

© Simon Wright



Clive Sutton Ford Mustang

© Simon Wright



Rolls Royce Phantom II

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Genesis GV60

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Lamborghini Huracan

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Pagani Zonda S

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Alpine A110

© Janet Wright



© Janet Wright

Koenigsegg Agera S



© Simon Wright

Ford GT



© Simon Wright

Million pound car line-up



© Simon Wright

McLaren MC12 Senna

Live on the Drive



Prodrive Mini WRC



Prodrive Subaru lineup



Renault 5 Turbo



© Simon Wright

Toyota Celica



© Simon Wright

Ford Escort RS Turbo



© Simon Wright

Nissan Pulsar Gti R



© Janet Wright

Ford Escort Mk1 Twin Cam



© Simon Wright

Lancia Delta Integrale 16V



© Simon Wright

Toyota Celica Turbo 4WD



© Janet Wright

Peugeot 206



© Janet Wright

1996 Subaru Impreza Group A
October 2022



© Simon Wright

Ford Focus WRC



McLaren Chevrolet M10B F500



Chevrolet Camaro



McMurtry Speirling Electric fan Car
Outright Record Holder Goodwood Festival of Speed



Ford RS200 RX car

Celebrating 75 years of Ferrari at Salon Privé



Ferrari F40 at Blenheim Palace



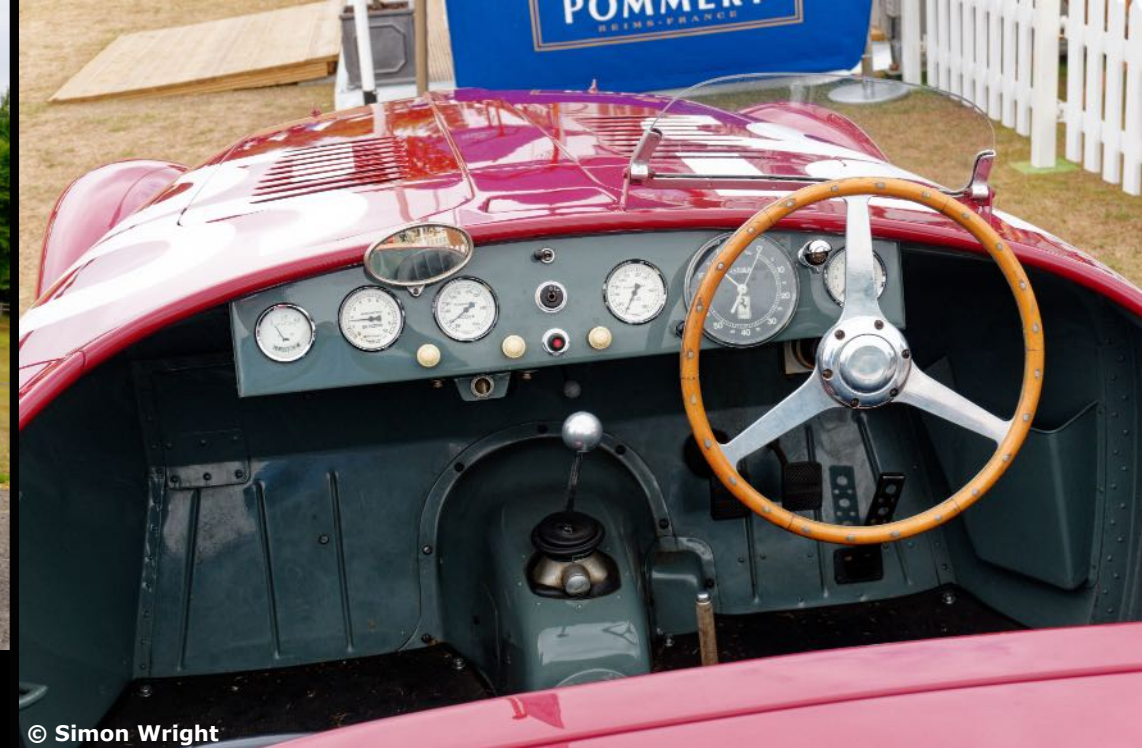
The First Ferrari - 1947 Ferrari 125S.

Making its debut in May 1947 at the Piacenza racing circuit, the Ferrari 125 Sport was the first car to have the Ferrari name. It was driven by Franco Cortese, who retired from the race. Two weeks later he won the Grand Prix of Rome at the Terme di Carcalla circuit. It won another five races in 1947 out of fourteen races, driven by Clemente Biondetti

and Giuseppe Navone. Only two of the 1.5 litre racing car were built. It featured a Ferrari designed and built 1.5 litre Colombo V12 engine which developed 118 bhp @ 6,800 rpm



© Simon Wright



© Simon Wright

with a compression ratio of 9.5:1. It was a single overhead camshaft design with 2 valves per cylinder and fitted with three double-choke Weber 30DCF carburettors. The front mounted engine drove the rear wheels through a 5-Speed gearbox. The car used a steel tube-framed chassis and had a double wishbone suspension with transverse leaf



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springs and a live rear axle at the rear. Hydraulic powered drum brakes were fitted on all four wheels.



© Simon Wright



1951 Ferrari 212 Export Vignale Barchetta



© Simon Wright

1953 Ferrari 250 Europa Coupe by PininFarina



© Janet Wright

1957 Ferrari 250 GT Spyder Competizione

© Janet Wright



1961 Ferrari 250 GT SWB 'SEFAC Hot rod' by Scaglietti



© Janet Wright

1961 Ferrari 250 GT SWB California Spider by Scaglietti



© Simon Wright

1963 Ferrari 250 GT 'Lusso' by PininFarina



© Simon Wright

1965 Ferrari 275 GTB by Scaglietti



© Simon Wright

1965 Ferrari 330 GT 2+2



1965 Ferrari 275 GTS by Pininfarina?

© Janet Wright



1967 Ferrari 275 GTS/4 N.A.R.T Spyder by Scaglietti

© Janet Wright



© Janet Wright

1966 Ferrari 275 GTB/C by Scaglietti



1967 Ferrari 365 California Spyder by Pininfarina

© Simon Wright



1968 Ferrari Dino

© Simon Wright



© Janet Wright

1973 Ferrari Dino 246 GT 'E-Series' by Scaglietti

October 2022



1980 Ferrari 308 GTS by Scaglietti

© Simon Wright



1984 Ferrari 308 GTS



1984 Ferrari 288 GTO



1989 Ferrari Testarossa



1991 Ferrari F40



1992 Ferrari 512 TR



1994 Ferrari 348 Spider



1995 Ferrari F355 GTS



1995 Ferrari F50



1996 Ferrari F512M

© Simon Wright



1998 Ferrari F355 GTB

© Simon Wright



1999 Ferrari 550 Maranello

© Simon Wright



2001 Ferrari 550 Maranello

© Janet Wright



2002 Ferrari 360 Spider

© Janet Wright



2004 Ferrari Enzo

© Simon Wright



2012 Ferrari 458 Italia

© Simon Wright



2014 Ferrari F12 Berlinetta

© Janet Wright



2015 Ferrari 488 Spider
October 2022

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2015 Ferrari LaFerrari

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2015 Ferrari 458 Speciale



2016 Ferrari 488



2018 Ferrari GTC4 Lusso T



2019 Ferrari Portofino



2020 Ferrari 812 Superfast



2020 Ferrari 488 Pista



2021 Ferrari SF90 Strdale Hybrid



2022 Ferrari Roma



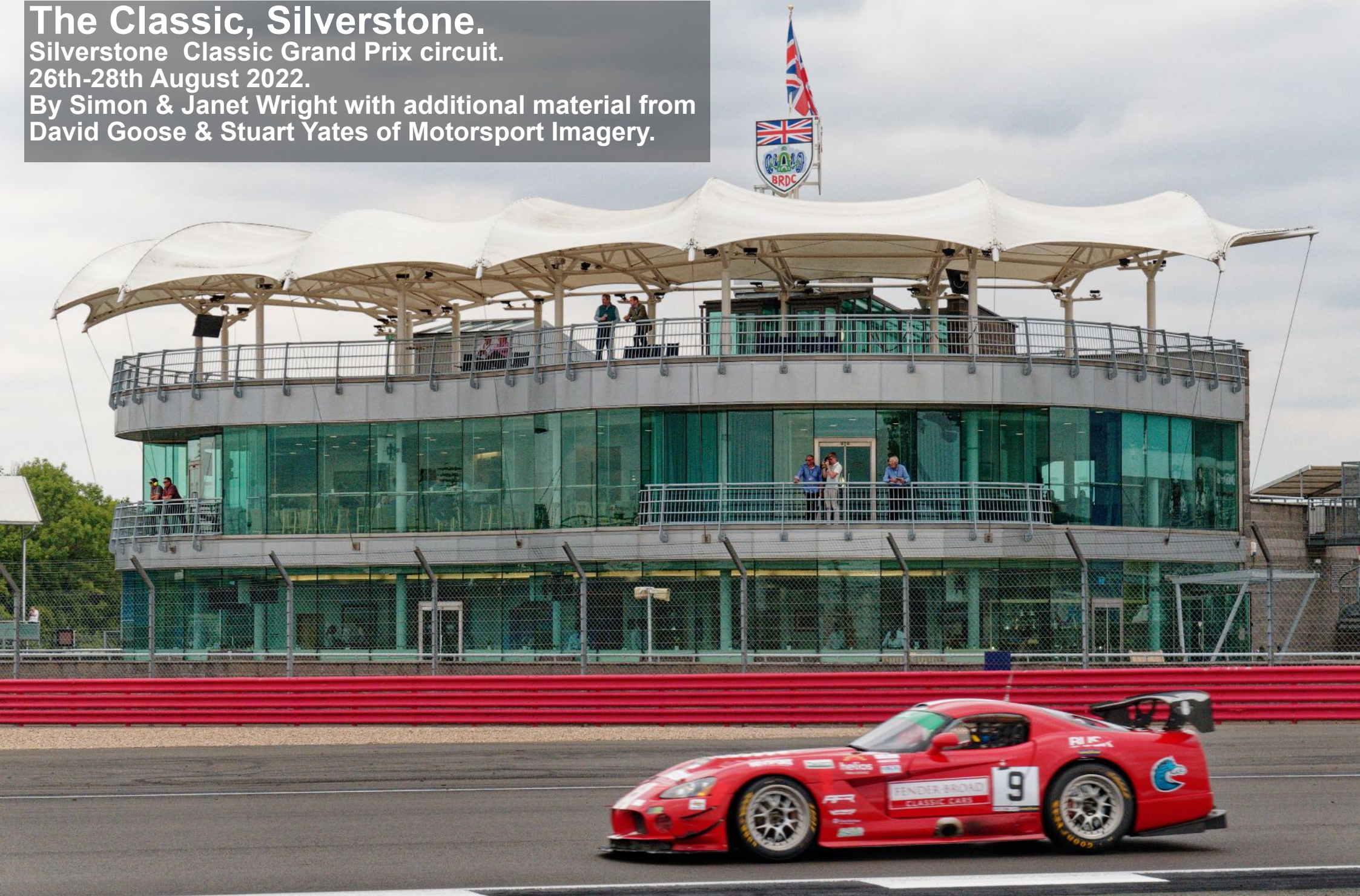
2022 Ferrari 296 GTB

The Classic, Silverstone.

Silverstone Classic Grand Prix circuit.

26th-28th August 2022.

By Simon & Janet Wright with additional material from David Goose & Stuart Yates of Motorsport Imagery.





The biggest event in the historic motorsport year in the UK is the Classic at Silverstone, a three day celebration of the history of motorsport and motoring. Held at the home of the British Grand Prix, in the heart of England, Silverstone offers the challenge for drivers and the fantastic viewing options for the enthusiast. Beside a full two day racing schedule, the circuit also hosts hundreds of classic cars in the centre of the circuit from dozens of owners clubs and individuals, plus a live Slowly Sideway Rallying demonstrations to show classic rally cars in action. There were also demonstration runs for Group C Sports Cars and



Ben Simms Caravelle Mk2 class D2 winner in both races.

more modern Formula 1 cars, plus a massive sale from Silverstone Auctions based in the Silverstone Wing. There was a full days qualifying on Friday for all the races taking place over the weekend. Saturday & Sunday both started with a twenty minute **Historic Formula Junior** race. After qualifying it was the Brabham BT6 of Michael O'Brien who was on pole position for the first race of the weekend. He went on to win both races from Horatio Fitz-Simon in a Lotus 22 in the first by just 0.13 of a second and Sam Wilson in a Cooper T59 in the second by over thirteen seconds. Wilson also won the Invitation class in the second race. Class D2 was won by



Michael O'Brien Brabham BT6 won both Formula Junior races



Ray Mallock U2 Mk2 class B2 winner in both races.

Sam Wilson Cooper T59 won the Invitation class in race 2.



Andrew Taylor Cooper T56 class C2 winner race 2

Benn Simms driving a Caravelle Mk2 in both races, in 10th and 7th positions overall. Ray Mallock won class B2 in a U2 Mk2 also in both races. In 23rd overall was the Invitation class winner in the first race, Michael Hibberd in a Lotus 20. The final class winner was Nic Carlton-Smith in a Kieft FJ, who won class C2 in 26th position in the first race. In the second race C2 was won by Andrew Taylor in a Cooper T56.

Harindra de Silva Lola Mk2 2nd class B2 in 2nd race



Michael Hibberd Lotus 20 Invitation class winner race 1



Eddie O'Kane Lotus 22 had a spin at Brooklands in practice, while Jeremy Deeley Cooper T52 takes avoiding action.



Ben Mitchell Martini Mk 19/22 won both F2 races

The **HSCC Historic Formula 2** first twenty minute race was out next on Saturday, with the second race out third on Sunday. With a good entry, it was the March 782 of Andrew Smith that took pole position for the first race. But he retired

© Simon Wright



Christopher Porritt Chevron B29 won class B in both races

from the first race and Ben Mitchell took victory in a Martini Mk19/22 (Class D - Bruno Giacomelli Trophy: Pre-1979 2 litre Formula 2 cars) by over seven-seconds from Matthew Watts in a March 782, with David Shaw in another March 782 in 3rd place, over twenty-four seconds further back. Class B (Vern Schuppan Trophy : Pre 1976 Formula

Keith White March 76B won class C in both races.



© Janet Wright



Stephen Weller Elfin 600B won class E in both races.

Atlantic Cars) was won by Christopher Porritt in a Chevron B29 in 8th place. In 14th place was class C (Gilles Villeneuve Trophy : Pre-1979 Formula Atlantic Cars) winner Keith White in a March 76B. He was followed over the line by class A (Jochen Rindt Trophy : Pre-1972 1600cc Formula 2 cars) winner Michael Bainbridge in a Brabham BT35. The final class winner was Stephen Weller in an unusual Elfin 600B, who won class E (Jim Clark Trophy: Post-1966 cars without wings) in 25th place.

**Michael Bainbridge
Brabham BT35 class
A winner race 1**



© Janet Wright

The second race was another victory for Mitchell in the Martini by a huge sixteen second gap over Greg Caton in a March 782. In 3rd place was Timothy De Silva, driving a Chevron B35. Porritt, White and Weller all took second class wins in 10th, 12th and 23rd positions, while the other class winner was 16th placed Jeremy Caine in a March 712 who won class A.

© Simon Wright



Jeremy Caine March 712 class A winner race 2



Historic Touring car race winner Andy Middlehurst Nissan Skyline.

The Tony Dron Memorial Trophy for Masters Racing Legends Historic Touring cars had a single 45 minute race on Saturday morning. The flame throwing Nissan Skyline of Jonathan Bailey & Andy Middlehurst started from pole position and Andy Middlehurst drove it to victory in the race, winning by over thirty eight seconds (Class HTCC HT4C: Group A Post '85 over 2500cc). In 2nd place was Simon Garrad in another Nissan Skyline R32, just ahead of 3rd placed Gary Pearson & Alex Brundle in a Ford Capri RS3100, who also won class HT2C: Group 2 over 2500cc.



Gary Pearson & Alex Brundle Ford Capri RS3100 class 2C winners.



John & Gary Pearson Vauxhall Cavalier Ecosse Invitation class winners

The Invitation class was won by the Vauxhall Cavalier Ecosse of John & Gary Pearson in 7th. In 10th place was class HT3C: Group A Pre '85 over 2500cc winner Tristan Judge in a BMW 635CSi, one lap down on the race winner. In 11th were the class TD2B: Group 1 ½ under 2500cc winners Nick Whale & Lionel Abbott in a Ford Escort RS1600. In 12th place was Class HT4B: Group A Post '85 under 2500cc winner Nick Bartlett in a BMW E30 M3, two laps behind the winner. In 14th position was the class TD2C: Group 1 ½ under 4000cc Winning Ford Capri of Marcus Jewell & Ben Clucas, while behind them in 15th



Tristan Judge BMW 635 CSI class 3C winner.

© Simon Wright
 Nick Whale & Lionel Abbott Ford Escort RS1600 class 2B winners.



was the Class HT3A: Group A Pre '85 under 1600cc winning Toyota Corolla AE86 of Jason & Guy Minshaw. Class TD2D: Group 1 ½ over 4000cc winners James Thorpe & Sean McInerney in a Chevrolet Camaro were 16th followed by Andrew & Max Banks in an Alfa Romeo Giulia Sprint GTA that won the U2TC C class: Under 1600cc. The Volkswagen Golf GTI Mk of Jim Morris & Tom Shephard won the TD2A: Group 1 ½ under 1600cc class in 18th, with Richard Dutton in a Ford Escort Mk1 winning the Sixties Touring Cars C: Under 1600cc class in 21st position. There were a lot of class winners in this race, with

Nick Bartlett BMW E30 M3 class 4B winner



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Marcus Jewell & Ben Clucas Ford Capri Class TD2C winners.



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Mutch & Alasdair McCaig in a BMW 1800 Tisa taking the U2TC D: Under 2000cc class win in 26th place, 3 lap behind the race winner. In 33rd place and four laps down, was the TD2B: Group 1 ½ under 2500cc class winner Myles Poulton in a Triumph Dolomite BL. The final class winners were the Alfa Romeo Alfasud Sprint Veloce Grp 2 of Geoff Gordon & Dicky Meaden who won the TD2A: Group 1 ½ under 1600cc class in 35th place and the Austin Mini Cooper of Chris Pearson & John Johnsen in 36th overall and winners of U2TC A: under 1000cc class.

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Jason & Guy Minshaw Toyota Corolla AE86 Class 3A winners

© Janet Wright



**James Thorpe & George McInerney
Chevrolet Camaro class TD2D winners**

© Simon Wright



**Andrew & Max Banks Alfa Romeo Giulia
Sprint GTA class U2C winners**

**Jim Morris & Tom Shephard Volkswagen
Golf Gti Mk1 class TD2A winners**



© Simon Wright



**Mutch & McCaig BMW 1800 Tisa class U2D
winners.**

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**Richard Dutton Ford Escort Mk1 Class
STC winner.**

**Myles Poulton Triumph Dolomite BL class
TD2B winner.**



© Simon Wright



**Geoff Gordon & Dicky Meaden Alfa Romeo
Alfasud Sprint Veloce GP2 class 2A winners**

© Simon Wright

**Chris Pearson & John Johnsen
Austin Mini Cooper class U2A
winners.**



© Simon Wright



**Simon Garrad Nissan Skyline R32 2nd
overall and 2nd in class 4C**



Gregor Fiskin & Patrick Blakeney-Edwards Frazer Nash TT Replica winner of BRDC 500

Following the touring cars was another long race, the **Masters Racing Legends Pre-War Sports Cars 'BRDC 500'** race. The oldest cars at the meeting had a large entry of thirty-one cars with the Frazer Nash TT Replica - Supersport of Gregor Fiskin & Patrick Blakeney-Edwards start from pole position for the forty minute race. They won

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Rudiger Friedrichs Alvis Firefly Special class winner

the race with a huge lead of over twenty-seven seconds to 2nd placed Rudiger Friedrichs in the Alvis Firefly Special, which also took the PW7: Post Vintage over 3000cc class win. In 3rd place, and winning class PW5: Post Vintage under 2001cc was Gareth Burnett in the Alta Sport. Clive Morley took PW3: Vintage over 3000cc class in the Bentley 3/ 4 1/2 in 5th place overall. The next class winner (PW4: Post-Vintage under 1501cc) was Alexander Hewitson in a Riley 12/4 TT Sprite Rep in 9th position. The penultimate class winner was John Burton in a SS 100 who won PW6:

© Janet Wright



Gareth Burnett Alta Sports Class winner

Post-Vintage under 3001cc class in 12th. The final class winner was the Bentley 3 litre of Duncan Wiltshire & Elbourn (Snr) who took class PW2: Vintage Under 3001cc in 25th position.



Clive Morley Bentley 3 / 4 ½ class winner.

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Alexander Hewitson Riley 12/4 TT Sprite Rep class winner.

© Simon Wright



John Burton SS 100 Class winner

© Simon Wright



Duncan Wiltshire & Elbourn (Snr) Bentley 3 litre class winner



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MG B parade

During the lunch break there were parades round the circuit celebrating various car anniversaries and Car Club parades. These included the Diamond anniversaries of the AC Cobra and Lotus Elan. The Cobra Register, 289 Register and the Cobra Replica Club UK were all celebrating the Cobra anniversary. The Elan was represented by Club Lotus and the Lotus Drivers Club and on Saturday they paraded more than sixty Elan's round the circuit at lunch time. BMW were celebrating the 50th anniversary of the sporty M division in 2022 with the BMW Car Club GB. Other anniversaries being celebrated at the classic included the Austin Healey 100, the Ford Cortina, the McLaren F1, Mercedes S Class, 60 years of the MG B, Porsche 944, Renault 5, 60 years of the Triumph Spitfire and Vitesse plus 50 years of the Triumph Dolomite and 75 years of TVR. On Friday Ferrari were celebrating the 75th anniversary of the company and the 55th anniversary of the Ferrari Club UK. Another celebration was for 50 years of

the Fiat X1/9, which saw around 160,000 produced over a 17-year period. The Sunday parade celebrated the centenary of the Austin 7 and the Jaguar brand that started with the Swallow Sidecar company. Allard will also celebrate the 70th anniversary of Sydney Allard Winning the 1952 Monte Carlo Rally.

© Simon Wright



Allard parade



© Simon Wright

Jaguar Centenary



© Janet Wright

Renault Clio Williams parade



© Simon Wright

Austin 7 Centenary celebration



© Janet Wright

Ferrari 75th Anniversary



© Janet Wright

Panther Parade



© Simon Wright

50th Anniversary of BMW M Division



© Janet Wright

Mercedes Celebration



© Simon Wright

50 Years of the Fiat X1/9



© Simon Wright

Retro Tour



Mike Cantillon Williams FW07C winner of both races

After lunch was one of the high-lights of the meeting, the first of two twenty minute **Frank Williams Memorial Trophy for Masters Racing Legends for 3-litre Formula 1 cars from 1966 to 1985**. Qualifying saw Mike Cantillon take pole position in a Williams FW07C. He dominated the first race, winning by over five seconds from Steve Hartley in a McLaren MP4/1. In 3rd place was the appropriately named Ken Tyrrell at the wheel of a Tyrrell 011. All three were in the Head class. Winner of the Fittipaldi class was Philip Hall in a Theodore TR1 in 8th overall. The final class winner in the Lauda class was Ian Simmonds in a Tyrrell 012 in 10th place.

Philip Hall Theodore TR1 Fittipaldi class winner race 1



© Janet Wright

Ewen Sergison Shadow DN9A Fittipaldi class winner race 2



© Janet Wright

The second race on Sunday was another victory for Cantillon, this time just over three seconds ahead of Jamie Constable in a Tyrrell 011, with Ken Tyrrell taking another 3rd place finish. Simmonds took a second class win the Lauda class in 8th, while the Fittipaldi class in this race was taken by Ewen Ferguson in a Shadow DN9A, who finished 12th.

© Simon Wright



Ian Simmonds Tyrrell 012 Lauda Class winner in both races.

© Simon Wright



Arthur Bruckner Arrows A6

© Simon Wright



Chris Perkins Surtees TS14

© Simon Wright



David Shaw Williams FW06

© Simon Wright



Mark Dwyer Osella FA1D

© Janet Wright



Mark Higson McLaren MP4/1B

© Janet Wright



Neil Glover Arrows A5

© Janet Wright



Christophe D'Ansembourg Williams FW07C

© Simon Wright



Paul Tattersall Ensign N179

© Simon Wright



Jamie Constable Tyrell 011



Alejandro Chahwan March 811



Mark Hazell Williams FW07B



Michael Fitzgerald Minardi M185



Charlie Kennedy Surtees TS16



Steve Brooks Lotus 91



Mark Harrison Shadow DN9



Ken Tyrrell Tyrrell 011



Steve Hartley McLaren MP4/1



Seb Hopkins Porsche 718 Cayman GT4 RS CS winner GT4 Classic race 1

Race six was for the most modern cars at the meeting, the first of two thirty minute **Masters GT4 Classic Silverstone Challenge** races. This was a relatively small field with just sixteen cars on track. Pole position went to Seb Hopkins in a Porsche 718 Cayman GT4 RS CS, which he converted into a victory in the first race. He beat Freddie Tomlinson in

Greg Evans Ginetta G55 Supercup Cup class winner race 1



© Janet Wright

to 2nd, who was driving a brand new Ginetta G56 GT4. In 3rd place was David Vrsecky in a Mercedes-AMG GT4. The Cup class winner was Greg Evans in 8th place, driving a Ginetta G55 Supercup car. The Classic class was won by Chris Griffin in an Aston Martin GT4, who finished 11th.



Freddie Tomlinson Ginetta G56 GT4 winner race 2

The second race on Sunday saw Tomlinson improve on the

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John Dickson Lotus Evora GT4 Cup class winner race 2



© Simon Wright

previous race to take the outright victory in the Ginetta. Hopkins finished 2nd and Aliyyah Koloc was 3rd in a Mercedes-AMG GT4. The Cup class was won by John Dickson in a Lotus Evora GT4 in 7th position. The Classic class saw another victory for Griffin in the Aston Martin. In 10th.



Chris Griffin Aston Martin GT4 Classic class winner both races.

The Ignition GP 90s F1 demonstration saw several modern F1 cars running round the circuit for fifteen minutes

© Simon Wright



James Belton 1999 Minardi M198

© Janet Wright



Steve Ottavianelli 1994 Benetton B193

© Simon Wright



Mike Wrigley 1992 McLaren MP4/7

© Simon Wright



Mike Cantillon 1994 Minardi M194

© Simon Wright



Henry Pearman 1990 Monteverdi Onyx ORE1

© Janet Wright



Michael Fitzgerald 1992 Brabham BT60Y



Will Nuthall Cooper T53 took both wins in the Pre '66 GP races

Back to racing and the **HGPCA pre '66 Grand Prix** cars had their first twenty minute race of the weekend. Pole position was claimed by Will Nuthall driving a Cooper T52. He went on to win the first race by over three-seconds from Michael Gans in a Cooper T79, who also took the Class 12 (Pre 1966 Tasman and Intercontinental 4 cylinder cars of not more than 2.7 litres) win. In 3rd place was another Cooper T53 of Rudiger Friedrichs. Class 11 (Pre 1966 1.5 litre multi-cylinder Formula 1 cars) was won by Andy Middlehurst in a Lotus 25 R4 in 6th position. In 1st place in class 8 (Formula Libre, Indianapolis and Intercontinental cars) was Andrew Haddon in the Scarab Offenhauser, who was 12th overall. The next class winner was Mark Daniell who was 14th in his Cooper T45 and 1st in class 9 (Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres).

© Janet Wright



Michael Gans Cooper T79 Class 12 winner in both races

He was followed across the line by Tony Wood in a Maserati MecTec, winning class 7a (Pre 1961 front-engine Grand Prix cars on 15" wheels) in 15th position. Making a trio of class winners finishing together, Chris Drake in a Cooper T71/73 won class 10b (Pre 1966 Formula 1 cars and 1964/66 Formula 2 cars of not more than than 1000cc) in 16th position. A fantastic Maserati 250F driven by John Spiers won class 6 (1954-1958 Grand Prix cars on 16" wheels) in 18th position. Another of the popular Cooper Grand Prix cars took the next class win, with Eddie Williams in a T43 winning class 7c (Pre 1961 Formula 2 cars of not more 1.5 litres) in 21st. Coopers continued their successes, with class 10a (Pre 1 Jan 1964 1.5 litre 4

© Simon Wright



Andy Middlehurst Lotus 25 R4 class 11 winner both races.

cylinder Formula 1 cars) going to 24th placed John Clark in a T56. The final class winner was Ian Nuthall in a Cooper Bristol Mk2, who won class 5 (1952/53 2 litre Grand Prix cars) in 28th position overall.

The second race on Sunday was a repeat of the first with Will Nuthall taking a second victory from Gans, by just under two-seconds of a second. Both took their respective class wins and Friedrichs took another 3rd overall. Andy Middlehurst took class 11 again in 5th overall. Daniell, Haddon and Williams repeated their first race class wins in 11th, 12th and 14th overall. A Maserati 250F won class 6 again, this time driven by Klaus Lehr in 20th position. The final class winner was again Ian Nuthall in 21st position.

© Simon Wright



Tony Wood Maserati TecMec class 7a winner race 1

© Janet Wright



Chris Drake Cooper T71/73 class 10b winner race 1

© Simon Wright

**Klaus Lehr
Maserati 250F
CM5 class 6
winner race 2**



© Simon Wright



Andrew Haddon Scarab Offenhauser class 8 winner in both races.

© Simon Wright



Ian Nuthall Cooper Bristol Mk2 class 5 winner in both races.

© Janet Wright



Mark Daniell Cooper T45 class 9 winner both races

© Janet Wright



John Clark Cooper T56 class 10a winner race 1

Despite having a quick spin in practice, John Spiers Maserati 250F 2516 won class 6 in race 1



© Simon Wright

© Simon Wright



Eddie Williams Cooper T43 class 7c winner in both races.



Julian Thomas & Calum Lockie Shelby Cobra Daytona winner International Trophy

The **International Trophy for Classic GT cars (pre '66)** was a single fifty minute race, the longest of the weekend. After qualifying, the Shelby American Cobra Daytona of Julian Thomas & Calum Lockie was on pole position, which they converted in to a win. After fifty minutes racing, James Dodd in a Jaguar E-Type was less than two-seconds behind in 2nd place, while John Davison was 3rd in a TVR Griffith. The CLP: Period F GTP cars up to 3000cc class winner was Andrew Haddon in a Lotus Elan in 9th place. In 27th place, Mark Holme in an Austin Healey 3000 took the C2: Period F GT Cars - 2001cc to 3000cc class win. Winner of the B2: Period E GT cars - over 2000cc class



Andrew Haddon Lotus Elan class winner .



Mark Holme Austin Healey 3000 class winner

was Nikolaus Ditting in an Aston Martin DB4GT, who finished 35th overall, one lap behind the race winner. The final class winner (C1: Period GT cars - up to 2000cc) in the race was Neil Fisher, driving an MG B in to 38th overall



Nikolaus Ditting Aston Martin DB4GT class winner.



Neil Fisher MG B Class winner.



Race 1 winner Jamie Constable 2011 Pescarolo LMP1

The **Masters Endurance Legends** had their first forty minute race of the weekend just after 5pm. Starting from pole position was Steve Tandy in the stunning Peugeot 90X. However, in the race he was beaten by Jamie Constable driving a Pescarolo LMP1 by over nineteen-seconds. In 3rd place was Michael Lyons in a Lola B12/80 who also took the class win for the G2/P2 (2011-1016) class. The G1/P1 (1995-2010) class was won by Keith Freiser in a Zytek 09s who was 4th overall. The next class winner was 8th placed Mike Newton in the MG Lola EX257, a lap down on the overall winner. In 10th place was the Ligier LMP3 of Jewell & Clucas, who were 1st in class

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Race 2 winner Michael Lyons 2015 Lola B12/80



Keith Frieser 2009 Zytek 09s G1/P1 class winner race 1

G2/P3 (2011-2016). Adrian Watt finished 12th in the Duqueine DO8 to take the Invitation class. In 15th overall was the Ferrari 458 GT3 of Stoke & McDonald, winning the G2/GT3 (2011-2016) class. Taking another class win of the weekend was Nikolaus Ditting in an Aston Martin DBR9 in 17th place, winning the G1/GT1 (1995-2010) class. The G1/GT2 (1995-2010) class was won by the Porsche 911 GT3 RSR of Osbourne & Smith in 21st. They were followed across the line by John Cockerton in a Porsche

© Simon Wright



Timothy De Silva Pescarolo LMP1 Class winner G2/P1 race 2



Mike Newton MG Lola EX257 Class winner G1/P2 race 1

997 Grand Am RSR, who won the G2/GT2 (2011-2016) class. The final class winner was Christopher Compton Goddard driving a Ferrari 430, who won the G1/GT3 (1995-2010) class.

The second race saw Michael Lyons win outright by 0.622 of a second in the Lola B12/80 from Timothy De Silva in a Pescarolo LMP1, who also took the G2/P1 class win. But this was only after De Silva was penalised 1 second after finishing first on the track. Tandy took 3rd in the Peugeot. Freiser took a second class win in 4th in the Zytek. In 8th

© Janet Wright



Rob Hall Ligier JS P3 class winner G2/P3 race 2



Marcus Jewell & Ben Clucas Ligier LMP3 class winner G2/P3 race 1

place, Rob Hall in a Ligier JS P3 took the G2/P3 class win. Newton and Watt took second class wins in 11th and 12th respectively, while Stokoe & McDonald also took another class win in the second race. Sitting and Cockerton also did the double class victory in 19th and 25th position. The final class winners were J & G Pearson in a Ferrari 430 who took the G1/GT3 class win in 23rd overall.

© Simon Wright



Adrian Watt Duquaine DB8 Invitation Class winner race 1



Andie Stokoe & David McDonald Ferrari 458 GT3 Class winner G2/GT3 race 1



Nikolaus Ditting Aston Martin DBR9 class winner G1/GT1 race 1



Osborne & Smith Porsche 911 GT3 RSR Class winner G1/GT2 race 1



John & Gary Pearson Ferrari 430 GT3 class winner G1/GT3 race 2

John Cockerton
Porsche 997 Grand Am
RSR class winner G2/
GT2 race 1

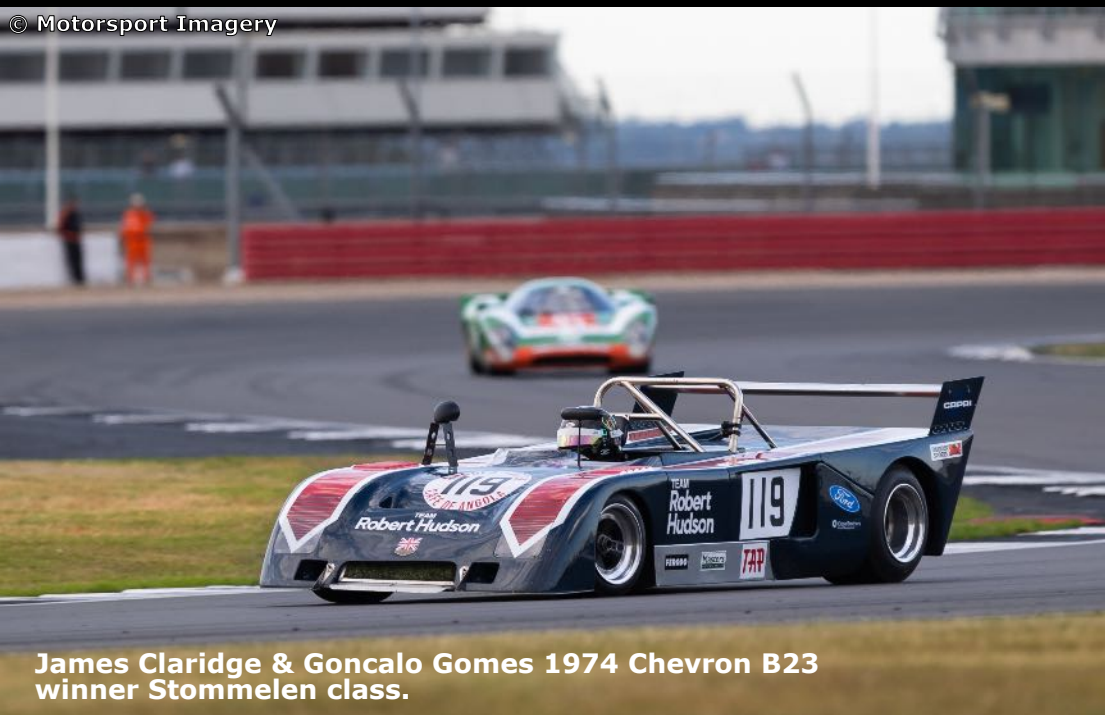


Christopher Compton Goddard Ferrari 430 class winner G1/GT3 race 1



Tom Bradshaw 1971 Chevron B19 winner Yokohama Trophy

The tenth and final race of Saturday was the fifty minute **Yokohama Trophy for Masters Sports Car Legends** that raced in to the dusk. Starting from pole position was Tom Bradshaw in a Chevron B19 and he went on to win the race by over sixteen-seconds. In 2nd place and winning the



James Claridge & Goncalo Gomes 1974 Chevron B23 winner Stommelen class.

Chris Beighton 1969 Lola T70 Mk3B Winner Rodriguez class.



Stommelen class was the Chevron B23 of James Claridge & Goncalo Gomes. The Lola T70 Mk3b of Beighton & Simon Hadfield took 3rd overall and won the Rodriguez class. The Invitation class was won by the Lola T70 Mk3B of Dean Forward & Jamie Thwaites in 5th overall. The Bonnier Class was won by the Chevron B8 of Julian Thomas & Calum Lockie in 10th overall. The Hulme class was won by the McLaren M1B of 14th placed John Spiers & Ollie Hancock. The final class winner was the Chevrolet Corvette of Peter Hallford & Keen in 19th position, winning the Pescarolo class award.



Steve Seaman 1966 Lola T70 Mk2 Spyder 5th in Hulme Class.



Stirling Moss Trophy race
winner Roger Wills 1958
Lotus XV

On Sunday morning, after the second Historic Formula Junior race it was time for the fifty minute **MRL Royal Automobile Club Woodcote Trophy & Stirling Moss Trophy** race. This race had attracted a large entry and saw the Tojeiro Ecosse Jaguar of James Cottingham & Harvey Stanley start from pole position for the fifty minute race. But in the race they could only manage 3rd place. The race and class SMT5 (Disc brakes under 2000cc) was won by Roger Wills in a Lotus 15, over twenty-five seconds ahead at the flag. In 2nd place was the Lister Knobbly of John Spiers & Ollie Hancock, who also won class SMT6 (Disc brakes over

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John Spiers & Ollie Hancock Lister Jaguar Knobbly Class SMT6 winner

Mark Cole 1956 Lotus XI
Class SMT4 winner.



2000cc). In 5th place and winning class SMT4 (Disc brakes under 1500cc) was Mark Cole at the wheel of a Lotus 11. In 9th place was the Fiskin HWM of Gregor Fiskin & Martin Stretton who took victory in class WT4a (Disc brakes over 3000cc). The next class winner was the Lotus Mk10 of Rick Bourne & Malcolm Paul who won class WT3a (Disc brakes under 3000cc) in 18th position. Just behind them was the class WT2 (Drum brakes under 2000cc) winner Stephen Bond in a Lister Bristol Flat Iron in 19th. Christopher Jolly in an Aston Martin DB2 won class WT3 (Drum brakes under 3000cc) in 24th overall, while Paul Griffin in a Connaught ALSR in 27th position won class WT1 (Drum brakes under 1500cc). The final class winner

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Gregor Fiskin & Ben Mitchell 1955 HWM Woodcote Trophy winners

was the Turner Ardun of Nick Crewdson & Ken Prichard Jones in 31st who won class WT5 (Cars by specific invitation).

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Malcolm Paul & Rick Bourne 1955 Lotus Mk X Class WT3a winners

© Janet Wright



Stephen Bond 1955 Lister Bristol Flat Iron Class WT2 winner.

Christopher Jolly 1952 Aston Martin DB2 Class WT3 winner.



© Simon Wright

Paul Griffin 1954 Connaught ALSR Class WT1 winner.



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Ken Prichard Jones & Nick Crewdson 1951 Turner Ardun Class WT5 winners



Winners James Cottingham & Harvey Stanley Jaguar E-Type Huffaker

Following the second HSCC Historic Formula 2 race it was time for the next long race, the fifty minute **Royal Automobile Club Historic Tourist Trophy (MRL Pre '63 GT)** race. Qualifying was dominated by the Jaguar E-Type in the top five positions on the grid, with James Cottingham & Harvey Stanley on pole by just 0.174 of a second. They turned that in to a comfortable win, beating the Oliver Webb & Guy Ziser Jaguar E-Type by over a minute. In 3rd place was Richard Cook in a Shelby AC Cobra. Winner of class C (Under 3000cc) was Mark Holme in an Austin Healey 3000 in 6th overall. The Class A (Under 1300cc) award went to

© Simon Wright



Mark Holme 1963 Austin Healey 3000 Class C winner.



Robin Ellis & Nick Padmore 1961 Lotus Elite Series 2 Class A winner

the Lotus Elite Series 2 of Robin Ellis & Nick Padmore in 8th. Class C (Under 3000cc) was won by the Austin Healey 3000 Mk2 of Mike Thorne & Sarah Bennett-Baggs in 15th position. Finally the class B (Under 2000cc) winner was Kevin Kivlochan in a Morgan Plus 4 Supersports in 19th position.

Kevin Kivilochan 1961 Morgan Plus 4 Supersports Class B winner



© Simon Wright



Thundersport
race winner
John Burton
1974 Chevron
B26

© Janet Wright

By mid-afternoon it was time for the forty minute **HSCC Thundersports race**. Not surprisingly in pole position was the mighty McLaren M8F of Dean Forward. After setting the fastest lap time on lap four the McLaren was out of the race the next lap. With the first three all within a second at the finish, victory went to John Burton in a Chevron B26. Only 0.353 of a second behind was Gregory Caton in a March 75S, followed by the Chevron B23 of James Claridge & Goncalo Gomes another 0.564 of a second behind. Taking victory in class SP1 (Sports Racing cars 1967 to 1971 under 2 litres) was 8th placed Gary Furst in a Lola T212, while SP2 (Sports Racing Cars 1965-1971 over 2 litres) was won by the Lola T70 Mk3B of Damon Desantis & David Hinton in 14th. The Sports 2000 Pinto cars up to 1990 class was won by the Tiga SC80 of Richard Coleman

© Simon Wright



Gary Furst 1971 Lola T212 SP1 class winner



Richard Coleman & Ollie
Roberts 1980 Tiga SC80
won Sports 2000 class

© Janet Wright

& Ollie Roberts in 11th and finally the Invitation class was won by Frank Lyons in the ALD C289 in 19th place.

© Simon Wright



Damon DeSantis & David Hinton 1969 Lola T70 Mk3B SP2 Class winner

© Simon Wright



Dean Forward 1972 McLaren M8F took Pole position

Victory for Julian Thomas & Callum Lockie in the Ford Falcon.



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The final race of the weekend was the forty-five minute **Adrian Flux Trophy for Transatlantic Pre '66 Touring Cars** race. After qualifying it was a Mustang lock-out at the front with the James Thorpe & Phil Quaife Ford Mustang claiming pole position by just 0.313 of a second from John Davison, with the Steve Soper & Henry Mann car also within half a second of the pole position time. After an exciting race, which was lead for most of the race by the Mustang of Thorpe & Quaife, it was the Ford Falcon of Julian Thomas & Calum Lockie that took the final win of the weekend by just 1.86 seconds from Thorpe & Quaife. The THA (Over 2001cc) class was won by the Ford Lotus Cortina of Marcus Jewell & Ben Clucas in 7th position. Jeff Smith in an Austin Mini Cooper S took class THD (Up to



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1300cc) victory in 12th while the final class winner was Harry Barton in a BMW 1800 Tisa, who won the THB (1601 to 2000cc) class in 22nd overall.

The Austin Mini Cooper S of Michael Cullen lets go



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A flaming Mustang of Alex Taylor & Andy Priaulx



© Motorsport Imagery

The Ford Galaxie of Fred & Bill Shepherd being pushed by the Mini of Ian Curley

Celebrating 40 years of Group C at the Classic, Silverstone.

By David Goose & Stuart Yates of Motorsport Imagery



Cabin Racing Team / Richard Lloyd
Racing Porsche 962-200



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Jaguar XJR-6 built by TWR for the 1986 Le Mans 24 hours 1

Celebrating 40 years of Group C, the Classic at Silverstone

This years Silverstone Classic saw a special display of the iconic Group C cars with track demonstrations on both the Saturday and Sunday. Silverstone was the birthplace of the Group C hosting the first ever Group C race, the opening round of the World Endurance Championship, a six hour race on the 16th May 1982. At that time, Group C racing was as spectacular and popular as Formula One, with a truly worldwide fan base.



© Motorsport Imagery

1994 Skoal Bandit Porsche 956, part of Henry Pearman's collection of Group C cars



© Motorsport Imagery

1997 Sauber Mercedes C9 driven by Henri Pescarolo & Mike Thackwell

Group C cars were designed and built by several manufacturer teams who competed in the highest class, C1. Jaguar, Mercedes, Mazda, Peugeot, Ford, Lancia , Nissan and Toyota all produced top class Group C Cars but few if any rivalled the success or popularity of the Rothmans Porsches. Rising costs led to the creation and development of a number of more cost effective cars



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Nimrod NRA / Aston Martin with Derek Bell in the Cabin Porsche 962 in the background



Porsche 962C GTI prepared by Richard Lloyd Racing for Italiya Sports for the 1990 Le Mans 24 Hours, the car failed to finish the race suffering a fire in pit lane after 188 laps

running in the C2 class, and cars were designed to comply with the North American IMSA regulations, allowing cars to run in the two championships with only minor changes. From the first race in May 1982 until its demise in 1993, the cars entertained the crowds worldwide. The number of cars produced was very limited, and many have been scrapped, those that remain are very highly valued. In terms of outright pace, Group C cars in their heyday were clocked at just over 400 km/h on the Mulsanne Straight at Le Mans, this compares to top speeds of 360 km/h for Formula One,

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1990 FEDCO Spice SE90C, one of the last Group C cars made by Spice Engineering



© Motorsport Imagery

Last of the works Rothmans Porsche 962's built, the car was on the podium in every race entered, driven by Derek Bell and Hans Stuck

380 km/h for Indycars, 360 km/h for Moto GP and 345 km/h for current WEC cars.

For several years, the Classic held races for Group C cars, usually last race of the day on the Saturday as the sun began to set and then again on Sunday afternoon. As the cars have become more scarce and maintenance and running costs increased, the Group C's have been missing from the Classic race card for a few years, the 40th



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Silk Cut Jaguar XJR-8 leads from a Rothmans Porsche 962 with the Skoal Bandit Porsche 956 in the background at Luffield



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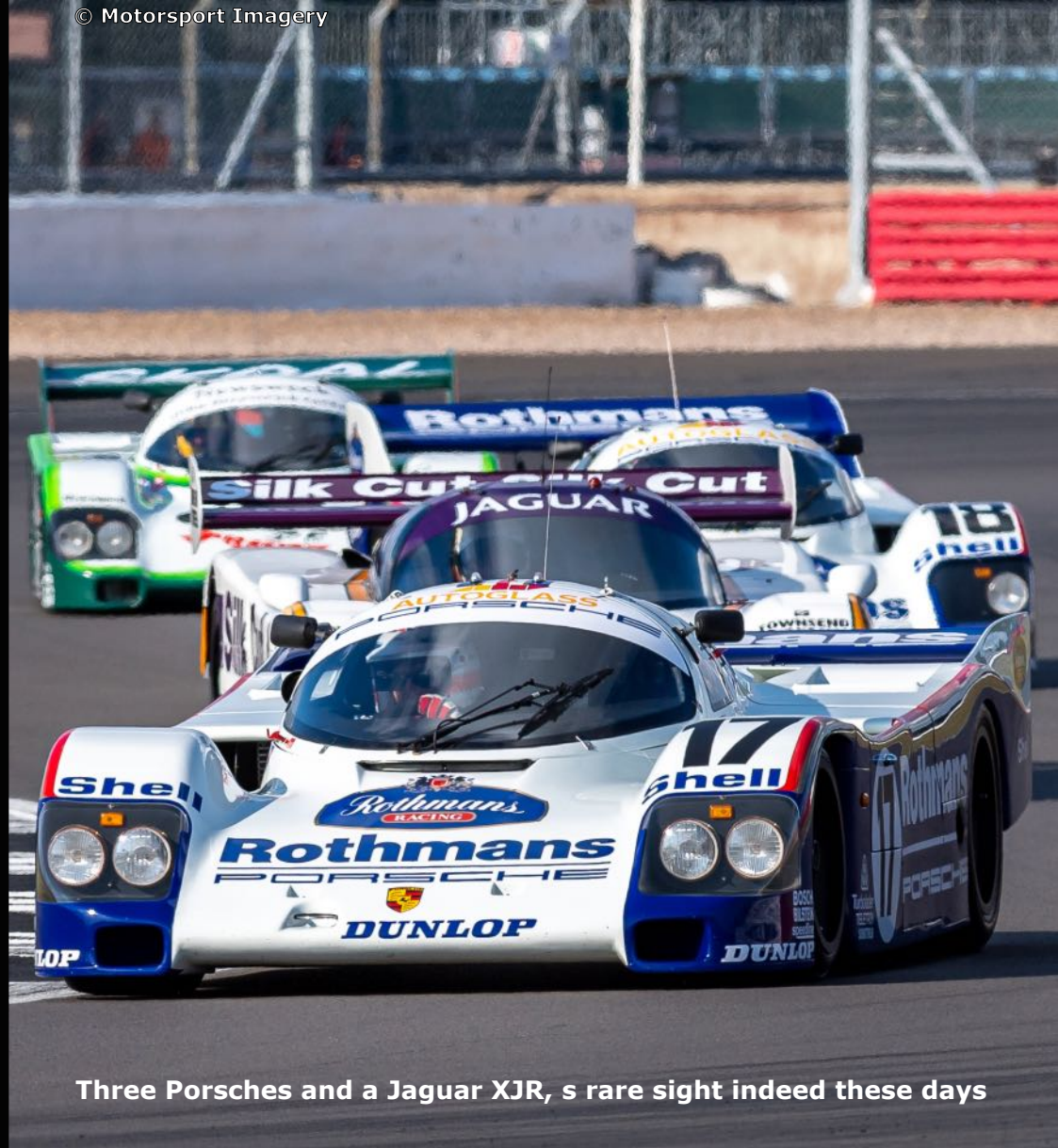
TWR Jaguar XJR-6, driven in period by Mike Thackwell and Martin Brundle

anniversary was therefore a great opportunity to see the iconic cars run around the circuit at speed. Speaking to one of the car owners in the paddock, the comment was that they would love to race again at the Classic, but the costs of both entry and running the cars was prohibitive, but also with the cars being worth up to £5 million each, racing them in the future was unlikely to be a regular occurrence. Of the 20 cars on display, all were the more powerful Group



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Kenwood sponsored Porsche 962 driven in the Le Mans 24 hour race by Mario and Michael Andretti, with Philippe Alliot, the car featured the low drag high speed rear spoiler compared to the standard version on the car in the background



Three Porsches and a Jaguar XJR, s rare sight indeed these days

C or C1 class, with the majority being either Porsches or Jaguars. There was a 21st car on site, a Rothmans Porsche 962 but this was on display in the Silverstone Interactive Museum, this car being on loan from Henry Pearman, owner of several of the Group C Cars on display and running during the weekend in the main international paddock at the Silverstone Classic.



Sauber Racing
Mercedes C9

Of the cars on display, 5 were the all conquering Rothmans Porsche 956 / 962 models, dominant for long periods of the life of Group C Cars. The Porsche 962 model was developed as a successor to the 956 when the regulations for racing in the North American IMSA series dictated that the front axle must be ahead of the drivers pedal box. The wheelbase of the 956 was extended to comply with the IMSA regulations and the 962 was born.

There were also three Silk Cut Jaguars on display, another iconic race car from the 80's and 90's. Jaguar broke the dominance of Porsche at Le Mans in 1988, when the Jaguar XJR-9 took victory in the 24 hour race, the first victory for Jaguar since a D-Type took the honours in 1957. Although there was not an XJR-9 present at the event, there were several XJR-6's, XJR-8 and XJR-11 present to show the progression of the marque over the years. The comment in the paddock was that in 2022 it was too

expensive to run these classic cars on circuit in a race. Hopefully these issues can be addressed and in the future and the sight of the Group C cars running competitively at Silverstone can return again.



John Fitzpatrick Racing Porsche 956-110, J David



Porsche 962, Jochen Mass and Bob Wollek

Lewis Hamilton's Championship winning cars



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At the classic there was a display of all the cars that have been driven by Sir Lewis Hamilton to his seven World Championship titles.

Slowly Sideways Rallying demonstration

Access
to Abbey

© Simon Wright

Porsche 911 and Ford
Escort Mk3 battle it out on
the rally stage

Another popular feature at the Classic was the Slowly Sideways Rallying demonstrations taking place on part of the old Grand Prix circuit from Abbey and under the old Daily Express bridge. A simple all tarmac loop course was marked out by cones and two cars would start side by side on each side of the course, but going in opposite directions. Having not seen any results, I assume this was just for fun for the spectators to see which was fastest of a selection of rally cars competing against each other. The drivers were doing their best to hang the tail out at the two hairpin bends at each end of the short course. The selection of rally cars was varied with a few Group B cars included.

© Simon Wright



Lancia 037



Ford RS200

© Simon Wright



Toyota Rally car in action



Mitsubishi Lancer Evo kicks up the dust

Skoda Fabia runs wide



Ford Escort Mk2





Mini 1275GT



© Janet Wright



Ford Escort Mk1

© Janet Wright



Ford Escort Mk2

© Simon Wright

Car Club Centre display at the Classic.

The TVR Car Club
www.tvrc.com



The TVR Car Club had a good line up of cars to celebrate 75 years of TVR.



© Janet Wright

During the Classic at Silverstone, the infield centre of the circuit is turned in to one huge car show, with Car Clubs and individuals displaying their classic cars or modern supercars. Many Car Clubs use the event to stage their annual car show, and many use the event to celebrate significant anniversaries. This year there were several

The Ferrari Owners Club were celebrating the 75th anniversary of Ferrari and the 50th anniversary of the club with a large display of members vehicles, including a pair of fabulous red Ferrari F40s flanking the entrance to the members marque.



© Simon Wright



© Simon Wright

The 750 Formula Historic Racing club had a small display area with several 750 racing cars on display. Most of these cars are based on the 749cc Austin 7, which is celebrating its centenary this year.

After the end of the second World War, many troops returning home modified the basic Austin 7 to racing specials to race on old wartime airfields, like Silverstone.



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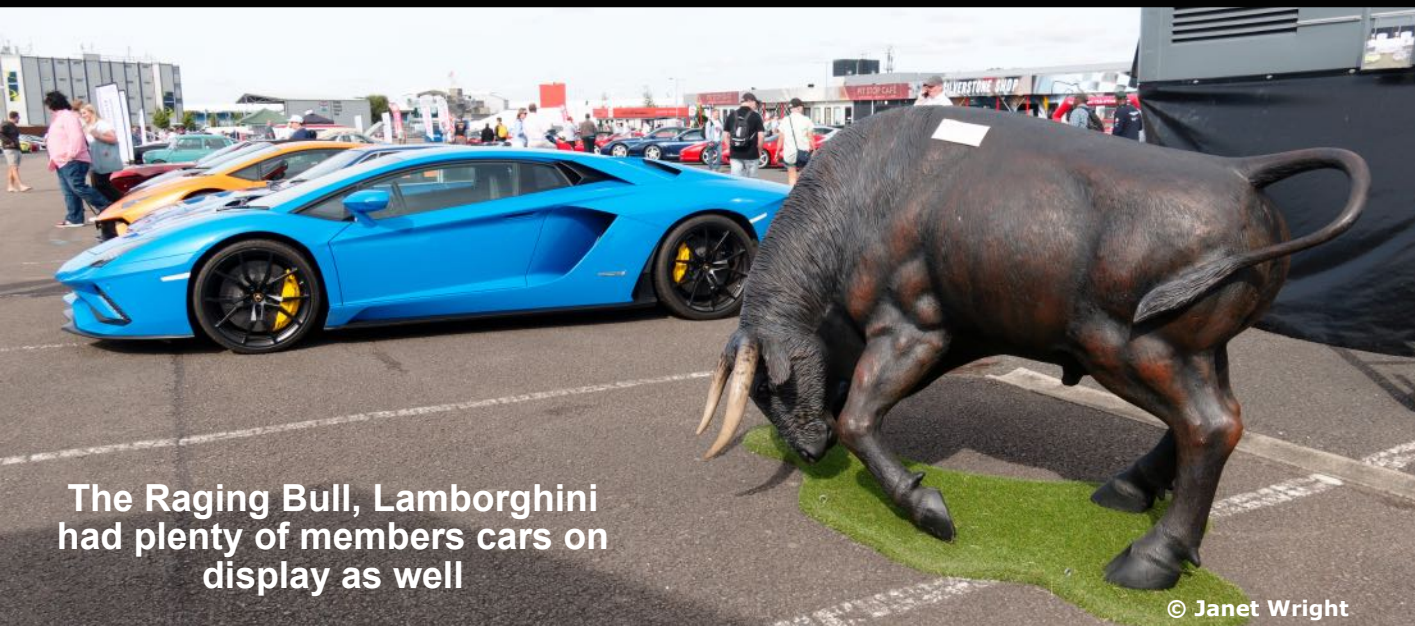


Another celebration was 50 years of the Fiat X1/9 by X1-9 the club for Fiat and Bertone X1/9 enthusiasts.



The centenary of the Austin 7 was celebrated by various clubs.

© Janet Wright



The Raging Bull, Lamborghini had plenty of members cars on display as well

© Janet Wright



Allard owners celebrated the 70th anniversary of Sydney Allard Winning the 1952 Monte Carlo Rally.

© Simon Wright



The MG Owners club were celebrating 60 years of the MG B

© Janet Wright



Most versions of the Chevrolet Corvette were on display

© Simon Wright



Quantum Owners Club had a good turn out of the kit car

© Simon Wright

Italian Day,
Bridgnorth town centre
11th September 2022.
By Simon & Janet Wright.





© Janet Wright

The Shropshire town of Bridgnorth is known more for steam trains rather than cars, as it is one end of the famous Severn Vally Steam Railway heritage steam Tain line. But on a bright and sunny September morning, the closed off town centre was full of Italian vehicles. With cars,



© Simon Wright

motorbikes and scooters filling the main streets of the town centre, the town with a population of around 12,000, was suddenly full of thousands of people enjoying the free spectacle. The town is split into two parts by the river Severn, and the car event took over High Town. As you approached the town centre, Whitburn

street was mainly filled with Italian Lambretta scooters, then entering the High Street, there were many Italian motorcycles parked together outside Lloyds Bank, while the rest of the High Street was solid with all types of Italian cars, parked both sides of the road. There was everything from little Fiat 500s to Lamborghini supercars, with probably every Italian marque represented.



© Simon Wright



There was an impressive lineup of Maserati GT cars parked together, with Ghibli and Quattroporti models. The Ghibli name has been used on three different models since 1967. The first was a V8 Grand Tourer from 1967 to 1973. This was followed by a V6, twin turbocharged coupe from 1992 to 1998, then from 2013 it has been an executive saloon. It has the choice of a 3 litre twin turbocharged V6 engine (325 hp) or a 3.8 litre twin turbocharged V8 engine (404 hp). There is also an option for a 3 litre Turbocharged Diesel engine (271 hp), the first Maserati with a diesel engine. All these engines drive the rear wheels through an 8-Speed ZF automatic gearbox.



© Simon Wright

Maserati V8 GranSport

The Maserati V8 GranSport was a sportier version of the Maserati Coupe, with improved aerodynamics and was built between 2005 and 2007. It was powered by the 4.2 litre Ferrari/Maserati F136 R V8 engine which produced 395 hp thanks to a different exhaust system, which growls on full throttle, and some cylinder head improvements. It came with the 6-Speed Cambiocorsa paddle shift transmission. It had a top speed of 180 mph with a 0-62 mph acceleration time of 4.85 seconds.

On the opposite side of the road was an impressive line up of colourful Lamborghini sports cars. These included a very colourful Aventador with a Batman themed paint job, an orange Lamborghini Gallardo, a silver Lamborghini

Countach, a yellow Lamborghini Huracán and a blue Lamborghini Urraco.



© Janet Wright



Keeping with the colourful theme, the next line-up was a black 2010 Ferrari 458, a red 2002 Ferrari 360, a yellow 2015 Ferrari FF and a red 2006 Ferrari F430 Spider.



© Simon Wright



© Simon Wright

The Ferrari FF is unusual compared to the majority of Ferrari models in that it is a 4 seater and 4-Wheel drive (FF- Ferrari Four). Between 2011 and 2016 a total of 2,291 were built at Maranello. The three door shooting brake design has a front mid-engine driving all four wheels. It is powered by a 6.3 litre V12 engine producing 650 hp, with a 7-Speed dual-clutch transmission with paddle shift. It has a top speed of 208 mph and can accelerate from 0-62 mph in 3.7 seconds. When it was launched in 2011, it was the largest road-going Ferrari engine ever produced and Ferrari claimed it was the fastest four seat car in the World. The 4-Wheel drive was a new system called 4RM. It was about 50% lighter than conventional 4-Wheel drive systems, providing power intelligently to each wheel as required. The car is normally in rear wheel drive, with the 4WD system only operating when the dashboard switch is set to Snow or Comfort setting. The system is based around a second, simple gearbox taking power from the front of the engine. It only has 2 forward gears, 2nd and 4th, plus reverse, with gear ratios 6% higher than the same gears in the main gearbox. The interior is designed for luxury with premium air-conditioning, GPS navigation system, carpeting and sound system, with the rear seats being able to fold down to give up to 28 cu ft of boot space.



© Janet Wright

Next in line were a pair of Lancia cars. The Lancia Montecarlo was built between 1975 and 1978 as Lancia Beta Montecarlo, then again from 1980 to 1981 as either a 2 door coupe or a 2-door targa top sports car. It was powered by a transverse rear mid-mounted 2 litre, straight 4-cylinder, twin-cam engine driving the rear wheels through a 5-Speed manual gearbox. The engine developed 118 hp at 6000 rpm, giving a top speed of 118 mph and an acceleration time of 9.3 seconds for 0-62 mph. The second edition cars built after 1980 had a signature split front grill from the Lancia Delta, glass in the rear butters to give better rear visibility and 14 inch alloy wheels. The engine cover at the rear is hinged on the left side and the spare wheel is also located in the engine compartment.



© Simon Wright

The other Lancia was a red 1978 Lancia Gamma 2500 2-door coupe. Designed by Aldo Brovarone at Pininfarina, it was aimed at the executive market and was also available as a Berlina 4-door saloon. Launched at the 1976 Geneva Motor Show as Lancia's new flagship, it replaced the Lancia Fulvia model but was based on some components from the Lancia Beta. It is a front engine, front wheel drive car built between 1976 and 1984. During that period, only 6,790 of the coupe were built, with another 15,272 saloon versions assembled. The 2.5 litre, all aluminium boxer flat-4, SOHC, 8 valve engine, with Weber carburetors, is longitudinally mounted and produced 140 bhp. This gave it a top speed of 120 mph with 0-60 mph in 9.4 seconds. It was connected to either a 5-Speed manual or 4-Speed Automatic gearbox.



© Simon Wright



Abarth 959

© Simon Wright



The modern Fiat 500 and very popular Abarth 595 were plentiful around town, as they are

proving to be a desirable modern car. There was also the Abarth 124 spider sports car and an Abarth Grande Punto present. Abarth are now the sporty side of Fiat vehicles who provide tuned-up versions of the Fiat



© Simon Wright

Abarth Spyder 124



Abarth Punto

500 with the Abarth 595 and 695 and the Fiat 124 sports car, plus in the past other vehicles like the Fiat Punto have also had Abarth tuned versions.



© Simon Wright

The most unusual Fiat was a luxurious Fiat 130 Coupé. They were manufactured between 1971 and 1977. It was designed by Paolo Martin of Pininfarina. It is powered by a 3.2 litre 6 cylinder twin OHC engine which was developed by Ferrari master engineer Aurelio Lampredi. They were usually connected to a Borg Warner 3-Speed automatic gearbox, but 900 were fitted with a 5-Speed ZF gearbox fitted instead. Between 1971 and 1977 a total of 4492 were produced. Although Fiat were considered to be an economy car manufacturer, this model was more expensive to purchase than a Porsche 911 in period. Fiat took over several other Italian brands brands include Ferrari, Alfa Romeo, Lancia and Maserati and now the entire group is part of Stellantis, who also own Chrysler, Dodge, Jeep, RAM Trucks and SRT.



© Janet Wright

This 2003 Fiat Barchetta (above) is a front engine, front wheel drive Roadster sports car that was built between

1995 and 2005. It was based of the Fiat Punto. Powered by a 1.8 litre 16 valve, DOHC 4-cylinder which produced 130 bhp at 6300 rpm and 164 Nm of torque. This gave it a top speed of 118 mph and a 0-62 mph acceleration time of 8.7 seconds.

Another popular small Fiat has been the Panda (left) and its 4x4 model. With 4WD and raised body, this Panda could go anywhere.



© Simon Wright



© Simon Wright

Fiat also made light commercial vehicles and this Fiat 900 T van, known as the Fiat Citivan in the UK. The 900 van was built between 1976 and 1985 and is powered by a small rear mounted 903cc engine taken from the Fiat 127. It produced 35 bhp and 44.84 lbs-ft of torque. It was available as the 900E camper van, called Amigo or Pandora. With the roof raised, the tent top folds out to provide an upstairs sleeping area, ideal for camping holidays and trips away.

Fiat probably had one of the first MPVs on the market with the Fiat 600 Multipla. Built between 1956 and 1967 it was classified as a four door Multi Purpose Vehicle (MPV) It was based on the Fiat 600 drive train and the Fiat 1100 front suspension. With the small engine in the rear, driving the rear wheels, it left plenty of room in the compact body

to seat up to six people in a body that was only 20 inches longer than a Mini Cooper. The 1963 Fiat Multipla at Bridgnorth was a 750 with the larger 767cc engine which produced 25 hp compared to the original 663cc engine which produced 21.2 hp. The claimed top speed was 56 mph. On the original 663cc version, it could accelerate from 0-60 mph in 43 seconds and had a top speed of 57 mph. It had a 4-Speed manual transmission with synchromesh on the top 3 gears. With double wishbone



© Simon Wright

suspension and coil springs at the front and trailing arm suspension at the rear. Other changes included fitting a larger radiator and relocating the fuel tank to the rear, mounted above the gearbox. On the original 600 the fuel tank was located in the front luggage compartment. With no front 'boot', the spare wheel was also relocated in to the passenger compartment in front of the passenger seat.



© Simon Wright

The Fiat Abarth 750 was a series of racing saloons from Abarth of Turin in Italy in the 1950s and 60s. They used the floorpan of the Fiat 600 and sometimes the body, fitted with



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an Abarth modified engine. Abarth offered the 750 cc version of the Fiat 600 with both the original Berlina bodywork or more aerodynamic bodywork like this Zagato "Double Bubble". The Zagato was first shown at the 1955 Turin Motor Show, with the double bubble roof and the special raised rear engine cover to allow clearance for the upright carburettor and air filter. The all aluminium body is easily identifiable by the double domes on the roof. Not much is retained from the Fiat 600 apart from the floorpan. The Abarth tuned Derivazione 747 cc engine produced 42 hp.



© Simon Wright

Probably the most popular of the Italian manufacturers in the UK for volume sales is probably Alfa Romeo, There were plenty of Alfa Romeo models present, many in the traditional Italian red. One interesting car was the Time Attack Alfa Romeo 155, an ex-BTCC car as driven by Antonio Giovinazzo.



Alfa Romeo 155

© Simon Wright



1999 Alfa Romeo GTV Twin-Spark

© Simon Wright



1979 Alfa Romeo Alfasud Sprint Veloce

© Simon Wright



2007 Alfa Romeo Spider.

© Simon Wright

October 2022



Alfa Romeo 145

© Simon Wright



1983 Alfa Romeo GTV 2.0

© Janet Wright



2017 Alfa Romeo Giulia

© Simon Wright



© Simon Wright



2012 Alfa Romeo Giulietta

© Simon Wright



2015 Alfa Romeo Giulietta

© Simon Wright



2002 Alfa Romeo GTV V6

October 2022





2019 Lister Bell STR Lancia Stratos replica.



1972 Lancia Fulvia



1997 Lancia Delta HF

October 2022



1998 Lancia Delta HF Turbo



2007 Lamborghini Gallardo



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1961 Lancia Flaminia GT 3C 2.5 Convertible



© Simon Wright



1973 Lancia Flavia



© Simon Wright

Abarth 595



1972 Alfa Romeo 2000



1989 Ferrari 328 GTS



1971 T48 Corsa Spyder



© Simon Wright



© Janet Wright

2014 Alfa Romeo 4C



© Simon Wright

1973 Alfa Romeo GT1600 Junior



© Janet Wright

1977 Alfa Romeo Alfetta GTV



© Simon Wright

Alfa Romeo Brera S Limited Edition
355 of 500 October 2022



© Simon Wright

1979 Ferrari BB512

VSCC

Mallory Park

21st August 2022

By Simon & Janet Wright

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



John Polson – Talbot 25 HP finished 5th in the
Dick Baddiley & Edwardian Racing Trophy race



The lunchtime grid walk was very popular.

© Simon Wright

The Vintage Sports Car Club held their final race meeting of the season at the friendly circuit, Mallory Park at the end of August.



© Simon Wright

Race 1 winner Rob Hubbard 1917 Vauxhall 30-98

With morning practice, the first race was after the lunch break, when the spectators were able to do a grid walk of the Edwardian cars on the grid for the first race. The Dick Baddiley & Edwardian Trophy Race was over 8 laps, and started the afternoons action, with a handicap event. The first cars off were William Twelvetrees in a 1916 Buick D45 and Ian Balforth in a 1917 Hudson Super Six Racer, with Twelvetrees only doing 7 laps while Mark Walker in a 1905 Darracq 200hp and Hughie Walker in a 1913 Theophile Schneider Aero were due to run 9 laps. At the end of the race it was Rob Hubbard in a 1917 Vauxhall 30-98 who took victory by just 1.25 seconds from Balforth in the Hudson in 2nd. In 3rd place was Neil Gough in a 1911//16



© Simon Wright

Race 1 3rd Neil Gough 1911/16 K.R.I.T



Race 1 2nd Ian Balforth 1917 Hudson Super Six Racer

K.R.I.T another fourteen seconds further back. This included a ten second penalty for a jump start. Mark Walker finished 6th and Hughie Walker was 7th after setting the fastest lap time in the race at 1 minute 04.09 seconds on lap seven. William Twelvetrees finished 12th.

© Simon Wright



Race 2 winner Patrick Blakeney-Edwards 1930 Frazer Nash Super Sport

The second race of the afternoon was the Allcomers Scratch race over sixteen laps. Starting from pole position was Michael James in a 1937 Riley 12/4 Cotton Special, but he retired on lap ten. The winner was Patrick Blakeney-Edwards in a 1930 Frazer Nash Super Sports, who finished over nineteen seconds ahead at the flag. In 2nd place was Christian Pedersen in a 1932 Austin 7 Special. They were the only two cars to complete sixteen laps. In 3rd place was David Pryke in a 1936 Frazer Nash Shelsley who



Race 2 2nd Christian Pedersen 1932 Austin 7

completed fifteen laps. Two laps down on the winner, in 4th place was Nick Hayward-Cook in a 1937 Riley Special, with Hughie Walker in GN Thunderbug taking 5th pace and Mike Davies-Colley was 6th in a MG PA.



Race 2 3rd David Pryke 1936 Frazer Nash Shelsley

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Race 3 winner Sue Darbyshire 1929 Morgan Super Aero

Race 3 was for the Standard & Modified Pre-War Sports cars. Starting from Pole position was Mark Brett in the 1937 Ballamy-Ford (Lmb) v8 Special with Sue Darbyshire next to him in a three wheeled 1929 Morgan Super Aero. In the race Darbyshire in the Morgan was very fast and led from start to finish, winning by over three seconds. She also set the fastest lap time. Brett was 2nd in the Ballamy, while 3rd place went to Max Sowerby in a 1938 Talbot Largo T23. In 4th place was Adam Moody in a Riley TT Sprite. In 5th place was the 1935 Aston Martin Ulster of Edward Bradley



Race 3 2nd Mark Brett 1937 Ballamy-Ford (Lmb) V8 Spl



Race 3 3rd Max Sowerby 1939 Talbot Largo T23

and rounding out the top six was Jo Blakeney-Edwards in a 1929 Frazer Nash Super Sports. Next on the schedule was race 4, the Mallory Park Trophy race for VSCC Specials. This was another success for a Morgan, with the win going to Stanford Andrews in a 1926 Morgan Aero 2 str. He started from pole position and won by over thirty one seconds. In 2nd place was the Wolseley Hornet Special of Anthony Seber. A further seventeen



Race 4 winner Stanford Andrews 1926 Morgan Aero 2Str 15

Race 4 2nd Anthony Seber 1935 Wolseley Hornet Special



© Simon Wright

seconds behind was Alexander Hewitson in a 1937 Riley 12/4 Special, the final runner to complete fifteen laps. In 4th place was Charles Goddard in a 1934 MG PA-PB, one lap down on the winner, followed by Dougal Cawley in GN/Ford Piglet in 5th and Matthew Moore in a 1930 Austin 7 Ulster in 6th.

© Janet Wright



Race 4 3rd Alexander Hewitson 1937 Riley 12/4 Special

Race 5 winner Justin Maers
1960 Cooper Climax T53



© Janet Wright

Race 5 was for Pre-War & Pre-1966 Racing Cars, which saw only six cars finish the twenty minute race. Harry Painter claimed pole position But did not start the race. Taking victory was Justin Maers in a Cooper Climax T53. Ben Maers took 3rd place in a Cooper T51, over twenty seven seconds behind Justin. Splitting them in 2nd place was Frederick Harper in a 1957 Kurtis Indy Roadster, just

© Simon Wright



Race 5 2nd Frederick Harper 1957 Kurtis Indy Roadster

over five seconds behind the winner. The only other competitor to complete the full race distance was Robin Longdon in a Lola Mk3 who fished 4th. Matt Ricketts was 5th, one lap down in his Cooper T41 and the only other



Race 5 3rd Ben Maers 1960 Cooper Climax T51

finisher was Duncan Ricketts in a 1938 ERA Parnell Challenger.

Race 6 was the Triple M Register Race for MG cars.



Race 6 2nd Andrew Long
1933 MG N Magnette

was Ian Goddard in a MG PA-PB, the last runner to complete the full race distance, One lap down, in 6th place was the MG J2 of Fred Boothby,

DUNLOP

Race 6 winner Mike Painter 1935 MG Kayne

Starting from pole position, Mike Painter took a convincing victory in his 1935 MG Kayne, winning by over forty five seconds. In 2nd place was Andrew Long in a MG N Magnette. 3rd place went to Mike Davies-Colley in a MG PA, followed by Teifon Salisbury in a MG K3. In 5th place



Race 6 3rd Mike Davies-Colley 1934 MG PA



Race 7 winner
Alastair Bailey
1930 Riley 9
2 seat special

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Race 7 was the eight lap race for the Vintage Handicap race including Austin 7s. At the finish it was Alastair Bailey in a 1930 Riley 9 Seat Special that took the win by just 1.4 seconds from Anthony Fenwick-Wilson in a 1935/37 Railton LS Tourer. Approximately seven seconds behind in 3rd

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Race 7 3rd Matthew Moore 1930 Austin 7 Ulster

in his 1930 Austin 7 Ulster Replica. He just beat James Miles by just 0.59 seconds, in his 1936 Austin 7 Special. He was only 0.15 of a second ahead of John Moss who took 6th overall in his 1933 Austin 7 Sport.



Race 7 2nd Anthony Fenwick-Wilson 1935/37 Railton LS Tourer

place was the 1st of the Austin 7s driven by Matthew Moore in his 1930 Austin 7 Ulster. He was five seconds ahead of Mark Daniell who was 4th overall and 2nd of the Austin 7s

© Janet Wright

MALLORY



Race 8 winner Patrick Blakeney-Edwards Frazer Nash Super Sport

The Vintage Racing & Vintage Sports Car Race was number 8 on the programme. Patrick Blakeney-Edwards started from pole position in his 1930 Frazer Nash Super Sports. Tom Walker in a 1930 Amilcar Hispano Special made a great start from the third row of the grid to lead the first five laps of the race. At that point Patrick Blakeney-



© Janet Wright

Race 8 2nd Tom Walker 1930 Amilcar Hispano Special

Edwards got through in to the lead, which he held to the chequered flag. He won by just over 6 seconds from Tom Walker. Close behind, in 3rd place was Oliver Llewellyn in a 1926/30 Bentley 3 /8,

only two and a half seconds back. Well behind in 4th place was Sandford Andrews in a 1926 Morgan Aero 2str. Finishing 5th was Eddie Williams in a Frazer Nash Super Sports, while showing how competitive the little Morgan 3-wheelers are in vintage racing, Sue Darbyshire took 6th in her Morgan Super Aero, putting two in the top six.



© Simon Wright

Race 8 3rd Oliver Llewellyn 1926/30 Bentley 3/8



Race 9 winner Alex Wilson Cooper Mk10

Race 9 was for the 500 Owners Association and saw a reasonable grid of fifteen of the historic 500cc Formula 3 cars take the start. On pole position was Alex Wilson driving a Cooper Mk 10 and he converted that into a race



© Simon Wright

Race 9 2nd Simon Dedman Cooper Mk 10



Race 9 3rd Harry Painter Cooper Mk7

victory by over nineteen seconds. In 2nd place was Simon Dedman in another Cooper Mk 10 followed by 3rd placed Harry Painter in a Cooper Mk 7. Sneaking in to the Cooper stranglehold was Xavier Kingsland in a Staride Mk 3 who took 4th place, ahead of two more Coopers in the top six. Andrew Turner took 5th place in his Cooper Mk 9, while Richard Fuller took 6th in his Cooper Mk 8. Even the fastest lap went to another Cooper, Tom Waterfield did a 59.29 second lap in his Cooper Norton Mk 9 of the fifth lap, just before retiring from the race. The meeting closed with an eight lap Allcomers Fast Handicap Race. Starting on scratch were Charles

Goldspink in a Frazer Nash Acedes and Ollie Leston in an Austin 7 Special. Oliver Llewellyn in the Bentley 3 /8 and Rodney Seber in a Wolseley Hornet Special had to complete nine laps, while Francesca Wilton in an Austin S/S, Andrew Baker in a Riley Brooklands and George Scholey in



Race 10 2nd James Ricketts 1937 Riley Special 1st in class

© Simon Wright

an Austin Ulster only had to complete seven laps. The race saw Rebecca Smith take victory in a Morris More, finishing just 1.3 seconds ahead and also winning the Y class. In 2nd place, the first non Y class runner was James Ricketts in a Riley Special. In 3rd place overall and 2nd in Y class was James Painter in a MG Kayne. Jeffrey Edwards in an Alvis Sports Special was 4th, ahead of Chris Hudson in a Bugatti T35B in 5th. Finishing 6th overall and 3rd in the Y class was Oliver Llewellyn in the Bentley 3 /8.



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Race 10 winner Rebecca Smith 1929 Morris Mord



© Simon Wright

Race 10 3rd James Painter 1935 MG Kayne

**Footman James Coffee and Chrome Collective,
British Motor Museum, Gaydon.
18th September 2022.
Photo Gallery
By Simon & Janet Wright.**



1994 Maserati Shamal



1961 Ford Consul convertible



1972 Ford Mustang Fastback



1991 Midas



1955 3.8 litre Ford Thunderbird convertible



A pair of Mazda MX5 Sports cars fitted with a Jaguar 3 litre V6 engine



1965 Ford Thunderbird



1972 Iso Grifo Series 2



1979 Mitsubishi Lancer Estate



The early arrivals at Coffee & Chrome



The Three Amigos,
Volkswagen Camper vans



1967 Fiat 500 Giardinera Estate



1954 Austin Healey 100



1977 Morris Marina 1.8 Estate



1995 Lotus Elan 2



1982 MG Metro 1275 and a 1996 Rover 100



1972 Rover V8 P6



1995 Peugeot 306 convertible
Rolland Garros



1973 Porsche 914



1954 Rolls Royce Silver Dawn



2000 Lotus Elise 340R No 71 of 340



1972 Lancia Intergrale HF 16v



1981 Mini Van
October 2022



1984 Rover SD1



2015 Jaguar F Type and 2012 Jaguar XF



1965 Lancia Flaminia 2.8 3C GTL Superleggera



2018 Pilgrim Sumo Sports (Ac Cobra replica)



Scooby Doo with the Subaru



1996 Lotus Esprit V8



1967 Triumph Spitfire 4 Mk 1



Maserati Merak SS



1979 Chevrolet Corvette Stingray



1934 Austin 10