



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

# Classic and Competition Car

Founded 2010

Issue 146 November 2022



Hinckley Motor Show



Ken Wharton Autotest



VSCC Madresfield Drive



BTCC Silverstone



Rali BAE Ceredigion.

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Rory Butcher cutting every corner possible on his way to victory in BTCC race one in his Toyota.

Front cover:  
 Hinckley Motor Show © Janet Wright.  
 Ken Wharton Autotest winner © Simon Wright.  
 VSCC Madresfield Drive: Corinne Davies-Griffith navigates her MG M Type around the Pork Chop © Motorsport Imagery.  
 BTCC Silverstone - Ricky Collard, Toyota Gazoo Racing UK © Motorsport Imagery.  
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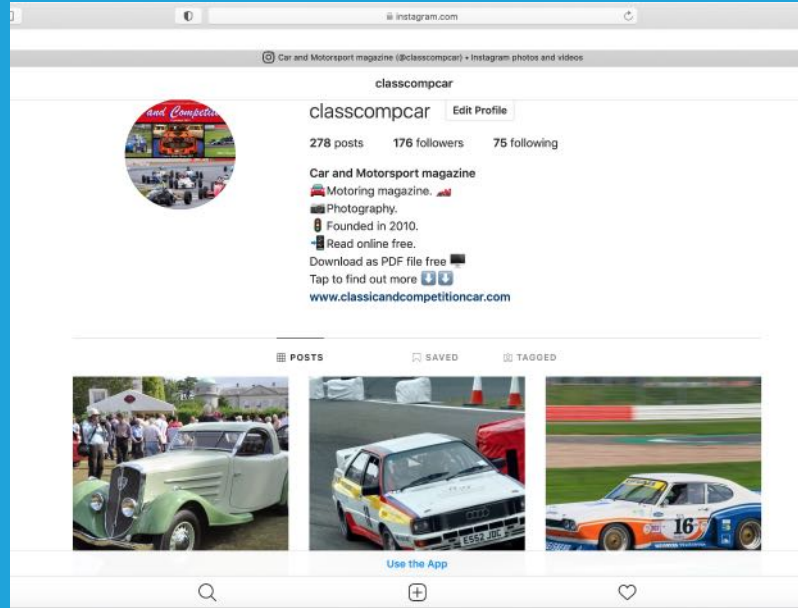
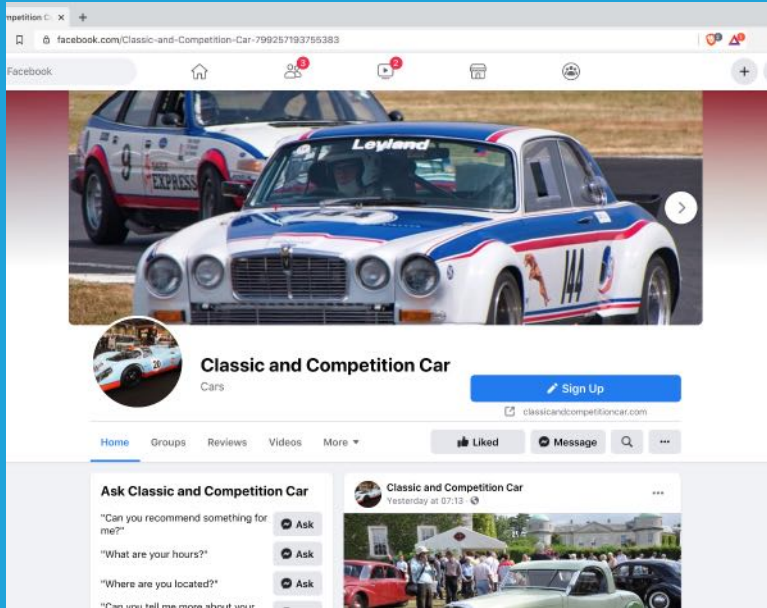
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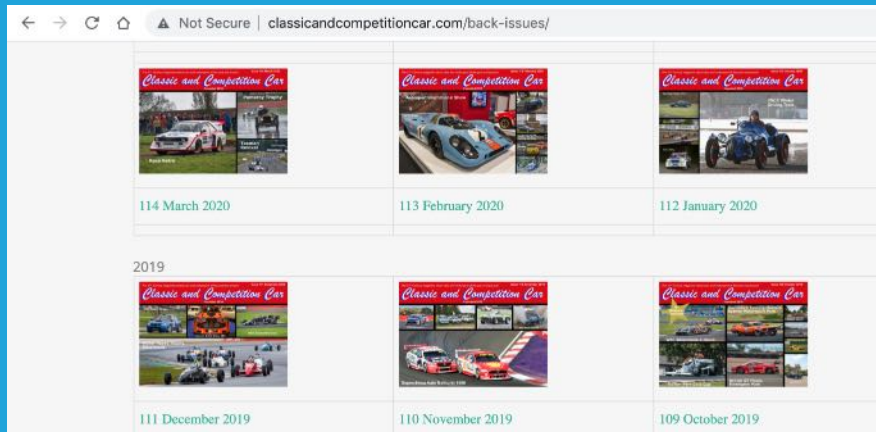
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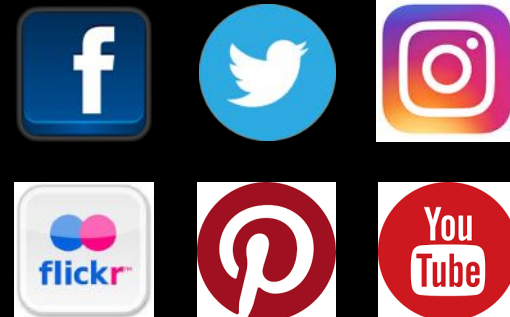
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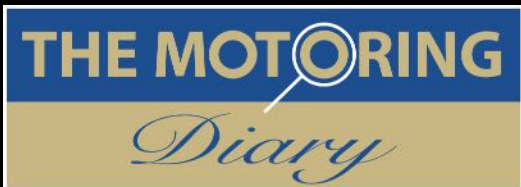
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# Photo of the Month

By Simon Wright

This spectacular incident occurred during the first Formula Vee race at the 750 Motor Club race meeting, Mallory Park on the 16<sup>th</sup> October 2022. Rik Lanlyl was tipped over after a collision with James Madden at the hairpin. The car ended upside down and the driver had to be helped out by the Marshals. He was uninjured and walked away from the accident. Other photos of the accident can be seen on page 57, in our report on the meeting.





## Is this the future of High Performance motoring?

The Rimac Nevera has recently won various awards, including GQ's Hypercar of the year and the Top Gear Best Electric Performance Car award.

Electric Hypercars are a new and different breed of high performance car, unlocking new levels in road car performance. The Rimac Nevera has the equivalent of 1,914 hp produced by four bespoke Rimac engineered electric motors. The car can accelerate from 0-60 mph in just 1.85 seconds and can reach 100 mph in 4.3 seconds. It was recently named as the fastest accelerating car in the World, achieving the standing Quarter mile in a World record breaking seconds 8.582 seconds.

The car has been designed and developed by Rimac Automobili in Croatia. The name comes from an unexpected summer storm off the coast of Croatia. This is reflected in the car which can switch from a comfortable

Grand Tourer to a high performance sports car in an instant. The Rimac group is led by CEO Mate Rimac and is the majority shareholder in Bugatti. This means that the group brings together the two most advanced Hypercars in the World. The Rimac Group is located on the outskirts of Zagreb in Croatia and has other facilities located around Europe and currently employs more than 1.300 people. In 2023 they will be moving to new state-of-the-art Rimac Campus, large enough to accommodate over 2.500 people.



## Jason Plato retires from Touring Car racing. By David Goose & Stuart Yates of Motorsport Imagery



BTCC legend Jason Plato retired from BTCC racing after the recent final rounds at Brands Hatch in October. In a racing career that started in the late 1980's in karting, he progressed through Formula 3 and Formula Renault, including a championship

title in the 1996 Renault Spider Championship.

Born in 1967 in Oxford, he raced for 8 different BTCC teams during a British Touring Car career that spanned 24 seasons in the series. During this period he did have a two year break whilst racing in the ASCAR series as a potential route into the US NASCAR series but a drive opportunity never materialised.

In 1997, Plato was given a BTCC test drive for the second seat in the Williams Renault team alongside no 1 driver Alain Menu. Plato was given the opportunity to drive against Gianni Morbidelli and Jean-Christophe Bouillon for the seat, but was initially overlooked by Frank Williams. A visit to the factory and after a meeting with Williams, he was given the



seat to run in the Laguna alongside Menu for the 1997 season. Although Menu did take the 1997 Championship Plato finished third overall, won two races and qualified in pole in his first three races as a rookie.

Later to drive for Vauxhall in 2000/1 he secured his first BTCC Championship and went on to win his second with the RML Chevrolet team in 2010.

Throughout his BTCC career he has won two championships, come second twelve times has had 97 race victories and stood on the podium 233 times. Surely it will take a very long time before anyone will, if ever beat these statistics.

So far there has been no indication from him what he will be doing in the future, although TV presenting would seem to be a likely future career.





Chevrolet Cruze, Team RML, 2009-2011



MG KX Momentum Racing , 2012-2014



Matt Jackson & Jason Plato, team-mates at RML Chevrolet



MG KX Racing , 2012-2014



Team MG KX 2012-2014



2015-2018, Team BMR Subaru Levorg



Power Maxed Racing Vauxhall Astra 2019-2021

# The Marshals Post

Clearing a major oil spillage at Brooklands by the Silverstone Marshals team at the Classic Sports Car Club race meeting, 9<sup>th</sup> October 2022.





# RAOUL 'SONNY' BALCAEN



MY EXCITING TRUE-LIFE STORY IN MOTOR RACING  
FROM TOP-FUEL DRAG-RACING PIONEER TO JIM HALL,  
REVENTLOW SCARAB, CARROLL SHELBY AND BEYOND

**Raoul 'Sonny' Balcaen – My exciting true-life story in motor racing from Top-Fuel drag-racing pioneer to Jim Hall, Reventlow Scarab, Carroll Shelby and beyond.**

Author : Raoul F Balcaen III with Jill Amadio and Pete Lyons

Publisher : Evro Publishing

Size : 234 x 156 mm, 320 pages, 102 photographs B/W and colour

ISBN : 978-1-910505-77-9

Price : £30.00

Reviewed by Peter McFadyen.

This is the autobiography of Raoul F Balcaen III, better known as 'Sonny' to distinguish him from his father and grandfather who both bore identical names, written with the help of fiction and non-fiction author Jill Amadio and highly respected motor sport journalist Pete Lyons whose authoritative US race reports will be familiar to many *Autosport* readers. If the main subject's name is less familiar, then those of the people with whom he worked certainly won't be.

As a teenager growing up in 1950s Southern California Sonny was soon involved with cars and, in particular, the nascent sport of drag racing and his natural mechanical ability would soon see him working for some of the biggest names in American motor racing. Carroll Shelby for example, the Grand Prix driver and Le Mans winner probably better known for developing Ford Mustangs and, of course, the Shelby American Cobra versions of the AC Ace, with whom Balcaen had a long association and friendship.

Lance Reventlow, son of Woolworths heiress Barbara Hutton, whose dream of conquering the Grand Prix World Championship with his all-American Scarab cars was thwarted by what turned out to be an outdated, i.e. front-engined, approach at a time when Cooper and Lotus had already moved on, is another strong thread in the story. The Scarab workshop was right next to engine builders Jim Travers and Frank Coon's Traco establishment. Balcaen also worked for a while with Jim Hall on his innovative Chaparral sports cars and piece by piece the story builds into a picture of the wider race scene in America at the time.

After a non-productive spell in the US military, he emerged eager to get on with life and set about founding and building up a successful automotive accessory business before going on to 'other things in life' such as gourmandising and wine appreciation. More importantly he was deeply involved in the formation of the Petersen Automotive Museum in Los Angeles.

All in all this is an absorbing read complemented by over 100 photographs and, being published by Evro, its high quality presentation ensures it is good value.

# CSCC Silverstone Spectacular Race Meeting

9<sup>th</sup> October 2022. Silverstone National circuit.

By Simon & Janet Wright.

© Janet Wright



Nick Edmond Alfa Romeo Zagato  
Junior DNF Swinging Sixties Group 1

The second day of the Two day Classic and Sports Car Club (CSCC) meeting saw the more classic series racing on the Sunday. After morning qualifying, the first two races took place before the lunch break.

© Simon Wright



Swinging 60s Group 2 race winner Jon Wolfe TVR Tuscan V8

First race on Sunday was the forty minute **Adams & Page Swinging Sixties Group 2**. After qualifying it was the Nigel Reuben TVR Griffith on pole position by nearly a second and a half. Next to them on the front row was the Lotus Elan S2 of Jamie Keevill. From the start Reuben took the lead for the first fourteen laps before his pitstop. Although chased early on by Jon Wolfe in a TVR Tuscan V8, until they took an early pitstop on lap nine. It was the TVR Griffith 200 of Geoff Taylor & William Luke Bryan that took the lead on lap fifteen for a few laps before they took their pitstop. By this time Wolfe had worked his way back to the front, where he remained to the end of the race. At the chequered flag Wolfe in the **Class V - Cars with original V8 engines** TVR won by nearly forty five seconds from the Datsun 240Z of Dean Halsey & Scott Gillam, who also won



Datsun 240Z of Halsey/Gillam Class G winners Swinging 60s Group 2

**Class G: 2001cc to 3000cc (and 6 cylinder)**. In 3<sup>rd</sup> place was the Sunbeam Tiger of Stephen Pickering, the only other car to complete full race distance. In 4<sup>th</sup> place was **Class L: Lotus cars (Seven, Elite, Elan etc), Ginetta, Wooden-chassis Marcos** winner Bill Watt in a Lotus Elan S2. The **Group 1** class was won by Steven & Adam Chaplin in a MG Midget in 7<sup>th</sup> position, two laps behind the race winner. The final class winner was Roger Bowman in

© Simon Wright



Bill Watt Lotus Elan S2 Class L winner Swinging 60s Group 2



MG Midget of S & A Chapman Class Gp1 winners Swinging 60s Group 2

a Jaguar Mk1 Saloon, who won class H: Cars over 3000cc in 13<sup>th</sup> position overall, five laps behind.



Roger Bowman Jaguar Mk1 Saloon Class H winner Swinging 60s Group 2



Triumph TR6 of Ellison/Parsley DNF Swinging 60s Group 2



MG C GT of Dornin/McBride 2<sup>nd</sup> Class G and the Turner Climax Mk1 of Watling/Haddrell 2<sup>nd</sup> Gp1 Swinging 60s Group 2



Geoffrey Ethelston Chevrolet Chevelle 4<sup>th</sup> Class V Swinging 60s Group 2



© Simon Wright

Giles Dawson Lotus Elan 26R winner Mintex Classic K race.



© Janet Wright

Second race of the day was the one hour **Mintex Classic K** race. In qualifying it was the **Class A: Marcos and Lotus Elan** - Lotus Elan 26R which took pole position by over three seconds, driven by Giles Dawson. He led every lap of the one hour race, not even losing the lead during the mandatory pitstop. He lapped the entire field and set fastest lap in the process. In

2<sup>nd</sup> place and winning **Class B: Cars over 2700cc** was Alex Thistlethwaite



© Janet Wright

Mini Cooper S of Pugh/Parsons Class F winner Mintex Classic K

in a Ford Mustang despite getting a 60 second penalty applied for excess speed during a code 60. The 3<sup>rd</sup> placed Lotus Elan of Tim & Mark Cousins also had a thirty two second penalty applied for a pitstop infringement, which dropped it from 2<sup>nd</sup> on the road. In 6<sup>th</sup> place was the **Class F: 1001cc to 1300cc** winning Morris Mini Cooper of Alistair Pugh & Richard Parsons, who were three laps down on the race winner. They were only 0.303 of a second ahead of the **Class D: 1601cc to 2000cc** winning Elva Courier Mk4



© Simon Wright

Alex Thistlethwaite Ford Mustang Class B winner Mintex Classic K

of Max Cawthorn & Peter Barnard in 7<sup>th</sup> overall. Making it a three way battle of the class winners was the 9<sup>th</sup> placed MG B Roadster of Peter & Jan Boyes who were only 1.290 seconds behind on track and winners of **Class M: MGB**. Four



Elva Courier Mk4 of Cawthorn/Bernard Class D winner Mintex Classic K

laps down was the **Class C: 2001cc to 2700cc** winner Steve Chapman in a Triumph TR4 who was 15<sup>th</sup> overall. The final class winners were James & Brian Hunter in the unusual Tornado Talisman GT in 17<sup>th</sup> position, winning



MG B Roadster of p & J Boyes Class M winners Mintex Classic K



Syve Chapman Triumph TR4 Class C winner Mintex Classic K

**Class E: 1301cc to 1600cc**, 4 laps behind the winner and with a 42.4 second penalty for a pitstop infringement.



Tornado Talisman GT of J & B Hunter Class E winners Mintex Classic K



3<sup>rd</sup> overall Mintex Classic K Lotus Elan of T & M Cousins



Class CC winner in both races and outright winner Special Saloon race 2 Andy Southcott MG Midget

After the lunch break, racing resumed with the first of two fifteen minute races for the **JMC Racing Special Saloons** and **Modsports/Sports Racing and V8's**. Danny Morris



© Simon Wright

Special Saloon race 1 winner Danny Morris Peugeot 309 Gti (T)

took pole position in the Peugeot 309 Gti by just under half a second from Andy Southcott in a MG Midget, who had his fastest lap time disallowed for exceeding track limits. We lost three cars before the race started with Lee Carlin Ford Escort Mk 2, Nigel Reuben TVR Griffith and Nigel Vaughan Corvette C3

© Simon Wright



Jack Gadd Ford Escort Class MA winner both Special Saloon races



Martin Reynolds Ford Anglia Class MB winner Special Saloon race 1



TVR Griggith Bryan/Taylor Class V8 winners Special Saloon race 1

all being withdrawn. Southcott in the MG Midget made the most of the start and lead the first three laps before Morris in the Peugeot 309 moved through and in to the lead. He slowly opened up a gap to win the race and **Class CA - over 6000cc and all forced induction engines** by over eight seconds. Taking a **Class CC- 1501cc to 2100cc** win in 2<sup>nd</sup> was Southcott in the MG Midget, with Clive Anderson a distant 3<sup>rd</sup> in a BMW E30. In 4<sup>th</sup> place, and winning **Class MA - over 2301cc and all forced-induction engines** was Jack Gadd, driving a Ford Escort RSR. A lap down, in 5<sup>th</sup> place and winning **Class MB - 1401cc to 2300cc** was

Martin Reynolds in a 2500cc Ford Anglia. In 8<sup>th</sup> place was Paul Sibley in a MG Midget, two laps down and winning **Class CD - 1151cc to 1500cc**. The final class winners were Bryan & Taylor sharing a TVR Griffith in 9<sup>th</sup> place, 2 laps down and winning **Class V8**.

The second race closed the meeting, with Southcott in the MG Midget starting from pole position as Morris in the Peugeot 309 and Gadd in the Ford Escort had winners penalties applied, starting in 10<sup>th</sup> and 11<sup>th</sup> respectively. Unfortunately Morris in the Peugeot 309 did not take the start. This meant that Southcott in the MG Midget led from



Paul Sibley MG Midget Class CD winner in both Special saloon races



Clive Anderson BMW E30 (T) Class CA winner Special Saloon race 2





V8 Class winner Special Saloon race 2 RAM Cobra of Lambert/Lin

start to finish, winning the second race and **Class CC - 1501cc to 2100cc** by over forty nine seconds. Anderson had chased hard all through the race in 2<sup>nd</sup>, in the BMW to take the **Class CA - over 6000cc and all forced-induction engines** win in 2<sup>nd</sup> overall. Gadd took 3<sup>rd</sup> overall for a second **Class MA - over 2301cc and all forced-induction engines** win of the day. The **V8 class** win went



The Ford Mustang of Dan Williamson DNF Special Saloons race 1



The Citroen BX of Gaary Cole DNF Special Saloon race 1

to Andy Lambert & Cheng Lim in a RAM Cobra in 5<sup>th</sup> place, two laps behind. The final class winner in this race was Sibley in the Midget, taking his second **Class CD - 1151cc to 1500cc** win of the day.



The Holden Commodore of P & A Eaton 2<sup>nd</sup> in class CC Special Saloon race 1.



Swinging Sixties Group 1 race winner Sam Polley Mini Marcos leads Tom Pead BMW 1600 Ti (2<sup>nd</sup> in Class E)

The forty minute **Adams & Page Swinging Sixties Group 1** race was next. Just snatching pole position was the MG A of Jack & Steve Smith by just 0.021 of a second. Next to them on the front row was the Austin Healey Sprite of Richard Perry by just 0.250 of a second. The first eleven cars were covered by less than a second, showing how close the field was for this race. Two of the cars in this group also had their fastest lap time dis-allowed for exceeding track limits.

The race was very close, with Ian Staines in a MG Midget leading off the line, with the Jack & Steve Smith MG A, Chris Watkinson in an Austin Mini and Perry all within a second. By the second lap, the MG A of the Smiths' was leading with the first four all still within a second of the leader. The MG A began to edge out a lead from Staines with Watkinson and Perry battling for 3<sup>rd</sup> place and dropping back slightly. By lap five Watkinson was in to 2<sup>nd</sup> as the MG A began to increase the lead which it kept until



© Simon Wright

Class E winning BMW 2002 ti of Norman / Tippet 2<sup>nd</sup> overall Swinging Sixties Group 1



© Simon Wright

Ian Hulett Austin Healey Sprite Class D winner Swinging 60s Group 1

the pitstop on lap twenty. THE MG B Roadster of Daniel & Dennis Pickett took the lead for a lap until it too stopped and the MG A re-took the lead for a couple of laps in close battle with Tom Pead in a BMW 1600 TI and Sam Polley in a Mini Marcos. On lap twenty four, Polley took the lead of the race and Pead then popped up into 2<sup>nd</sup>, dropping the MG A back to a distant 3<sup>rd</sup>, before it retired on lap thirty. At the end of the race Polley in the **Class C - 1001cc to 1400cc Minis + Derivatives** Mini Marcos won the race by

over six seconds from the BMW 2002 Ti of Claire Norman & Charles Tippet, who also took the **Class E - 1601cc to 2000cc (4 Cylinder)** victory. In 3<sup>rd</sup> overall was Watkinson in the Mini, only two and a half seconds behind. In 5<sup>th</sup> place was Connor Kay who took the **Class B - 1001 to 1400cc** win in his MG Midget. The final class winner in **Class D - 1401cc to 1600cc** was Ian Hulett in an Austin Healey Sprite which was 7<sup>th</sup> overall.



© Simon Wright

Class B winner Connor Kay MG Midget Swinging 60s Group 1 with the MG Midget of A & S Chaplin spun off at Brooklands. The Morris Mini Cooper S of Lewis Salmon and the Austin Healey Sprite of Trevor Peters take avoiding action.

Michael Tearle Hillman  
Minx 9<sup>th</sup> Class E  
Swinging 60s Group 1



© Janet Wright



© Simon Wright

Rochdale Olympic Phase 1 of Smith/Lambert 3<sup>rd</sup>  
class E Swinging 60s Group 1

© Janet Wright



Mini Jem Mk1 of P & J Cruddington 3<sup>rd</sup>  
Class C ahead of Marc Kniese Morris Mini  
DNF Swinging 60 Group 1

© Simon Wright



Ian Staines MG Midget having a spin at  
Luffield. 5<sup>th</sup> Class B Swinging 60s Group 1

© Simon Wright



BMW Alpina A4 S of Vincent/Anderson 5<sup>th</sup> Class  
E Swinging 60s Group 1

© Simon Wright



David Cornwallis BMW 1600 ti 2<sup>nd</sup> Class D  
Swinging 60s Group 1

© Janet Wright



Austin Healey Sprite of Stowe/Potter 9<sup>th</sup>  
Class B Swinging 60s Group 1

© Simon Wright



MG A of J & S Smith DNF Swinging 60s  
Group 1



Modern Classic winner Alex Taylor TVR Tuscan Challenge

The next race was another forty minute race for the **A2 Speedpanel Modern Classics**. Pole position went to the man who you feel really should be driving a different car, Piers Maserati in a Porsche 964 Turbo. Unfortunately we lost two cars before the race started, with the Toyota Celica GT4 of Richard Hayes, that had qualified 5<sup>th</sup> and the Porsche 993 of Stuart Jefcoate, which had qualified 7<sup>th</sup>, being withdrawn. From the start, Alex Taylor in a TVR Tuscan Challenge powered away and when he pitted on lap nineteen, he had lapped everybody except for Maserati in the Porsche, who led for a lap before also pitting. After

© Simon Wright



Piers Maserati Porsche 964 Turbo Class A winner Modern Classics



Stephen Harrison Honda S2000 Class C winner Modern Classics

the pitstops, Taylor resumed leading the race until the chequered flag. Alex Taylor won the race and **Class AT - TVR Tuscan** by over a minute and a half from Maserati thanks to Maserati and fifteen other cars all getting a 60 second penalty applied for excess speed during a code 60 on track. A code 60 is a flag system used to neutralise a race to allow marshals to safely attend to on-track incident. Maserati also took the **Class A - 3201cc and over (and BMW 3.2 S50B32)** win. In 3<sup>rd</sup> place was Stuart Daburn in a TVR Tuscan Challenge, another with the 60 second

© Janet Wright



Steven Summers Lotus Elise S1 Class D winner Modern Classics.



Westbrook/Charters Porsche Boxster S class B winners Modern Classics

penalty. Winning **Class C - 1801cc to 2500cc** in 5<sup>th</sup> overall was Stephen Harrison in a Honda S2000, two laps down on the race winner, and without the Code 60 penalty. Another driver with the penalty was Steven Summers who was now classified 7<sup>th</sup> overall, but still taking the **Class D -**



A & D Harper Jaguar XJ (TD) 3<sup>rd</sup> Class B Modern Classics

**Up to 1800cc** victory in his Lotus Elise S1. The final class winner was the Porsche Boxster S of John Westbrook & Ryan Charters who took the **Class B - 2501cc to 3200cc** win in 12<sup>th</sup> despite also getting the code 60 penalty.



Chris Boon Jaguar XK8 5<sup>th</sup> Class A Modern Classics.



Richard Hayes Toyota Celica GT4 Class A Modern Classics



© Janet Wright

Rodney Frost Jaguar XJS 4<sup>th</sup> Class A Modern Classics



© Janet Wright

Andrew Rollason Ford KA 5<sup>th</sup> Class D Modern Classics



© Simon Wright

Paul Last Jaguar S-Type DNF Modern Classics



© Simon Wright

Porsche 911 993 RSR Cup Whelan/Farrell 3<sup>rd</sup> Class A Modern Classics



© Simon Wright

David Sharp Lotus Elise S1 2<sup>nd</sup> Class D and Tom Mensley BMW M3 E36 Evo 2<sup>nd</sup> Class A Modern Classics



© Janet Wright

Honda S2000 Napier/Ely 2<sup>nd</sup> Class C Modern Classics



© Simon Wright

Andrew Hayes Toyota Celica GT-Four (T) Modern Classics



© Janet Wright

Adrian Clark Porsche 928 Cup 6<sup>th</sup> Class A Modern Classics



Future Classics winners B & H Lancashire Morgan +8

The penultimate race of the day was the final forty minute race, for **Advantage Motorsport Future Classics**. After qualifying it was Stephen Scott-Dunwoodie who claimed pole position in the Ford Sierra Cosworth RS500. The

© Simon Wright



Keir Edmonds Porsche 911 Carrera Class B80 winners Future Classics



Class D80 winner Sam Smith Mazda MX5 Mk1 Future Classics

Morgan Plus 8 of Bill & Howard Lancashire lead from the start until their pitstop of lap fourteen. It had been chased by Stuart Daburn in a TVR Tuscan Challenge until he pitted on lap twelve. This left Scott-Dunwoodie in the lead, having already pitted on lap eleven. He maintained the lead until twenty one, when the Morgan retook the lead. It continued to pull away from Scott-Dunwoodie until he pitted on lap twenty eight to retire. This promoted Daburn back in to 2<sup>nd</sup>. The **Class A80 - Group 2: 1980s over 3200cc** Morgan of the Lancashires eventually won by over a minute. Daburn

© Janet Wright



Class B70 winners Irons & Severs BMW 323i E21 Future Classics





Class C80 winners Gilby & Molineaux BMW E30 Future Classics

took 2<sup>nd</sup> and was the only other car on the winning lap. In 3<sup>rd</sup> place was Richard Harman in a Porsche 944 Turbo, one lap behind. Winning **Class B80 - Group 2:1980s - 2501cc to 3300cc** was 5<sup>th</sup> placed Keir Edmonds in a Porsche 911 Carrera, two laps behind. On the same lap was **Class D80 - Group 2:1980s - Up to 1600cc** winner Sam Smith in a Mazda MX5 Mk1 who was 6<sup>th</sup>. The next class winner was 7<sup>th</sup> placed BMW 323i E21 of Matthew Irons & Jake Severs, who won **Class B70 - Group 1:1970s 2001cc to 3000cc**.



Stephen Scott-Dunwoodie Ford Sierra Cosworth RS500(T) DNF Future Classics



Jamie Sturges BMW M535 E28 5<sup>th</sup> Class A80 Future Classics

The final class winners were Stephen Gilby & Matthew Molineaux in another BMW E30 who took **Class C80 - Group 2:1980s - 1601cc to 2500cc** in 9<sup>th</sup> position.



Mark Chilton Porsche 928 S4 4<sup>th</sup> Class A80 Future Classics.

# Archive Photo of the Month

By Pete Austin

© Pete Austin

Women racing drivers have been in the motor sport press recently with the last rounds of this year's W Series being cancelled and Jamie Chadwick winning the W Series Championship for the third year running. To date Italian driver Lella Lombardi is the only woman to finish in the top six in a World Championship Grand Prix when she scored half a point in the shortened 1975 Spanish Grand Prix driving a March 751. This month's photograph shows her about to go out for practice in the 1974 British Grand Prix at Brands Hatch in her Brabham BT42 Cosworth. She failed to qualify but did finish 4th in the F5000 championship that year in a Shell-Sport Luxembourg Lola. Sadly she died from cancer at the early age of 48 in 1992"



# Hinckley BID's 11th Annual Motor Show

Hinkley Town Centre

25th September 2022.

By Simon & Janet Wright.





Ford Capri pair.

The Hinckley Motor Show is said to be the biggest town centre car show in the country, and having attended quite a few town centre events over the last few years, I would say it may well be the largest. Filling the town centre and surrounding roads, plus Argent's Mead park and car park, the organisers claimed there were over 920 vehicles present. Now in its 11th year and running from 10am to 4:30pm, the event attracted over 12,000 spectators, filling the town.

The original date had to be postponed in respect for Queen Elizabeth II's funeral which was held the day before. The organisers, with the cooperation of Hinckley Borough Council and Leicestershire County Council, managed to re-arrange the event at short notice, for the following week.

There were various awards presented: The Ian Croxall Trophy for the Most Elegant Classic Sports Car



went to Ivor Poxon with a Jaguar E-Type. The Oliver Winterbottom Trophy for the Best Turned out Lotus/TVR went to Bill French with a red Lotus Excel SE. The Best Club Car Donated by MX5 Club went to Neale Bassford with a Mini. The Best Motorcycle in show went to Neal Oliver with a Norton 16H. Special Vehicle Award 3rd place went to Rob Goodman with a Ford Model A. Special Vehicle Award 2nd place went to Shaun Roberts VW Split Screen Van. Special Vehicle Award winner was Ryan Dearing with a Commercial Bedford Van. Best Car in Show 3rd Place went to Gerry Addison with a Triumph TR4 Sports. Best Car in Show 2nd place went to Nigel Hancock with an Austin 7 GE Cup. Best Car in Show winner was David Morris Jaguar E-Type. The Best Turned out Driver/Crew went to Ken Warburton with a Ford Crown Victoria.



Best Turned out crew award went to Ken Warburton Ford Crown Victoria.



gearbox. It also uses rear suspension units from a Ford Mondeo and rear lights from a Volvo S40. It has a unique compressed air operated two canopy opening system, just like the fighter plane, with a single centre driving position and room for a



passenger in the rear. The comfort, the car also has air-conditioning fitted. The car was very popular, with the owner allowing Children to sit in the cockpit while parents were taking photographs.

### Vindicator F4

The most unusual car on display was the Vindicator F4, a unique design inspired by the F4 Phantom jet fighter, produced by Vindicator Cars. Owned by Peter Gallop, it is powered by a rear mounted 3 litre 24 valve Ford Duratec V6 engine, which produces between 350 and 400 bhp. It drives through an automatic





Volkswagen Beetle trio



Appropriate period dress for 1936 MG TA 2 seater sports car



1996 Ford Mondeo - Not all show cars have to be pristine



Interesting modified scooter



### 1961 Dodge Phoenix.

The Australian 4-door saloon was produced by Chrysler Australia between 1960 and 1972 through eight different versions. The first Dodge Phoenix PD4 was released in May 1960, a Canadian Dodge Dart with a Plymouth dashboard imported as CKD packs and assembled in Chrysler Australia's Mile End facility in South Australia. It was available in two trim levels, De Luxe and Luxury Liner and all were built Right Hand Drive. It was powered by a 5.2 litre V8 engine connected to a 3-Speed automatic transmission. The



RD4 was restyled in 1961 to match the American 1961 Dodge Dart with new front and rear bodywork.





### 1968 Renault 8 Gordini.

The French equivalent to the Hillman Imp, The Renault 8 was a rear engine, rear wheel drive small family 4-door saloon that replaced the Renault Dauphine. It was produced between 1962 and 1973 when it was updated to the more upmarket Renault 10. Various engine options were available from 956cc through to 1289cc. This car has an 1108cc 4 cylinder engine, developing 89 hp, with a sealed for life cooling system. It was also fitted with 4 wheel disc brakes.



**1938 SS Jaguar 1 ½ Litre Drophead Coupé.**  
This was the first model to carry the Jaguar name, but as the model, not the brand. The original car in 1935 was powered by a 6 cylinder 2 ½ litre engine, based on the Standard 6 cylinder engine developed by Harry Westlake, and cost £385. The 1 ½ litre model used a Standard 4 cylinder engine and a single Solex carburettor which produced 52 bhp at 4,300 rpm. It was connected to a 4-Speed manual gearbox. It could accelerate from 0-60 mph in 19.6 seconds and had a top speed of 70 mph. The front suspension was a Beam axle, half-elliptic leaf spring, with the rear having a live axle, half elliptic leaf spring. The car had a fuel consumption of 25 mpg. It cost £295. By 1938 the production moved from a wooden Ash frame to an all steel body construction. Production of the saloon and drophead coupe continued after the war.







1958 Vauxhall Victor



1938 Chevrolet Hot Rod



1966 Ford Cortina Mk1



1936 Standard Flying Heavy 12



1947 Dodge Pickup truck



MEV Rocket kit car



1950 Studebaker Starlight Coupe



1952 Triumph Mayflower



Ferrari



**1984 Ford Orion RS 1600**  
 This Ford Orion 1.6GL 4-door has been modified, and is often seen with a matching trailer made from the rear of another Ford Orion. The Orion is the booted version of the Ford Escort Mk3 and was produced between September 1983 and September 1993. It is a front engine, front wheel drive small family car with engines ranging from 1300cc to 1800cc, petrol and diesel.



### 1976 Jensen Interceptor Coupé III.

Everybody loves the Jensen Interceptor, the Grand Tourer

from West Bromwich was a powerful fastback with a large curved rear window. Well this is unusual as it is a Coupe, a hardtop version of the convertible. Only 40 were built with a Panther hardtop fitted to the steel coupe Jensen body. This model was introduced at the 1975 Motor Show, it was styled as a hardtop version of the convertible, with the rear window taken from a Jaguar XJ6. By Jensen standards, this was a rush job, only taking a few months to complete. The prototype convertible was sent to Panther Cars for fitting with a



special roof with a dark perspex panel. Builds were slow and when Jensen Motors closed down in May 1976, most of the Coupe models were still incomplete. They were finished by the end of 1976 by a subsidiary company, Jensen Parts and Service.

They are all powered by the same 7.2 litre Chrysler V8 engine as the normal Interceptor III, with the Chrysler Torqueflite 3-Speed automatic gearbox. It also has disc brakes, power steering, GKN die cast aluminium alloy wheels, air conditioning and complete with tool kit, first aid kit and fire extinguisher.



**Clyno**



**1949 Ferguson Tractor**



**Rover Vitesse**



**2004 Peugeot 307 convertible**



**Land Rover Defender and 1989 Land Rover 90**



**1950 Douglas 350**



**1964 Burlington kit car**



**1970 Chevrolet Corvette Stingray**

## 1984 Opel Manta GSi

The Manta is a rear-wheel drive sports coupé that was built between 1970 and 1988 in Germany, over two generations, the A and the B. This is a B2 GSi version that ran from 1982 to 1988. Powered by a front mounted, naturally aspirated, inline 2 litre 4 cylinder engine with Bosch LE-Jetronic fuel injection, which produced 108 bhp and 119 lb-ft of torque. Connected to a 5-Speed manual transmission driving the rear wheels, With a kerb weight of 2359 lbs, it could accelerate from 0-62 mph in 10.3 seconds and achieve the quarter mile in 17.3 seconds. It had a top speed of 119 mph. It had a power to weight ratio of 101 bhp per ton. Its fuel consumption official figure was 34 mpg. The front and rear suspension consisted of Independent McPherson struts with coil springs and an anti-roll bar. Disc brakes on the front and drum brakes on the rear.

## 1987 Pontiac Fiero GT.

This mid-engine American coupé was built between 1983 and 1988, during which, over 370,000 were built by General Motors. The mid-mounted 2.8 litre V6 engine is transverse mounted, driving the rear wheels. It produced 140 hp and 170 lb-ft of torque. It was paired with a Muncie 4-Speed transmission, which was later updated to a Muncie/Getrag 5-Speed transaxle, which was standard fit from 1986. It could achieve 0-60 mph in 7.9 seconds, the quarter mile in around 16 seconds, with a top speed of around 120 mph, With the optional automatic transmission system it would do 0-60 mph in 9 seconds.

The composite body panels were bolt on, which has made the car popular with kit car enthusiasts, who can easily change the appearance of the car with minimal effort, to look like a Ferrari or Lamborghini. Pontiac themselves offered a body kit in 1987, called the Fiero Mera, which made the car look like the Ferrari 308. It was never sold as a kit, only offered on new cars. Only 247 Meras were produced by Corporate Concepts before they were sued by Ferrari.





Hillman Super Minx



1938 Triumph Gloria



With a tribute colour scheme to the Le Mans winning Silk Cut Jaguar was this 1986 4.2 litre Proteus Ultima kit car.



Just back from the 3022 Hinckley Motor Show, where it won the best Vintage Car award, A De Lorien MC12



**1952 Hudson Pacemaker Coupe Custom**  
Looking like something out of a horror film, this Kustom Hudson is very similar to the later Hudson Hornet model. It was purchased in 1993 by Rupe Chambers. The three inch roof chop was done by UK Kustoms at the 1999 Street Rod Nationals and was finish welded and lead loaded by Rupe later. The distinctive front grill was assembled from a 1950s Hillman bumper and overriders to resemble a DeSoto grille. The door handles, bonnet ornaments and exterior trim was all removed. The bonnet, boot and door corners were all rounded and Lucas headlights were built in. The front side-lights are from a 1954 Chevrolet and the tail lamps are from a 1951 Ford, mounted horizontally. Dummy spot lamps were fitted to the windscreen pillars. The car has been lowered all round and the interior was reupholstered. The number plates carry a Florida map to refer to the fact it came from the Tampa Bay area of Florida,



### 1915 Ford Model T.

The Model T had a wide range of body styles during its production. This is a wooden bodied version. The Model T is considered to be the first affordable motor car, opening up the pleasure of motoring to middle-class people across the World. Ford manufactured the Model T from 1908 to 1927. The lower cost was due to production line assembly rather than hand built, as most other vehicles were at the time. It is considered to be the most influential car of the 20<sup>th</sup> Century.

It was powered by a 2.9 litre, 4 cylinder engine producing 20 hp, mounted in the front, driving the rear wheels through a 2-Speed planetary gearbox. It had a top speed of 42 mph and could return between 16-25 mpg and could run on petrol (Gasoline), Kerosene or ethanol.





# Get Connected Rali BAE Ceredigion 2022.

North Wales

3<sup>rd</sup>-4<sup>th</sup> September 2022.

By Syd Wall.



Stefan Davies/Dorian Jones Ford Escort Mk2 have launched their RS1800 over the stage 9 jump and are still climbing



**Hayden Paddon/Jared Hudson, rally winners and for the first time in Paddon's career, a win on tarmac**

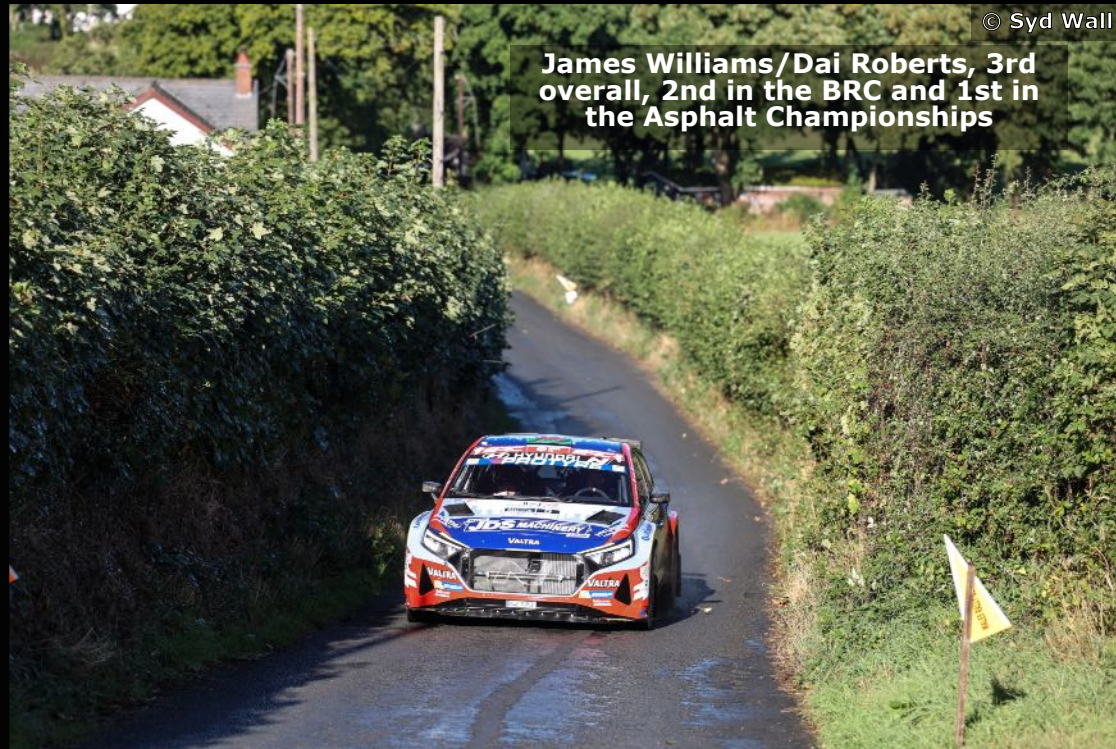
Competitors from the British Rally Championship, the Protyre Asphalt Rally Championship and the Tour European Rally Championship all converged on Aberystwyth for the second running of the Get Connected Rali Bae Ceredigion.



**Len Jones/Don James won class M2 in their Ford Escort RS1800**

It speaks volumes of the success of the first event in 2019 that already, it has been catapulted into the highest ranks of British rallying.

The crews would be faced with a crowd pleasing Friday evening double run through the sometimes incredibly narrow streets of Aberystwyth followed by stages 3 and 4 in full darkness on roads well known to the road rallying community, out towards Devil's Bridge.



**James Williams/Dai Roberts, 3rd overall, 2nd in the BRC and 1st in the Asphalt Championships**

Saturday's rallying consisted of two loops of 4 stages, starting with Llanfihangel, a treacherous epic 17 miler consisting of stages 3 and 4 linked together, followed by stages near Nant-y-Moch reservoir, Bont Goch and Pendam. The organisers had found some of the best roads in the UK, packing 88 miles of stages into a total distance including road sections of just 164 miles and all very close to Aberystwyth.

While many of the UK's best rally drivers were present, a

2nd in the TER series and 8th overall were Swiss visitors, Ivan Ballinari/Marco Menchini



First historic car home was the RS1800 of James Ford/Llion Williams



leading contender for victory came from the Tour European Rally series. New Zealander Hayden Paddon, co-driven by Jared Hudson, brought many years of experience from the World Rally Championship as

© Syd Wall

a works Hyundai driver for the last 10 years. But what he didn't have was any experience of these roads and he was up against expert crews such as 4 times British Champion Keith Cronin/Mikie Galvin and Osian Pryce/Noel O'Sullivan, level on points at the top of the BRC table after dropped scores and both driving VW Polo GTI R5s. From the Asphalt championship came leaders John Stone/Laura Connell (Volkswagen Polo GTI R5)

and Neil Roskell/Andrew Roughead (Ford Fiesta R5+). It was a shame there were only two entries from the TER

series, Paddon and the series' leaders Ivan Ballinari/Marco Menchini - maybe he'll take stories back to the series regulars and persuade them to come next year.



Eamonn Kelly/Conor Mohan clinched the British Junior Championship in their Ford Fiesta Rally4, 1st 2WD car home and beating all the Escort RS1800s

Leading the way after 1.12 miles of Aberystwyth streets was Hayden Paddon, followed by Keith Cronin and Alan Carmichael/Arthur Keirans (Hyundai i20 R5) in third. But the real meat of the event came as the crews ventured out into the lanes in the dark. Cronin set out his

John Rhys Bray/Kath Curzon in a Lotus Elise, not often seen in rallying



stall to dominate the rally on Glan yr Afon and was quickest by 4.4 seconds but Devils Bridge ended it all with a high speed roll, blocking the road. Jonathan Jackson, co driver to Meirion Evans described the scene as a plane crash. There was a further blockage when John Dalton/Eurig Evans (Darrian T90 GTR+) crashed and blocked the road again, leading to many crews being given a notional time.

© Syd Wall



Elliot Payne/Patrick Walsh were busy on Saturday, coming 3rd on the Woodpecker before dashing to Aberystwyth and finishing 7th!



Keith Cronin/Mikie Galvin must wish they could have retired after hitting a bale here rather than their 'plane crash of an off' on stage 4

Others to hit trouble were Ruari Bell/Max Freeman (Skoda Fabia R5) and Jason Pritchard/Phil Clarke (Volkswagen Polo GTI R5) who both spun but Bell still ended the night in 2nd place, behind Paddon. Osian Pryce held third with

© Syd Wall



Osian Price/Noel O'Sullivan took the pragmatic view to let Hayden Paddon go and take maximum BRC points by fishing a comfortable finish



Meirion Evans/Jonathan Jackson were one of the favourites for the win but retired the VW Polo GTi R5 with broken steering

Meirion Evans fourth. Paddon described the night's roads as the trickiest he'd ever seen for making pace notes. The expected heavy rain came overnight but ended as the crews were setting off from Aberystwyth for the event's longest stage, Llanfihangel, stage 5. The rain ending was good for Paddon who'd expressed an intense dislike for wet tarmac - he took the safe option of rain tyres while Pryce went for slicks, a brave choice with the drying roads still very wet in many places. Despite the disagreement on tyre choice, neither tyre was perfect for the conditions with Pryce fastest on one of the first loop of stages and Paddon fastest on three. By now Pryce had taken the sensible decision not to fight for the overall victory - with Cronin out he had to consolidate his BRC position and bag the points for championship victory. The narrow, bumpy, twisty and fast sections of stage 5 created havoc for many other crews, with an astonishing 13 retiring. First to go was Jason Prichard, rolling over a hedge into a field and stopping the stage for a short while. Event sponsor Damien



Richard Williams along with his co-driver Alan James was able to wave to his family as he passed his house a few yards further on

Cole with daughter Charly co-driving also went out here as did Meirion Evans (hit a bank and broke steering) and Neil Roskell who broke a driveshaft. With so many cars littering the stage, it was cancelled but spare a thought for Richard Williams/Alan James in their Road Rally class Mk2 Escort. Richard lives on the stage and had road rallied past his house many times, but was



Ruairi Bell/Max Freeman were 4th overall, 2nd in the BRC and 1st in the Asphalt Championships

looking forward to a flat out blast on the closed roads. As a later seed, he lost out on Friday night and Saturday morning but he did get one uninterrupted run in the afternoon, finishing 33rd from a start number of 74. Although Osian Pryce had stopped fighting for the overall victory for the sake of maximum BRC points, Paddon and Pryce finishing 1st and 2nd, had pulled well clear of the rest of the field. The second loop of stages were a lot calmer, though James Williams/Dai Roberts (Hyundai i20 N Rally2) suffered two punctures on the way to 3rd place, 2nd in BRC. He was giving the Rally2 version (as opposed to his usual R5) it's UK debut, this car having had some development from Ott Tanak and Oliver Solberg. Ruairi Bell came 4th and 3rd in BRC, a final stage puncture slowing him down but just holding off Garry Pearson/Dale Furniss, 4th in BRC (Ford Fiesta Rally2) by 8.5s. 7th overall and 5th in BRC were Elliot Payne/Patrick Walsh (Ford Fiesta Rally2) who remarkably had finished 3rd in his Dad's gravel

Steve Wood/Dale Bowen were  
3rd in the Asphalt  
championship and 6th overall



The Mk2 Escort RS1800 of Gavin Edwards/Cadog  
Davies was first RWD but not first 2WD



spec Fiesta Rally2 on Saturday afternoon in the Ludlow based Woodpecker rally, part of the BTRDA championship! Williams and Bell were also registered in the Asphalt championship so took maximum points with Steve Wood/Dale Bowen (Ford Fiesta RS WRC) 3rd, 6th overall. Two Irish crews, Eamonn Kelly/Conor Mohan (Ford Fiesta Rally4) and Kyle White/Sean Topping (Peugeot 208 Rally4) were in 1st and 2nd places in the Junior class of the BRC, clinching 1st and 2nd places in the championship, both now uncatchable. Finally, Paddon took the TER championship win with Ivan Ballinari 2nd. Jason Pritchard had registered for the TER too and would have given Paddon a run for his money had he not rolled out on Saturday morning.

Seeded at 50 and breaking new ground for British rallying was runner-up in this event in 2019, Tom Cave. With co-driver Will Atkins, he was invited to compete in an electric Opel Corsa-e, prepared and managed by Myerscough College & University Centre as part of the rally's sustainability initiative. Cave became the first driver to win a class for fully electric vehicles on a multi-venue stage



Tom Cave/Will Atkins didn't complete all the stages so were not classified in the Myerscough College Opel Corsa-e



atmosphere has been great, especially for the two runs through the town on Saturday night.”

His co-driver Jared Hudson was also delighted. He was called up at short notice when Paddon's regular co-driver became unavailable and at just 18, he was faced with his first event abroad, his first tarmac event and the daunting task of pace noting Llanfihangel. He may be only 18 but the eWRC website shows he's been clocking up results as a co-driver since the age of 12! We look forward to seeing him and more TER entrants next year.

At the finish on Aberystwyth sea front, Hayden Paddon celebrated his first ever win on a tarmac rally and said: "I've really loved this event. I can honestly say that it's one of the best rallies of its kind anywhere in the world. The stages are awesome and the



Welsh hero Gwyndaf Evans/Peredur Wyn Davies were leading 2WD car when they rolled out on stage 8

At the finish on Aberystwyth sea front, Hayden Paddon celebrated his first ever win on a tarmac rally and said: "I've really loved this event. I can honestly say that it's one of the best rallies of its kind anywhere in the world. The stages are awesome and the

**Classic Car Show**  
All Saints Centre, Kings Heath.  
29<sup>th</sup> August 2022.  
By Simon & Janet Wright.



All Saints Centre





**1981 Porsche 924 Carrera GT**

The All Saints Centre classic car show in Kings Heath, a suburb of Birmingham, took place on Saturday 29<sup>th</sup> August 2022, between 10am and 4pm. It was held in the Kings Heath Village Square, located on a busy junction of the High Street and Vicarage road in Kings Heath, right in the heart of the town and next to All Saints Church and Centre. There was an interesting selection of cars on display which attracted a lot of attention from passing shoppers and members of the public. In pride of place were a stunning

pair of classic American muscle cars, parked on the corner of the square, where they could be seen by the passing traffic on the very busy High Street. All types of cars were represented, from classic British cars, European sports cars, American fins and chrome cars from the 1950s and 1960s and kit cars.



### **1966 Dodge Charger.**

The Dodge charger is a mid-sized car produced by Dodge from 1966 to 1978, based on the Chrysler B platform. It was aimed at the market between the Ford Mustang and the Ford Thunderbird. It features a sweeping fastback design. This car is a first generation model powered by a 6.6 litre V8 engine, but the car was also available with a 5.2 litre, 5.9 litre, 6.3 litre or 7 litre V8 engine option. There was also a 3-Speed or 4-Speed manual transmission or a TorqueFlite 3-Speed automatic transmission.

The interior was different from all other cars with a full length centre console and bucket seating in both front and rear. The rear could also be folded down to create interior space which was accessible via the rear hatch.

The chassis and front end were shared with the mid-sized Dodge Coronet and it was initially designed to take on the AMC Rambler Marlin and Plymouth Barracuda as well as the Ford Mustang, although it was more expensive at \$2,850 to \$3,100



### 1957 Cadillac Series 62

This was the fifth generation of the Series 62, built between 1957 and 1958. It was powered by a 6 litre (365 cu in) V8 engine equipped with a Rochester 4 barrel downdraft Quadrajet carburetor, complete with automatic choke. It produced 300 bhp @ 4800 rpm and 400 lb-ft of torque. It is connected to a 4-Speed Hydra-Matic automatic transmission system, driving the rear wheels. This gave the car a top speed of 119 mph and it could accelerate from 0-60 mph in 11.2 seconds, 0-100 mph in 33.1 seconds and achieve the quarter mile from a standing start in 18.1 seconds with a terminal speed of 81 mph. It has independent front suspension with coil springs, while the rear uses a Live rear axle. It also featured power steering and four wheel power assisted drum brakes. The standard 62 model can be identified by the bright metal moulding just in front of the rear wheels with seven horizontal wind slits. During 1957 over 118,000 were built.





1964 Ford Cortina Mk 1.  
Ford 1500cc engine.



1959 Pink Cadillac



Volkswagen Beetle convertible



Triumph Herald



1990 BMW 635 CSi Motorsport Edition



Porsche line-up



1969 MG B GT



Porsche 911



1963 Ford Zodiac



1961 Jaguar Mk1



Fiorano T48 Spyder.



1928 Amilcar



1981 Renault 5 Turbo



Ford Consul



1973 Porsche 911 RS



1994 Volkswagen Corrado



Chevrolet Pickup Truck.



2008 Ford Fiesta



1977 MG midget



1969 Riley Elf





Ginetta G26



Triumph Stag



Ginetta G26



1959 Standard Hot Rod

# 750 Motor Club Race Meeting

Mallory Park  
16<sup>th</sup> October 2022.  
By Simon & Janet Wright

MALLORY PARK

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The start of the first FreakyParts Sport Specials Championship races of the day with Lewis Ward Westfield SeiW leading eventual winner Paul Collingwood in an Eclipse SM1





Winner of the first and third Formula Vee races - Craig Pollard WEV

Mallory Park was bathed in sunshine for the start of the 750 Motor Clubs annual end of season race meeting at the Leicestershire venue. The format for the day was each series would get two races of 15 minutes duration. After the usual morning practice, the racing started mid-morning with the first of three **Heritage Parts Centre Martins Group Formula Vee** championship races. Formula Vee is a single seater category, based on engine, gearbox and running gear from the 1300cc Volkswagen Beetle, which has been around for over fifty years. Using

Hoosier control tyres and the mass availability of VW spares help keep the costs down. The first race was for Group C v A. After qualifying it was current championship leader Craig Pollard on pole position in the WEV, just over half a second ahead of Daniel Hands in the AHS Dominator Mk2. The fifteen minute race was cut short after ten minutes when James Madden in a GAC collided with Rik Lanyi in an AHS Dominator, with Lanyi being tipped over at the hairpin and ending up on his roll bar, upside down. Madden quickly backed away and left the scene. The race had to be stopped as the marshals got an annoyed Lanyi out of the car. He walked away from the accident as the car had to be recovered from the hairpin.

Class B winner in races 1 and 3 was Elliot Mason in a Sheane Mk1



Rik Lanyi (24) gets turned over by James Madden. Lanyi walked away after the marshals got him out from the upside down car





**Winner of the second Formula Vee race was Daniel Hands in an AHS Dominator Mk2**

Pollard in the WEV had lead from start to when the race was stopped. He had been chased all the way by Matthew Hyde in an AHS GAC. At the finish Pollard won by over sixteen seconds from Peter Belsey in a Spyder Mk2. In 3<sup>rd</sup> place was Vaughn Jones in a Storm, while Elliot Mason won class B in 4<sup>th</sup> overall, at the wheel of a Sheane Mk1. Hyde, who was 2<sup>nd</sup> on the road received a 10 second penalty for a jump start and dropped to 5<sup>th</sup> place. In 6<sup>th</sup> place was Ben Cressey in an AHS GAC.

The second race, Group B v C saw Daniel Hands in an AHS Dominator Mk2 lead from start to finish. In 2<sup>nd</sup> place was Matthew Hyde in an AHS GAC only 9.91 seconds

© Simon Wright



**Class B winner in second race was Stephen Bailey in a Leystone.**

behind. 3<sup>rd</sup> place went to Matt Harbot in an AHS Dominator, making a clean sweep for AHS on the podium. Finishing 4<sup>th</sup> was Tim Probert in a Storm Bowles, followed by Ben Cressey in another Storm in 5<sup>th</sup>. Rounding out the top six was Maurice Gloster in a GAC. Winning class B was Stephen Bailey in a Leystone in 10<sup>th</sup> overall and one lap down on the race winner.

The third race closed the meeting, with the Group A v B race having Craig Pollard in the WEV leading from start to finish, to his second victory of the day. He was well ahead of Tim Probert in 2<sup>nd</sup> at the wheel of a Storm Bowles, over

**Battle of the 2nds  
Tim Probert in a  
Storm Bowles 2<sup>nd</sup> in  
third race and  
Matthew Hyde AHS  
GAC 2<sup>nd</sup> in first two  
races**



© Simon Wright

thirty three seconds behind, an improvement from his 4<sup>th</sup> place in the second race. Vaughn Jones took another 3<sup>rd</sup> place in his Storm. After a third place in the second race, Matt Harbot in the AHS Dominator took 4<sup>th</sup> place in the final race. Taking his second Class B win of the day was Matt Harbot driving the Sheane Mk1 in 5<sup>th</sup> place. Completing the top six was Francis Twyman in a Storm SF1 after Andrew Cooper in an AHS Dominator Mk2 was disqualified from 6<sup>th</sup> place for having a non compliant carburettor system.



© Janet Wright

James Madden GAC before the crash



© Simon Wright

Vaughn Jones Storm 3<sup>rd</sup> first race



© Janet Wright

Richard Walsh GAC CRL03 12<sup>th</sup> in first race.



© Simon Wright

Maurice Gloster GAC had a spin in first race



Richard Swain GAC 13<sup>th</sup> first race.

© Simon Wright



© Janet Wright

Andrew Hyden GAC 9<sup>th</sup> second race



© Simon Wright

Peter Belsey Spyder Mk2 2<sup>nd</sup> in first race



© Simon Wright

Andrew Cooper AHS Dominator Mk2 7<sup>th</sup> second race



© Simon Wright

Philip Waterhouse Filari Tasso DNF race 1

© Janet Wright



Winner of both Historic 750 Formula races - John Village in a Village V2

Also before the lunch break was the first of two **Raceparts Historic 750 Formula Series** races. Historic 750 Formula is a cheap way into historic racing in the UK. The series caters for Austin 7 Specials and Reliant engined cars that ran in the 750 Formula races in period. Other small

© Simon Wright



Timothy Roebuck Austin 7 Special won class S in the first race.

capacity race cars and new cars built to strict guidelines can also enter. Qualifying was very close, with Christian Pedersen claiming pole position in his Austin 7 by just 0.07 of a second from John Village in a Village V2. At the start Village grabbed the lead, chased hard by Graham Wilson in a Time 3B, for the first three laps before Timothy Sage in a Mallock U2 Mk4 slipped ahead of Wilson and in to 2<sup>nd</sup> place. At the chequered flag Village won by over seven seconds from Sage with Wilson another eighteen seconds behind in 3<sup>rd</sup>. In 4<sup>th</sup> place, and winning class AS, was Timothy Roebuck in an Austin 7 Special. The final car to run full race distance was 5<sup>th</sup> placed Charles Cooling in a

Mark Elder Austin 7 Ulster Spec won class A in first Historic 750 Formula race



© Janet Wright



© Janet Wright

Michael Pickup Austin 7 Ulster Rep won Class A in second race.



Timothy Sage Mallock U2 Mk4 2<sup>nd</sup> in both Historic 750 Formula races. Chased by Graham Wilson Time 3B who was 3<sup>rd</sup> and 4<sup>th</sup> in each race .

DMC Mk3. Winning class A was Mark Elder in an Austin 7 Ulster Special, finishing in 6<sup>th</sup> place, one lap behind. The grid for the second race was based on a drivers second best qualifying time and saw the top two positions



© Simon Wright

Despite a quick off at the hairpin Charles Cooling in a DMC Mk3 managed 5<sup>th</sup> in the first Historic 750 Formula race

swapped from the first race, with Village on pole position by 0.08 of a second from Pedersen. At the start Village led Pedersen but positions swapped on the second lap and Pedersen stayed in front in the Austin 7 until lap thirteen when Village re-took the lead and Pedersen slipped back to 3<sup>rd</sup> by the end of the race. At the flag it was Village winning by over sixteen seconds from Sage in the Mallock U2 Mk4. Pedersen was 3<sup>rd</sup> and Wilson in the Time 3B was 4<sup>th</sup>, the only other driver to complete the full distance. In 5<sup>th</sup> place, one lap down, was Ian Grant in a Racekits Merlin, with Cooling taking another top six finish in 6<sup>th</sup> place in the DMC Mk3. Roebuck took another Class AS win in his Austin 7 Special in 8<sup>th</sup>, two laps down. Class A was won by Hugo Pickup in an Austin 7 Ulster Rep in 9<sup>th</sup> position.



© Janet Wright

John Ingram in an Arthur Mk2 7<sup>th</sup> in both race



Mike Whitby Austin 7 Mason Special  
19<sup>th</sup> first race.



Christian Pedersen  
Austin 7 3<sup>rd</sup> in second  
race

© Janet Wright



Graham Wilson Time 3B  
4<sup>th</sup> in second race

© Janet Wright



© Janet Wright

Charlie Plain-Jones Austin 7 Cowley  
Special 10<sup>th</sup> in second race



Nick Hayward-Cook Austin 7 18<sup>th</sup> second race

© Janet Wright



Clive Neale in a Jeffrey 13<sup>th</sup> in race 2

© Simon Wright



Paul Mason Whippet H750F 20<sup>th</sup> first race



Matthew Edwards Austin  
7 Wragg 17<sup>th</sup> first race

© Simon Wright



Winner of both Sport Specials races was Paul Collingwood in the Eclipse SM1

After lunch, the racing resumed with the first of two **FreakyParts Sport Specials Championship** races. This championship caters for production kit cars, one-off road-going two-seater specials and popular sports car marques such as Caterham, Ginetta and Westfield. Cars are divided in to two classes based on power to weight ratio, a 340 bhp/tonne (Class A) and a 270 bhp/tonne (Class B). All cars must be 2WD and naturally aspirated. Class C is for

Sport Specials Class C winner in the first race was Stewart Mutch MEV Exocet R



© Janet Wright



Stuart Thompson MK Indy RR won the Sports Specials Class B in the first race.

MEV Exocet R kit cars. A convincing pole position went to Paul Collingwood in the Eclipse SM1 over a second ahead of current championship class leader Lewis Ward in a Westfield SEiW. The race was a procession at the front, with Collingwood leading from start to finish, winning by just over eight seconds. Ward chased hard for the entire race to take 2<sup>nd</sup> place. A distant 3<sup>rd</sup> place went to Rob Johnston in a Cyana Mk2, who was chased over the line by Nigel Brown in a Sylva Phaser in 4<sup>th</sup>. In 5<sup>th</sup> place was Class C winner Stewart Mutch in an MEV Exocet R, just

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Sports Specials Class B winner in the second race was Warren Vessey in the Fisher Fury



**Micky Scott MEV Exocet R won Class B in second Sport Specials race.**

beating current championship class leader David Hughes in a similar MEV Exocet by 0.44 of a second. In 7<sup>th</sup> place was Class B winner and current championship leader Stuart Thompson in a MK Indy RR.

The grid for the second race was based on the drivers second best qualifying time, but saw the same order on the front row of the grid, with Collingwood claiming his second pole position of the meeting from Ward. The second race was a repeat of the first at the front with Collingwood leading all the way to take his second victory of the day in the Eclipse SM1. His winning margin was fractionally less than the first race, at just under eight seconds ahead of Ward in the Westfield SeiW. There was a change for 3<sup>rd</sup> place, with Anton Landon taking the last podium step in the Cyana Mk2. Class B was won by Warren Vessey in a Fisher Fury who finished in 5<sup>th</sup> overall, one lap down on the race winner. He was only 0.59 of a second ahead of first race class B winner Thompson in the MK Indy RR. Class C had a different winner in the second race with Micky Scott taking the honours in 9<sup>th</sup> place at the wheel of his MEV Exocet R.



**Colin Benham CB Fury 5<sup>th</sup> in Class B first Sport Specials race**



**Rob Johnston Cyana Mk2 was 3<sup>rd</sup> in first Sport Specials race**



**Synchronised spinning - Trevor Harber Caterham 7 and Alan Robinson Sylva Phoenix go for a Sunday afternoon spin at Gerrards in the first Sport Specials race.**



Ben Grewcock Caterham 270R 8<sup>th</sup> in Class B Sports Specials race 1



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Nigel Brown Sylva Phaser 4<sup>th</sup> in first Sport Specials race



Anton Iandon Cyana Mk2 18<sup>th</sup> in race 1.

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© Simon Wright

Ian Bonser Ginetta G40 20<sup>th</sup> first Sport Specials race



Martin Buckland STM Phoenix, Alan Robinson Sylva Phoenix and Andrew Hayward Sylva Clubman

© Janet Wright

© Simon Wright



Paul Boyd Eclipse SM1 21<sup>st</sup> in first race



© Janet Wright

Lewis Ward Westfield SeiW 2<sup>nd</sup> on a tight line lapping Bridgette Smart Sylva Phoenix 16<sup>th</sup> Sports Specials race 1

Classic Stock Hatch Winner race 1, 2<sup>nd</sup> race 2 Chris Dear Peugeot 205 GTI



© Simon Wright

the first race was claimed by current championship leader Chris Dear in a Peugeot 205 Gti, beating Ben Bateman in a Vauxhall Nova GTE by just 0.11 of a second. From the start Lee Scott in a Ford Fiesta XR2i shot off in to the lead, with Dear stuck to his rear bumper. For lap after lap the two battled for the lead but Dear left it until the last lap to shoot through and win the race by just 0.05 of a second from Scott. Six seconds behind was Pete Morgan in another Ford Fiesta XR2i to take 3<sup>rd</sup> place. Peugeot 205 GTI's took

Classic Stock Hatch 3<sup>rd</sup> first race Pete Morgan Ford Fiesta XR2i



© Simon Wright

Race 4 on the list was the first of two **Demon Tweaks/ Yokohama Classic Stock Hatch Championship** races. This is a popular and affordable formula for fans of retro hot hatchbacks. Any pre-1992 hatchback with an engine below 1400cc 16 valve or below 1600 cc 8 valve is eligible. All cars run Yokohama control tyres and have a regulated minimum car weight, with success ballast given to podium finishers, to help keep the racing close. Pole position for

© Simon Wright



Classic Stock Hatch winner race 2, 2<sup>nd</sup> race 1 Lee Scott Ford Fiesta XR2i

the next two places driven by James Haslehurst and Martin Rogers. Completing the top six was Martin Cayzer in another Ford Fiesta XR2i.

The second race grid was decided on the drivers second best qualifying time. Dear took his second pole position but this time he was only just ahead of Lee Scott in a Ford Fiesta XR2i, by just 0.06 of a second. Dear led from pole position on the first lap but could not hold Scott from taking the lead. The two battled for most of the race but Scott took the victory by just 0.45 of a second at the flag in the Ford Fiesta XR2i. Dear was 2<sup>nd</sup> in the Peugeot 205, with



Classic Stock Hatch 3<sup>rd</sup> second race James Haslehurst Peugeot 205 GTI

Haslehurst right behind him in 3<sup>rd</sup> place in another Peugeot 205 GTI. In a creditable 4<sup>th</sup> place was Terry Roughton in a Citroen AX Gti with Cayzer in the Fiesta in 5<sup>th</sup> and Rodgers in the Peugeot in 6<sup>th</sup>.



Jason Wood Vauxhall Nova GTE 13<sup>th</sup> in first Classic Stock race.

Martin Cayzer Ford Fiesta XR2 6<sup>th</sup> and iTerry Roughton Citroen AX Gti 7<sup>th</sup> in first Classic Stock Hatch race.



Derek Rozier Ford Fiesta XR2, 10<sup>th</sup> and Rick Groom Ford Fiesta XR2 13<sup>th</sup> second Classic Stock Hatch race.



Neil Dudman in a damaged Peugeot 205 GTI still came 10<sup>th</sup> in the first Classic Stock Hatch race.



Winner of both 750 Formula races : Oliver Collett Racekits Falcon

The final series represented was the **Raceparts 750 Formula Championship**. This formula was first introduced in 1949 by the 750 Motor Club and is the longest continually running race formula in the World. The regulations allow scope for amateur designers to build their own car from scratch and to develop skills in chassis and suspension setup. All cars are powered by a mildly tuned and affordable 1108cc Fiat FIRE engine and run on Yokohama slick tyres. After qualifying, Rod Hill in a Mystic T4/21 was disqualified for passing the Black and Orange flag 3 times. The amended grid saw Oliver Collett start from pole position in the Racekits Falcon. He was only 0.24 of a second faster than current championship leader Peter Bove in the Darvi 88 P, with the first four all within a second. The first race was led from start to finish by Collett, with Bove chasing hard. At the flag, Collett won by just over four seconds from Bove. A little way back was 3<sup>rd</sup> placed Richard Rothery in a PRS 1b, while Bill Rutter in a Battern 3 finished 4<sup>th</sup>. Winning class B in 5<sup>th</sup> place was Matthew

Unwin in a Racekits Falcon, with current championship class leader Simon Boulter in a Darvi Mk4/5 taking 2<sup>nd</sup> in class B, 6<sup>th</sup> overall.

The second race grid was taken from the drivers second fastest qualifying time and saw Collett start again from pole position. This time he lined up next to Richard Rothery in a PRS 1b, only 0.32 of a second slower. From the start it was Collett in the lead, chased by Bill Cowley in a Cowley Mk IV, with Rothery down to 3<sup>rd</sup> at the end of the first lap. The first two stayed nose to tail for the entire race, with Collett taking his second win of the day by just 0.67 of a second from Cowley. Bove was a little further back in 3<sup>rd</sup> place. Nearly forty seconds behind the winner was 4<sup>th</sup> placed Steve Boothe in a Darvi Mk5. Taking his second Class B win of the day was 5<sup>th</sup> placed Unwin in the Racekits Falcon, just ahead of Huw Davies in a Phoenix Fire Mk2 who was 2<sup>nd</sup> in class B and 6<sup>th</sup> overall.

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Formula 750 Class B winner both races Matthew Unwin Racekits Falcon.

© Janet Wright



Mark Glover Racekits Falcon 17<sup>th</sup> in race 1

© Simon Wright



Richard Jenkins Sheppard RR-01B 11<sup>th</sup> race 1

© Simon Wright



Peter Bove Darvi 88P 2<sup>nd</sup> in race 1

© Simon Wright



Rod Hill Mystic T4/21 12<sup>th</sup> in first race

© Simon Wright



Richard Rothery PRS 1b 3<sup>rd</sup> in first race

© Janet Wright



Bill Rutter Battern 3 4<sup>th</sup> in first race

© Janet Wright



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

© Simon Wright



Simon Boulter Darvi Mk4/5 6<sup>th</sup> in first race

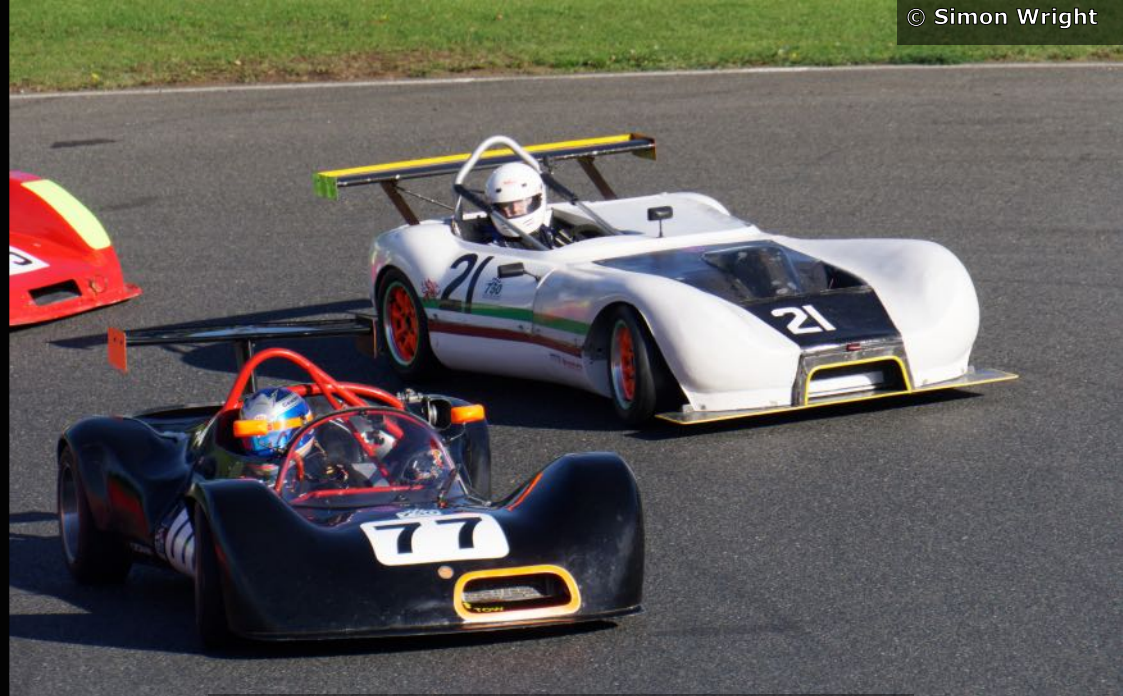
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Huw Davies Phoenix Fire Mk2 7<sup>th</sup> in first race



Jake Doherty SS/F 750 Nin-starter



Bill Cowley Cowley Mk IV 2<sup>nd</sup> in second race



Christopher Johnson Racekits Falcon 15<sup>th</sup> in second race.



David Watts Centaur Mk16R 16<sup>th</sup> in first 750 Formula race.

# The Vintage Sports Car Club Madresfield Driving Tests, Sunday 18th September 2022. By David Goose & Stuart Yates of Motorsport Imagery.





The VSCC Team hard at work

### Madresfield Driving Tests, Sunday 18th September

This Year at marked 75 Years of Driving Tests at Madresfield Court for the VSCC, providing a most spectacular location to the day's tests. Located 6 miles to the west of Worcester with the Malvern Hills providing a

The look of determination from VSCC Secretary Tania Brown



stunning backdrop. On the day the weather could not have been better, meaning the spectators and competitors alike could enjoy a now traditional "picnic" alongside the driveway whilst the competition was in progress. The 5 tests started with, Forwards and Backwards, then Slow-



The Madresfield Trophy winner Peter Batty in a Ford T







The Flag drops for Robin Butler in a ROLLS-ROYCE 20 HP

© Motorsport Imagery

The "Pork Chop" must be in just the right position



Fast, the Infamous "Pork-Chop", Boxes and concluding with the fifth and final test, Brakes. All taking part along the mile long driveway.

It was good to see VSCC Competition Secretary Andrew Tarring taking part in his Humber, also VSCC Secretary Tania Brown in an Austin 7 Ulster. It is always a good sign when new members take part, this year was no exception, and several were here to challenge the established

regular faces.

Once the scrutineering was complete it was time to progress with Test 1, Forwards and Backwards, a test of car control, stopping and starting at designated points in both directions, all against the clock of course, as are all the tests.

Test 2 Slow-Fast, a rolling start to the line then as slow as possible with the only input allowed is from the throttle. Reaching halfway and a flag drops and foot to the floor to a flying finish, a complete stop to be

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An avid spectator, When can I have my Pork Chop back?



Spectators watching Ted Elwes with his Austin 7 Specia

made before the baulk line. A marshal will be riding onboard to ensure fair play during the test.

The lunch break provided an opportunity to walk around the many vintage cars on show, parked at the side of the



Paul Spencer in a LAFITTE 5cv Voiturette

driveway with many of the owners sat by their cars enjoying food and drink in the sun.

Early afternoon and it was back to the serious side of the day. Starting the afternoons tests was the now famous "Pork Chop", for part of the test, the drivers side front wheel must pass one side of the Pork Chop and the drivers side rear wheel the other side, penalties incurred if it's hit.



Some of the locals admire an Alvis 12/50





Seth Stanbury taking part in his first event, sharing the Austin 7 Special with Ben Abbotts

Boxes was the next test, again a test of control, driving forward, stopping in marked areas before part of the test was reversing into a garage marked area. Do smaller cars



Nick Cook waits his turn in his Lagonda LG45 Sanction 3 Coup



Graham Scott powers away from the start of The Brake Test in his ALFA ROMEO ZAGATO

have an advantage here, maybe or maybe not !

Fifth and final test was the Braking Test, Front wheels on the start line, the flag is dropped, drive to the finish line as quick as possible but stop in the braking zone, not beyond.



George Zaidmann sitting patiently in his Triumph Gloria Vitesse



xKatherine Bowyer also taking part in her first event

A day of friendly rivalry concludes, good weather, one of the best locations, probably discussions on the journey



Competitors Concours winner Paul Tebbett in his BUGATTI T22



Class A winner David Rushton in his MG M Type

home about what did or did not happen.

### Awards

- Class A David Rushton MG M Type
- Class B Bruce Girvan Jowett 7hp Economy
- Class C Peter Batty Ford T The Madresfield Trophy
- Class D Peter Garland Straker Squire 15/20 HP
- Class E Rob Broadhurst MG J2
- Class F Paul Spencer Lafitte 5cv Voiturette
- Competitors Concours Paul Tebbett Bugatti T22
- Spectators Concours Tony Ward Talbot BA 110



Bethany Candlin enjoying herself at the wheel of the Austin Seven Arrow Sports



All concentration for Peter Garland driving a STRAKER-SQUIRE 15/20 HP during Test 2 Slow-Fast



All eyes on Nicholas Beck as he flattens the Pork Chop

# HSCC Finals Weekend.

Silverstone National circuit,  
15<sup>th</sup>-16<sup>th</sup> October 2022.

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



Nic Carlton-Smith Kieft FL won the C2 class in both Formula Junior (Front Engine) races, chased here by Richard Bishop-Miller Autosport Mk2.

The Historic Sports Car Club (HSCC) ran their annual Finals weekend in the middle of October, completing most of their championship series. A sunny Saturday saw a damp track at the start of morning qualifying, which soon dried out to a sunny but cool day.



© Simon Wright

After morning qualifying there was a Karting Demo during the lunch break before racing started in the afternoon.



© Simon Wright

To start the racing action of the weekend was the first of two **HSCC Classic Formula Ford** races for Formula Ford cars built and raced before 1982. The Royale RP26 of Richard Tarling claimed pole position by just 0.188 of a second from Jordan Harrison in a Lola T540E. Tarling led from start to finish but behind him was a very close battle between Joseph Ahrens in a Van Diemen RF80, Harrison and Rick Morris in a Royale RP29, with all having goes in 2<sup>nd</sup> place until Ahrens retired with five laps to go. At the flag it was race victory and **Class A: Cars built between**



Classic Formula Ford first race winner Richard Tarling Royale RP26 leading second race winner Jordan Harrison Lola T540E

**January 1<sup>st</sup> 1974 and 31<sup>st</sup> December 1981 Inclusive** win for Tarling in the Royale, only 0.333 of a second ahead of Harrison in the Lola. Morris took 3<sup>rd</sup> in another Royale, having dropped back three seconds towards the end of the race. Simon Toyne in a Lola T200 took the **Class B: Cars built before January 1<sup>st</sup> 1974** win in 4<sup>th</sup> position. Both



© Simon Wright

Classic Formula Ford Class B winner in first race Simon Toyne Lola T200, 4<sup>th</sup> overall.

James Fettiplace Van Diemen RF80 and Tim Bennett Hawke DL21 were disqualified. The second race saw Tarling start from pole again and was involved in a wheel to wheel battle with Harrison, with both taking turns to lead across the line. At the chequered flag, Tarling crossed the line first, just 0.075 of a second ahead,

BUT was then given a five second penalty for gaining an

© Janet Wright



Classic Formula Ford Class B winner, second race, Andrew Smith Van Diemen FA73

unfair advantage. This dropped him to 3<sup>rd</sup> place. Victory and **Class A** was awarded to Harrison in the Lola, only 0.546 of a second ahead of Morris in the Royale. **Class B** was won this time by 8<sup>th</sup> placed Andrew Smith in a Van Diemen FA73

© Simon Wright



Close racing in the Classic Formula Ford first race between Joseph #14 Ahrens Van Diemen RF80 (DNF), #2 Rick Morris Royale RP29 (3<sup>rd</sup>), Jordan Harrison Lola T540E (2<sup>nd</sup>) and Simon Toyne Lola T200 (4<sup>th</sup>)



James Fettiplace Van Diemen RF80 7<sup>th</sup> first Classic Formula Ford race,

© Janet Wright



Stuart Kestenbaum Van Diemen RF81 4<sup>th</sup> in first Classic Formula Ford race

© Janet Wright



Tim Bennett Hawke DL21 10<sup>th</sup> in second Classic Formula Ford Race.





Race 1 winner Neil Wood Ford Anglia 105E chased by Jack Moody Ford Lotus Cortina (DNF).

The second race of the weekend was the first of two **HSCC Historic Touring Car Championship for Appendix K and HRSR Cars pre-1968 with Ecurie Classic** races of the weekend. The twenty car field was headed by Jack Moody in a Ford Lotus Cortina by just 0.084 of a second from Martin Pratt in a Lotus 7, with the first 5 all within a second. Moody led the first five laps before Neil Wood in a Ford Anglia 105E took the lead for a couple of laps. The pair swapped the lead several times, then Moody retired on lap ten leaving Wood in front. He won the race and **Historic Touring Cars Class C: 1301cc to 1600cc** by over fourteen seconds from Adam Morgan in a Ford Mustang, who took the **Historic Touring Cars Class K1: Appendix K 2001cc and Over** honours. Nick Paddy took 3<sup>rd</sup> place, winning



Adam Morgan Ford Mustang finished 2<sup>nd</sup> in the first race, winning class K1.



Nick Paddy Morris Mini Cooper S finished 3<sup>rd</sup> in first race, winning class K3.

**Historic Touring Cars Class K3: Appendix K up to 1300cc** in the process, at the wheel of a Morris Mini Cooper S. The next class winner was this years champion Harry Barton, who finished 6<sup>th</sup> in his BMW 1800Ti to win **Historic Touring Cars Class K2: Appendix K 1301cc to 2000cc** and the Historic Touring Car Championship title for 2022. Pratt finished 7<sup>th</sup> in the Lotus 7 to win **Ecurie Classic**



Harry Barton BMW 1800Ti 6<sup>th</sup>, winning class K2



Martin Pratt Lotus 7 7<sup>th</sup>, winning class 3

**Class 3: 1321cc to 1680cc**, followed by Tim Mogridge in a Triumph TR4 who won **Ecurie Classic Class 5: 2001cc to 2700cc** in 8<sup>th</sup> place. In 9<sup>th</sup> place, and winning **Historic Touring Cars Class E: up to 1150cc** was Adrian Oliver in



Tim Mogridge Triumph TR4, 8<sup>th</sup> winning Class 5.



Adrian Oliver Hillman Imp 9<sup>th</sup>, winning class E.

a Hillman Imp. There were a lot of different classes in this race and the next class winner was 12<sup>th</sup> placed Roger Godfrey in an Austin Mini Cooper S, winning **Class D Historic Touring Cars - 1151cc to 1300cc**. **Ecurie Classic: Class 2 - 1151cc to 1320cc** was won by Bob Binfield in a Speedwell GT in 15<sup>th</sup> and the final class winner was Geoff Gouriet driving a MG B to the **Ecurie Classic: Class 4 - 1681cc to 2000cc** win in 16<sup>th</sup> place.

For the second race, the Adam Morgan Ford Mustang was taken over by Russell Morgan and had to start from the back of the grid, along with Marwan Andon in the Number 6 MG B and Giles Page in the Number 133 Austin Mini



Roger Godfrey Austin Mini Cooper S 12<sup>th</sup>, winning Class D



Bob Binfield Speedwell GT 15<sup>th</sup>, winning Class 2.

Cooper S, both also with driver changes. Wood dominated the second race from start to finish, winning **Historic Touring Cars: Class C** as well, in his Ford Anglia 105E, by over fourteen and a half seconds. In 2<sup>nd</sup> place was the Alfa Romeo GTA of Lukas Halusa. Harry Barton took 3<sup>rd</sup>, winning **Historic Touring Cars Class K2** again, in the BMW 1800 Ti. Also taking a second class win in **Historic Touring Cars Class K3** was Nick Paddy in the Morris Mini Cooper S. Repeating their first race class wins were Mogridge in 5<sup>th</sup>, Pratt in 7<sup>th</sup>, Oliver in 8<sup>th</sup>, Godfrey in 12<sup>th</sup>, Gouriet in 15<sup>th</sup> and Binfield in 16<sup>th</sup>. The final class winner was the Ford Mustang of Russell Morgan who was 10<sup>th</sup> and won **Historic Touring cars Class K1**.



Geoff Gouriet MG B 16<sup>th</sup>, winning Class 4



Lukas Halusa Alfa Romeo GTA was 2<sup>nd</sup> in the second race.



**Peter de la Roche Lola Mk2 won the first Formula Junior race - front engined.**

The FJHRA Silverline Historic Formula Junior series were split into two separate races for Front Engined and Rear Engined. The first out were the **Front Engined cars, Formula Junior single-seater racing cars 1958-1963.** Peter de la Roche in a Lola Mk2 took pole position just ahead of Andrew Hibberd in another Lola Mk2 and Ray Mallock in a U2 Mk2, all within a second of each other. At the start of the twenty minute race Andrew Hibberd got the best start to lead at the end of the lap with De la Roche right behind. Next time round and De La Roche held a slight lead being chased hard by Mallock with Andrew Hibberd still in the battle in 3<sup>rd</sup> place. Slowly De la Roche opened up a lead to win the race and **Class B2: Front-**



**Graham Barron Gemini Mk2 Class B1 winner Front engined Formula Junior**



**Peter Fenichel Stanguellini FJ won class A in front engined Formula Junior race 1**

**engined Formula Junior cars built to race before 31/12/1960 (Except cars falling within Class A) (FIA Category FJ/1B) Fitted with engines of 1100cc But in excess of 1000cc. by over twelve seconds. Mallock took 2<sup>nd</sup> and Andrew Hibberd took 3<sup>rd</sup>. In 4<sup>th</sup> place was Class C2: Rear engined Formula Junior cars built and raced (or officially entered to race) before 31/12/1960 (FIA Category FJ/1C) fitted with engines of 1100cc or less or less than in excess of 1000cc winner Nic Carlton-Smith in a Kieft FJ. Class B1: Front engines Formula Junior cars built before 31/12/1960 (Except cars falling within Class A) (FIA Category FJ/1B) Fitted with**



**Ray Mallock U2 Mk2 won the second Front engined Formula Junior race.**



**Bernard Brock Elva 100 CG won class B1 in second front engined Formula Junior race.**

**engines of 1000cc or less** was won by Graham Barron in a Gemini Mk2 in 12<sup>th</sup> position.

The Sunday race saw De la Roche and Andrew Hibberd start from the front row again. In a repeat of the first race, Andrew Hibberd lead at the end of the first lap from De la Roche. By lap two De la Roche was back in front and despite very close attention from Mallock managed to stay there until the eighth lap. Mallock was now in front with De la Roche snapping at his heels, but they stayed in that order to the flag. So Mallock took the victory by just 0.418 of a second from De la Roche. Andrew Hibberd took a

© Simon Wright



**Rudolf Ernst Mitter M60 Front engined Formula Junior 14<sup>th</sup> race 1**



**Martyn Astley Elva 100 Front engined Formula Junior 16<sup>th</sup> 1<sup>st</sup> race.**

distant 3<sup>rd</sup>. Nic Carlton-Smith took his second class win of the weekend, winning **Class C2** in 4<sup>th</sup>. **Class B1** was won by Bernard Brock in an Elva 100 CG in 9<sup>th</sup> overall and the final class winner in this race was Peter Fenichel in a Stanguellini FJ who won **Class A** in 10<sup>th</sup>.

© Simon Wright



**Keith Pickering britannia FJ 5<sup>th</sup> in 2<sup>nd</sup> Front Engined Formula Junior race.**



Guard Trophy race winner Simon Jackson Lenham P70

The HSCC GT & SR Championship for the Guards Trophy had a single forty minute race on Saturday. A very close qualifying session saw Simon Jackson in the Lenham P70 take pole position from Steve Nuttall in a Chevron B8 by just 0.152 of a second, with Robert & Benjamin Tusting 3<sup>rd</sup> in a Lenham P69 only 0.073 of a second further behind. From the start Nuttall battled for the lead with Jackson always close behind. On lap fifteen, Jackson finally took the lead until it pitted on lap nineteen. Meanwhile Nuttall had retired on lap sixteen, leaving David Forsbrey in a Chevron



Michael & Andrew Hibberd Lotus 23B class SRB winners Guards Trophy race.

B8 in 2<sup>nd</sup>, nearly a minute behind the leader, with only three cars on the lead lap. After the leaders had all done their pitstop, Jackson was back in the lead with the Tusting Lenham in 2<sup>nd</sup> over forty three seconds behind. The gap remained fairly consistent until the end of the race with Jackson in the Lenham winning by over thirty eight seconds, also taking the **Class SRE: For Sports Racing, Sports Prototype and Competition GT up to 1600cc**



David Forsbrey Chevron B8 Class SRD winner Guards Trophy race.





© Simon Wright

**63 Nicolai Kjaergaard Lotus Elan Invitation Class winner Guards Trophy race battling with Andrew Garside Lotus Elan GTS.**

award. Robert & Benjamin Tusting were 2<sup>nd</sup> in the Lenham P69. In 3<sup>rd</sup> place and winning **Class SRD: Sports Racing, Sports Prototype and Competition GT 1601cc to 2000cc built and raced before 31.12.1968** was David Forsbrey in a Chevron B8. Michael and Andrew Hibberd took the **Class SRB: For Sports Racing Cars under 1600cc built and raced between 1.1.60 to 31.12.1965** award in their Lotus 23B, 5<sup>th</sup> overall. The next class winner was Ross Hyett, 10<sup>th</sup> in a Ginetta G4R, taking the award for **Class A: Standard,**



© Simon Wright

**Chris & Stephen Reece MG B Class B winners Guards Trophy race.**

**Competition GT & GT Prototype cars up to 2500cc (Excluding metal bodied).** The Invitation Class: For period specification cars accepted at the discretion of the championship organisers was won by Nicolai Kjaergaard driving a Lotus Elan in 11<sup>th</sup>. Just behind, in 12<sup>th</sup> place was **Class D: All Standard Competition GT & GT Prototype cars over 4000cc** winner Harry Barton in a TVR Griffith. The final class winners were Chris & Stephen Reece in a MG B who won **Class B:** in 20<sup>th</sup>.



© Janet Wright

**Harry Barton TVR Griffith Class D winner Guards Trophy race.**



© Janet Wright

**Flame on! M & H Coleman restart the Chevron B6 after a spin at Luffield. Finished 3<sup>rd</sup> in Class SRD Guards Trophy race.**



Samuel Harrison Merlyn Mk20 won both Historic FF races

Race 5 was the first of two HSCC Historic Formula Ford races for Formula Ford cars built and raced before 1972. Sam Mitchell was fastest in qualifying in a Merlyn Mk20, with ten cars having all lap times removed for not respecting yellow flags and they all had to start from the

© Simon Wright

back of the grid. Starting from 4<sup>th</sup> on the grid, Samuel Harrison in a Merlyn Mk20 shot in to the lead and stayed in 1<sup>st</sup> place for the entire race. He won by over seventeen seconds. Pole man Mitchell was 2<sup>nd</sup> and Matthew Wrigley in another Merlyn was 3<sup>rd</sup>. The over 50s class was won by Rob Smith in a Merlyn Mk20 in 5<sup>th</sup>.



Rob Smith Merlyn Mk20 won the Over 50 class in both Historic FF races.



Louis Hanjoul Elden Mk8/10 20<sup>th</sup> in 2<sup>nd</sup> Historic FF race.

The second race was another Harrison walkover, leading from start to finish. Rob Smith took the over 50s again, this time from 2<sup>nd</sup> place overall. In 3<sup>rd</sup> place was Ross Drybrough in a March 709, another over 50s driver.

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Daniel Samuel-Camps Merlyn Mk20 9<sup>th</sup> in 1<sup>st</sup> Historic FF race chased by Rudolf Ernst Titan Mk6, 15<sup>th</sup>.

© Janet Wright

Chris Sharples Palliser WDF1 12<sup>th</sup> in 2<sup>nd</sup> Historic FF race







Marc Mercer Ralt RT1 winner of 1<sup>st</sup> Aurora trophy races

The HSCC Aurora Trophy Geoff Lees Trophy Series for F1, F5000 & F2 / F Atlantic, F3, FF2000 and Formula Super Vee cars built and raced between 1967 and 1984, also had two races over the weekend. Claiming pole position was Neil Glover in a Chevron B37 by just 0.128 of a second from Rory Smith in a Ralt RT4. Unfortunately before the start of the first race we lost one of the stars when Frank Lyons withdrew the McRae GM1 after qualifying 13<sup>th</sup>. We had more drama in the race when Glover got a 10 second penalty for a false start. He led the entire race until he retired on lap 16 with a loose wheel, when the red flag was shown. With Glover not classified, victory went to Marc Mercer in a Ralt RT1, who also took

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Rory Smith Ralt RT4 2<sup>nd</sup> and Class GLB winner 1<sup>st</sup> Aurora Trophy race



Ben Tilley Modus M1 Class B winner Aurora Trophy race 1

the Class C: for 2000cc Formula 2 cars which as a model competed between 01.01.72 - 31.12.79 award. Just over nine seconds behind was Geoff Lees Trophy Class B: Formula Atlantic cars which as a model competed between 31/12/1979 - 31/12/1989 winner Rory Smith in a Ralt RT4. Matthew Wrigley took 3<sup>rd</sup> in a Chevron B42. The Class B: Formula Atlantic & 1600cc Formula 2 cars which as a model competed 01.01.72 - 31.12.79 winner was Benn Tilley in a Modus M1, who was 7<sup>th</sup> overall. The next class winner was Matthew Wurr in a McLaren M10B who took the award for Class E: For Formula 5000 cars which as a model competed pre-1972, one lap down on the race winner in 10<sup>th</sup>. Class A ; Formula Atlantic & 1600cc Formula 2 cars which as a

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Matthew Wurr McLaren M10B Class E winner Aurora Trophy race 1



**Ewan Bason March 712 Class A winner first Aurora Trophy race**

**model competed 01.01.67 - 31.12.71** was won by Ewan Bason who finished 15<sup>th</sup> in a March 712, two laps down and the final class winner was George Fowler in a Reynard SF84 who took the **Geoff Lees Trophy Class D: Formula Ford 2000** which as a model competed between **01/01/1983 - 31/12/1989** victory in 17<sup>th</sup> position.

The second race on Sunday saw Mercer start from pole position while Glover started from the penultimate row on the grid, in 16<sup>th</sup> position. Wrigley, 3<sup>rd</sup> in the first race, was an unfortunate withdrawn from this race. From the start Mercer took the lead from Rory Smith with 7 up to 8<sup>th</sup> by the end of the first lap. He was up to 6<sup>th</sup> on the next lap, then 4<sup>th</sup> and in to 3<sup>rd</sup> by the fourth lap. Next time round 45 was out of the race from 2<sup>nd</sup> and 7 was now only just over three seconds behind the leader. By lap six, battle was joined for the lead.

© Janet Wright



**Jon Finch Reynard SF79 Invitation class winner 1<sup>st</sup> Aurora Trophy race**



**George Fowler Reynard SF84 winner Class GLD 1<sup>st</sup> Aurora Trophy**

14 managed to hang on until the ninth lap before 7 took the lead on lap ten. Within three laps he had opened up a two second lead until the Safety car was called out. The race was then red flagged on lap fifteen. Glover in the Chevron won the race in the Chevron B37 as well as taking the **Class F: Formula 5000 cars** which as a model competed after 1972 award. In 2<sup>nd</sup> place was Mercer in the Ralt, who also took the **Class C** award. In 3<sup>rd</sup> place was Martin Wood in a March 782. Taking a second **Class B** win was 6<sup>th</sup> placed Benn Tilley in the Modus, along with Wurr in the McLaren M10B who was 8<sup>th</sup> and 1<sup>st</sup> in **Class E** again. Bason in the **Class A** March and Fowler in the **Geoff Lees Trophy Class D** Reynard also took second class wins in 10<sup>th</sup> and 15<sup>th</sup> respectively.

© Simon Wright



**Neil Glover Chevron B37 winner 2<sup>nd</sup> Aurora Trophy race**



Samuel Harrison Brabham BT6 winner Formula Junior rear engine

Staying with the single seater theme, the next race was the first of the two **HSCC/FJHRA Silverline Historic Formula Junior (Rear Engine)** for Formula Junior single-seater racing cars 1958 to 1963. Pole position was claimed by Samuel Harrison in a Brabham BT6, with the first four all within a second of each other. However, in the first race Harrison took off and had opened up a four second lead over Alex Ames in another Brabham BT6 by lap four. By lap ten it was six and a half seconds, at which point they both eased off. At the finish, Harrison won by nearly five and a

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Benn Simms Caraville Mk2 Class D2 winner Historic Formula Junior

half seconds from Ames, giving a Brabham 1-2. In 3<sup>rd</sup> place was Andrew Hibberd in a Lotus 22. Sam Wilson was 4<sup>th</sup> in a Cooper T59 and Ben Simms took the **Class D2: Rear engined and front engined Formula Junior Cars built between 01.01.1961 and 31.12.1963 (FIA Category FJ/2D)**, and fitted with Drum brakes on all four wheels, s original specification and fitted with engines of 1100cc or less but in excess of 1000cc win in 5<sup>th</sup> place driving a Caravelle Mk2. Completing the top six was Tim Child in a Lotus 22.

The second race on Sunday had the same order at the

© Janet Wright



Alex Ames Brabham BT6 was a close 2<sup>nd</sup> in both Formula Junior rear engine races

front of the grid with Harrison on Pole with Ames next to him, with Wilson and Andrew Hibberd on the second row. The race was a repeat of the first with Harrison leading every lap, but this time Ames stayed a lot closer until about half distance, when Harrison started to pull away slightly. At the flag, Harrison won by just over four seconds from Ames. We had a change for 3<sup>rd</sup> place, with Wilson in the Cooper beating Andrew Hibberd in the Lotus, who was 4<sup>th</sup>. In 5<sup>th</sup> place was Lukas Halusa in another Lotus 22, while Benn Simms took his second **Class D2** win of the weekend in 6<sup>th</sup>.



Graham Fennymore Reynard SF81 won the first FF 2000 race

The final race on Saturday was the first of the two **HSCC Historic Formula Ford 2000 Championship** races for FF2000 single seater cars built and raced before 1980. There was a large twenty nine car field and after qualifying Graham Fennymore was on pole position in a Reynard SF81. He converted in to the perfect victory in the first race and also taking **Class A: Cars built between 01.01.79 - 21.12.81 Excluding Van Diemen RF81 and RF82 and Reynard 825**, leading from start to finish. He won by just 0.276 of a second from Benn Simms in his Reynard SF77. In 3<sup>rd</sup> place was Ian Pearson in a Royale RP30. **Class C: Invitation class for air cooled Formula Super Vee cars**



John Stapleton Tui BH2 won class C in the first FF2000 race, followed by Rob Sirrell Reynard SF78 (DNF)



Jon Randall Crossle 31F class B winner in the first race

built before 1/1/1978. **Class C cars are not eligible for Championship points** was won by 19<sup>th</sup> placed John Stapleton in a Tui BH2. The final **Class B: Cars built before 01.01.79 But excluding Reynard and Delta cars built in this period which are eligible for Class A** winner was 22<sup>nd</sup> placed Jon Randall in a Crossle 31F. The second race on Sunday saw Simms grab the lead from the start and kept Fennymore behind him to the flag. Simms won by over four seconds. Pearson took another 3<sup>rd</sup> place in the Royale. In this race **Class B** was won by 13<sup>th</sup> placed Adrian Langridge in a Reynard SF89. There was no finisher in **Class C** when Stapleton retired on lap 11.

Benn Simms Reynard SF77 won the second FF2000 race



Sunday saw the **HSCC Classic Formula 3 for Genuine F3 cars built and raced between 1971-1984** first race come just before the lunch break. There was only an eight car entry and Craig Dolby in a Ralt RT3 started from pole position. The first race was stopped with a red flag when Stephen Barlow spun off in to the gravel at Luffield. In the re-run Richard Trott was the winner and also taking **Class A: 2 litre F3 cars built and raced between 01.01.74 to 31.12.84** in his Chevron B43 after seven laps. In 2<sup>nd</sup> place was Paul Dibden in an Argo JM6 and Louis Hanjoul in an Argo JM1 was 3<sup>rd</sup>. The **Class C: Invitation Class for Classic Formula Ford 2000 cars built prior to 31.12.79** winner was Jon Finch in a Reynard SF79.

The second race saw only five cars take the start. After twenty laps of action Paul Dibden in the Argo took the win by just 0.148 of a second from Stephen Barlow in a Ralt RT3. In 3<sup>rd</sup> place was Richard Cooke in a March 793 over forty seven seconds behind. The only other finisher was Louis Hanjoul in the Argo who was only 0.468 of a second behind 3<sup>rd</sup>. First race winner Trott retired on lap six.

The **HSCC 70s Road Sports for Production Sports, GT and two door Coupe car built or road-registered 1970-1979** had a single twenty five minute race. After qualifying, William Pratt in a Morgan Plus 8 took pole



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70s Road Sports winner Julian Barter TVR 3000M



70s Road Sports Howard Payne in his Lotus Europa TC being chased down by Jim Dean in another Europa

position by just 0.092 of a second from the similar Morgan Plus 8 of Andrew Wenman. At the start it was Wenman that took the lead from Julian Barter in a TVR 3000M. On lap 7 Barter got in front for one lap before Wenman re-took the lead, with Barter right behind. They swapped places again next lap with Barter back in front. On lap thirteen Wenman pulled in the pits and retired. Barter was now maintaining a steady lead over Will Leverett in a Lotus Elan S4 until he pitted on lap nineteen and retired. This left Barter clear to the flag to win by nearly four seconds in the TVR, also taking the **Class B: All cars 2001cc to 3000cc** award. Nic Strong was 2<sup>nd</sup> in a Marcos 3000GT, while Pratt took 3<sup>rd</sup> and the **Invitation Class** win in the Morgan. In 4<sup>th</sup> place was the **Class C: Lotus 1600 8 valve Twin Cam engine cars and Lotus 7 in Holbay 'Clubman' spec with 1600 pushrod engine and Twin side-draft carburetors** winning Lotus Europa of Jim Dean. The next class winner was Gary Thomas in a Lotus Seven, who finished 8<sup>th</sup> to win **Class E: GRP bodied cars up to 1600cc with single cam engine**. In 10<sup>th</sup> place was Mike Eagles in an MG B, who won **Class A: All cars over 3001cc**. The last two class wins both went to Alfa Romeo, with Tim Child taking **Class D: All cars 1501cc to 2000cc (Except Class C and E)** in 12<sup>th</sup> driving a 2000 GTV, while Ben Brian took the

70s Road Sports A gap of 3.994s put Nic Strong Marcos 3000GT into 2<sup>nd</sup> place, chased by Invitation Class winner William Pratt in a Morgan Plus 8 (3<sup>rd</sup>)



© Motorsport Imagery

**Invitation Class** in 17<sup>th</sup> driving a 1750 GTV.

The **HSCC Classic Clubmans for front-engined Clubmans sports racing cars Pre-1982** also had a single twenty minute race on Sunday. Mark Charteris in a Mallock Mk20/21 took pole position and led from start to finish, winning the race and **Class A: Pre '81 chassis with 1700cc Ford X-Flow Full Race Engines**. He lapped everybody but 2<sup>nd</sup> placed John Harrison in a Mallock MK21, who was over forty two seconds. Steve Collier in another Mallock Mk20/21 took 3<sup>rd</sup> place, one lap down. The **Invitation Class** was won by Alan Davenport in a Centaur Mk 14B-17 in 4<sup>th</sup> place. **Class B: Pre '81 chassis with 1600cc Formula Ford X-Flow engines** was won by 5<sup>th</sup> placed Clive Wood in a Mallock Mk 20B and the final class winner was Guy Sheppard, who won the **Sports 2000 class** in a Rawlson 2000.

The **HSCC Historic Road sports Championship for Production Sports and GT cars built between 1947 and 1969**, also had a single twenty five minute race. William

Plant rooted his Morgan Plus 8 on pole position by just 0.036 of a second from the AC Cobra of Kevin Kivlochan with Oliver Pratt and Peter Garland in Morgan Plus 8s, all within a second of the pole time. Kivlochan made the most of his front row start to lead the race from start to finish chased all the way by Plant. Kivlochan took the race win and **Class A: All cars over 3001 cc** award finishing just 0.716 of a second apart. Pratt in his Morgan plus 8 finished 3<sup>rd</sup>, winning the **Invitation Class** and Garland finished 4<sup>th</sup>. **Class C: Glass-fibre cars 1301cc to 2000cc and Lotus 75** was won by Robert Rowe in a Lotus Elan S1 in 6<sup>th</sup> place. **Class G: Invitation** was won by Stephen Reece in another Lotus Elan in 15<sup>th</sup> position. In 17<sup>th</sup> place was Andrew Walton in a Porsche 911 who took victory in **Class D: Metal bodied cars 1301cc to 2000cc**. **Class B: All cars 2001 to 3000 cc** was won by Johan Denekamp in a TVR Tuscan in 19<sup>th</sup>, with **Class E: All cars up to 1300cc** going to Brian Arculus in a Lotus Elite. The final class winner was Richard Owen in a Triumph TR2 who took **Class F**.

**Ken Wharton Autotest.**  
Pear Tree Inn & Country Hotel, Worcestershire.  
Saturday 8<sup>th</sup> October 2022.  
By Simon & Janet Wright.



Steven Ferguson in his Mini Special set the Fastest Time of Day (FTD), helping Northern Ireland retain the Ken Wharton Memorial Trophy.



were run twice, giving six tests in total. An Autotest differs from an AutoSolo, which have featured before in Classic and Competition Car, in that an AutoSolo only has the vehicle moving forward. In an AutoTest, the vehicle also goes in reverse round parts of the test. An Autotest also features garages, boxes marked out with cones that the vehicle must enter completely before then exiting the garage. Penalty time is added if the course is not completed in the correct direction, if cones are hit and if the garages are not entered completely. With reversing and important part of an Autotest, all round visibility is vital, which lead to the development of the Mini Specials, where the roof and rear body panels have been removed, replaced by a roll cage for strength. Also very popular are Caterham and Lotus 7 type kit cars that also have great all-round visibility. These events also fall under the UK Motorsport Streetcar initiative to encourage more people to take part in motorsport events.

Northern Ireland retain their stranglehold on the Ken Wharton Memorial Trophy. Organised by Hagley & District

Light Car Club, after a two year absence due to the Covid pandemic, it took place at the beginning of October at the Pear Tree Inn & Country Hotel at Hindlip in Worcestershire. Using the massive car parks at the rear of the hotel, a series of three different tests



The event was contested by teams from England, Scotland, Wales, Republic of Ireland and reigning

champions Northern Ireland. Current Northern Ireland Autotest Champion **Steven Ferguson** driving a Mini Special finished 1<sup>st</sup>, helping the Northern Ireland A team to yet another win at the 2022 Ken Wharton Memorial Autotest. The eight times

The Mini Special or Lotus 7 type lit car are ideal for Autotests with all-round visibility.





Class 3 winner and 2<sup>nd</sup> overall Willie Keating in a Striker for Scotland

Northern Ireland champion proved to be unbeatable at the event claiming **Fastest Time of Day** at the event by 9.1 seconds. The other team members were Andrew Blair driving a 1.6 litre Vauxhall powered Westfield in 7<sup>th</sup>, **Robin Lyons** driving a Mini in 9<sup>th</sup> and winning **Class 1** and Mark King driving a Vauxhall Nova in 10<sup>th</sup>. This was the 9<sup>th</sup> victory in a row for Northern Ireland, who have a total of 39 wins at the event. They had a total time of 1807.3 seconds, over



Richard Pinkney Caterham 3<sup>rd</sup> overall for the England team.

forty seven seconds ahead of England A Team. In 2<sup>nd</sup> place was **Willie Keating** driving a Striker for Scotland, who also was 1<sup>st</sup> in **Class 3**. Only 0.2 of a second behind was 3<sup>rd</sup> placed Richard Pinkney driving a Caterham for England A Team.

The England A team took 2<sup>nd</sup> place with a total time of 1855 seconds. The Republic of Ireland team were in 3<sup>rd</sup> place with a total time of 1882.1 seconds, just over twenty seven seconds behind England A. The Northern Ireland B team took a creditable 4<sup>th</sup> place with a total time of 1943.2



Class 4 winner Alastair Moffett Mini Special was 4<sup>th</sup> for England team

seconds with a relatively inexperienced team at the event. In 5<sup>th</sup> place was the England B team with a total time of 1988.9 seconds. Taking 6<sup>th</sup> place was Scotland with a total time of 2012 seconds and in 7<sup>th</sup> place was Wales with a total time of 2092.6 seconds.

The England A team consisted of 3<sup>rd</sup> placed Richard Pinkney, British Champion **Alastair Moffett** driving a Mini Special in 4<sup>th</sup> also took the **Class 4** award as Steven Ferguson could not take a class win due to setting Fastest



Class 2 winner David Thompson Vauxhall Nova 5<sup>th</sup> for Republic of Ireland

Time of Day. The other team members were Paul Swift, Vauxhall Nova in 15<sup>th</sup> and Dave Mosey, Mini in 16<sup>th</sup>. The Republic of Ireland team consisted of **David Thompson** driving a Vauxhall Nova in 5<sup>th</sup> and winning **Class 2**, Darren Quille driving a Westfield Toyota in 11<sup>th</sup>, Chris Grimes driving a Mini in 13<sup>th</sup> and Guy Foster driving a



James Wilson Mini Special was 6<sup>th</sup> for Northern Ireland B Team.

Mini Special in 14<sup>th</sup>. The Northern Ireland B Team had James Wilson driving a Mini Special in 6<sup>th</sup>, Trevor Ferguson driving a Striker in 12<sup>th</sup>, Gary Campbell driving a Vauxhall Nova in 20<sup>th</sup> and Andrew Earney, Mini in 24<sup>th</sup>. The England B Team consisted of Paul Fobister, Fobby Special in 8<sup>th</sup>, Gordon Holmes, Striker in 21<sup>st</sup>, David Fox, Mini in 23<sup>rd</sup>, and Lee Valentine Vauxhall Nova in 25<sup>th</sup>.



Class 1 winner Robin Lyons Mini 9<sup>th</sup> for Northern Ireland A team.



Andrew Blair Westfield 7<sup>th</sup> Northern Ireland A Team.



Paul Fobister Fobby Special 8<sup>th</sup> for England B Team.



Darren Quille Westfield Toyota 11<sup>th</sup> Republic of Ireland team.

The Scotland team consisted of Willie Keating in 2<sup>nd</sup>, Warren Gillespie, Vauxhall Nova in 22<sup>nd</sup>, Liam Harkness, Vauxhall Nova in 27<sup>th</sup> and Sean Kell, Mini Special in 29<sup>th</sup>. The Wales team consisted of Dave Evans, Blitz Special in 17<sup>th</sup>, Ian Chapman, Xmoor RIOT in 18<sup>th</sup>, George McMillan, Vauxhall Nova in 30<sup>th</sup> and Chris Morrison in a Vauxhall Nova in 31<sup>st</sup>.



Trevor Ferguson Striker 12<sup>th</sup> Northern Ireland B Team.



Mark King Vauxhall Nova 10<sup>th</sup> Northern Ireland A Team.



Chris Grimes Mini 13<sup>th</sup> Republic of Ireland



Guy Foster Mini Special 14<sup>th</sup> Republic of Ireland



Dave Evans Blitz Special 17<sup>th</sup> Wales Team



Gary Campbell Vauxhall Nova 20<sup>th</sup> Northern Ireland B Team



Paul Swift Vauxhall Nova 15<sup>th</sup> England A Team.



Ian Chapman Xmoor RIOT 18<sup>th</sup> Wales Team.



Gordon Holmes Striker 21<sup>st</sup> England B Team



Dave Mosey Mini 16<sup>th</sup> England A Team



Peter Grimes Vauxhall Nova 19<sup>th</sup> Reserve.



Warren Gillespie Vauxhall Nova 22<sup>nd</sup> Scotland



Dave Fox Mini 23<sup>rd</sup> England B Team



Jack Lowry Mini Special 26<sup>th</sup> Reserve



Sean Kell Mini Special 29<sup>th</sup> Scotland Team



Andrew Earney Mini 24<sup>th</sup> Northern Ireland B



Liam Harkness Vauxhall Nova 27<sup>th</sup> Scotland Team



George McMillan Vauxhall Nova 30<sup>th</sup> Wales



Lee Valentine Vauxhall Nova 25<sup>th</sup> England B Team



Stuart Perren Retrotester 28<sup>th</sup> Reserve



Chris Morrison Vauxhall Nova 31<sup>st</sup> Wales.

# The Winning Northern Ireland A Team.



Robin Lyons Mini 9<sup>th</sup> Class 1 winner Northern Ireland A Team



Andrew Blair Westfield 7<sup>th</sup> Northern Ireland A Team.



Mark King Vauxhall Nova 10<sup>th</sup> Northern Ireland A Team.



Steven Ferguson Mini Special 1<sup>st</sup> FTD Northern Ireland A Team.

# British Touring car Championship Round 9

25<sup>th</sup> September 2022.

Silverstone National circuit.

By David Goose & Stuart Yates of Motorsport Imagery.



2022 British Touring Car Champion, Tom Ingram in his ExcelR8 Hyundai



Ollie JACKSON, Apec Racing with Beavis Morgan Ford Focus

### British Touring Cars visit Silverstone

Penultimate weekend of the 2022 Kwik Fit British Touring Car Championship saw the TOCA Series return to the home of British Motor racing, Silverstone Circuit in Northamptonshire.

This years championship, the first of the new hybrid era was building up to a climax, although it was possible for a champion to be crowned over the weekend, it was highly



2021 BTCC Champion, Ash Sutton in his NAPA Racing UK Ford Focus

Adam Morgan, Car Gods with Ciceley Motorsport BMW-2



likely that the champion would be crowned at the next round at Brands Hatch in October.

Realistically, four drivers were in contention for the crown on arrival at Silverstone, Colin Turkington (BMW), Ash Sutton ( Ford), Tom Ingram (Hyundai) and Jake Hill ( BMW). With only 23 points separating the 4 drivers with 6 races remaining, with a maximum of 27 points available from any one race, there was still a maximum of 162 points available. Three 22 lap races at Silverstone would hopefully help to ensure a close finish to the season at Brands Hatch.







After a race one safety car period, the leading three fought for victory

For the second year, Rory Butcher took victory in the first race in his Speedworks Toyota Corolla having already taken pole position in qualifying. Building a lead of almost three and a half seconds, Butcher dominated the first half of the race. A safety car then bunched the field and Butcher effectively lost his hard earned advantage. After the safety car restart, Butcher continued in the lead but came under sustained heavy pressure from Jake Hill's BMW, Butcher holding on to secure his tenth BTCC victory.

As in 2021, Butcher, despite have success penalties this year in the form of limited hybrid power as opposed to last years weight penalties, was aiming for a double victory. Again leading at the half way point another safety car bunched the field but this time with limited hybrid power Butcher was unable to fend off the attacks from Jake Hill. At the end of the race Butcher took second place after a hard battle with his brother-in-law Gordon Shedden in his Honda.



Dan Cammish leads team mate Ash Sutton in their NAPA Racing Ford Focus



Dan Lloyd, ExcelR8 Hyundai



Dexter Patterson. Laser Tools Racing infiniti

The reverse grid for race three saw Josh Cook in his Honda on pole from Dan Cammish in his Ford Focus in second. The last race was a challenge to see who could finish the race and damage limitation. All title contenders completed the 22 laps, but it was Tom Ingram in his Hyundai who came through to take the race three victory.

At the end of the day, the title had not been decided as the teams left Silverstone to regroup before the last round at Brands Hatch.



George GAMBLE, Car Gods with Ciceley Motorsport BMW



Gordon SHEDDEN, Halfords Racing with Cataclean Honda Civic

As they moved on to the last rounds, the top four were still only separated by 27 points, with 81 points maximum still on the table, Silverstone had decided nothing.

The weekend of the 9th October saw the final round of the championship move south to the Kent circuit. With virtually winner take all from the weekend between the top four drivers, it was Tom Ingram in the Hyundai who grabbed the opportunity with both hands and took victory in the first two races. The title went down to the last race of the season, with Ingram starting in tenth place knowing it was his title to lose. His team-mate in the Hyundai team, Dan Lloyd, took



Jake Hill BMW330e M Sport



Jason Plato Rich Energy BTC Racing Honda Civic Type R

victory and Ingram managed a creditable fifth place and took his first British Touring Car Championship title. All of the celebrations after the race were to celebrate Ingrams first crown, Lloyd played a good supporting role throughout the season but there was a degree of sympathy for him that his race victory went almost unnoticed in amongst all the end of season celebrations.



Josh Cook, Rich Energy BTC Racing Honda Civic Type R



Nicolas HAMILTON, Yazoo with Safuu.com Racing Cupra Leon

The final race at Brands Hatch for the Touring Cars also saw a milestone moment with the retirement of Jason Plato from competitive BTCC racing. There was unfortunately no fairytale ending with him finishing all three races, but only just in the top 20. With 97 victories in the BTCC no-one can question his status as a legend in the BTCC paddock.



Michael Crees, Power Maxed Vauxhall Astra



Race one winner, Rory Butcher, Toyota Gazoo Racing UK



Stephen Jelley, Team BMW 330e M Sport



Tom Chilton, ExcelR8 Hyundai



Rick Parfitt, Infiniti lifting a wheel



Sam Osborne Ford Focus ST



Ryan Ratcliffe Team Parker 12<sup>th</sup> second race

Running alongside the BTCC, the Porsche Carrera Cup GB continues to add speed and spectacle to the meeting. Lapping at almost three seconds per lap quicker than the top BTCC cars, the Porsches are the fastest single marque GT racing championship in the UK. The series runs with identical Porsche 911 GT3 Cup cars running with three categories according to driver ability.



2022 Porsche Carrera Cup GB Champion, Kiern Jewiss leads the field.



Angus Whiteside Toro Verde GT 16<sup>th</sup> in second race

Heading into the Silverstone weekend, Kiern Jewiss led the pro class, Charles Rainford the ProAm class whilst Josh



Micah Stanley Redline Racing 10<sup>th</sup> in second race



Charles Rainford 2022 Pro Am Champion

Stanton led in the Am category. Race one saw Kiern Jewiss convert his third ever pole position in the class to victory, his third win of the season. Rookie Theo Edgerton

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Will Aspin Team Parker 16<sup>th</sup> in first race



Theo Edgerton passes the watching crowd at the BRDC Centre

was second with Adam Smalley eventually coming home third. Race two saw Jewiss take his second victory of the weekend and take a 22 point lead into the final round at Brands Hatch. Very strong weekends for Charles Rainford and Josh Staton confirmed them as Pro-Am and Am category champions for 2022.

Good results at Brands Hatch confirmed Kiern Jewiss as the 2022 Champion in the Porsche Carrera Cup GB



2022 Quaife Mini Challenge Champion, Sam Weller

The Quaife Mini Challenge has also been entertaining motorsport fans for over 20 years, with the current JCW Mini Cooper producing over 275 bhp and being regarded as the perfect stepping stone into the BTCC Championship. Entering the Silverstone weekend, Sam Weller held a 34 point lead over challenger Jack Mitchell with just 6 races to go. From pole in the first race, Weller was looking at a pole



Jason Lockwood EXCELR8 Motorsport 3<sup>rd</sup> and class winner in first race



Ross Marshall Graves Motorsport 19<sup>th</sup> and class winner in first race

to victory until a post race penalty for gaining an unfair advantage during an overtake to regain the lead, demoted him to 2nd place, race victory going to Alex Denning, Race two saw Denning take his second victory of the weekend, with Weller in second place, but importantly continuing to build his points total towards his championship ambitions. Third and final race of the weekend was won by Sam



Jack Davidson LUX Motorsport 8<sup>th</sup> in first race



William Hardy Autotech Motorsport 2n in Class D in second race

Weller, who led most of the race from early on the opening lap. Weller and second placed driver Ronan Pearson, had



Ronan Pearson EXCELR8 Motorsport 3<sup>rd</sup> and class winner in second race

a spirited fight throughout the race with the two being separated by about half a second at the chequered flag. Third place race finisher after 20 laps was Lewis Brown, almost 18 seconds behind the leading two. With a 66 point lead over Ronan Pearson, Sam Weller was well placed to take the title as the series finished at Brands Hatch. With three strong races at Brands Hatch, Sam Weller secured the title for 2022 beating Alex Denning across the season by 50 points. Although he didn't win a race at the final weekend, a 2nd, 3rd and a 4th were enough to secure victory from Denning.