



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

# Classic and Competition Car

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The Birkett 6 Hour Relay



The Classic Motor Show

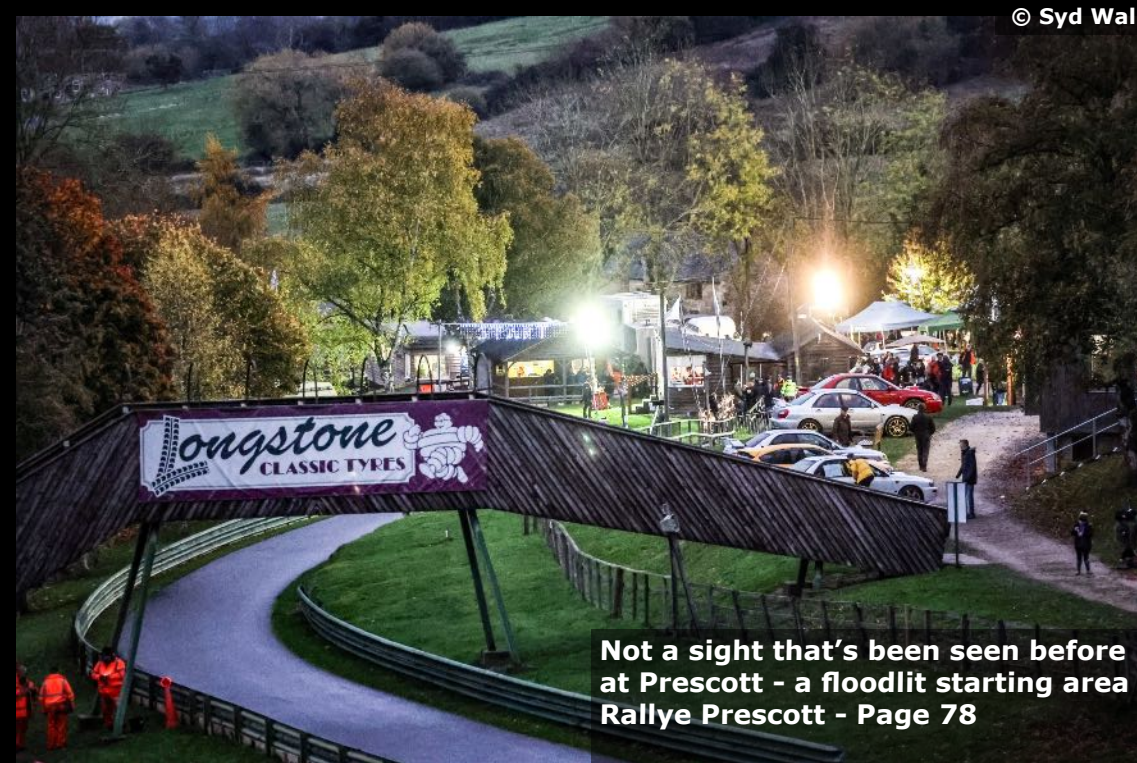
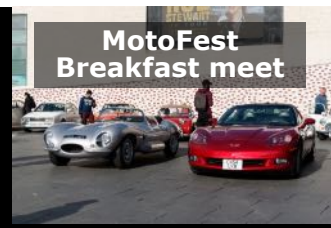


Rallye Prescott



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## Front cover:

Birkett Relay - Daniel Silvester Audi TT TFSi - Darkside Motorsport. Team finished 11th overall on scratch. © Simon Wright.  
 Classic Motor Show. Bristol 401 Convertible © Janet Wright.  
 Rallye Prescott - Steve Chamberlain wrestles his Mitsubishi Lancer Eco out of Ettores © Syd Wall

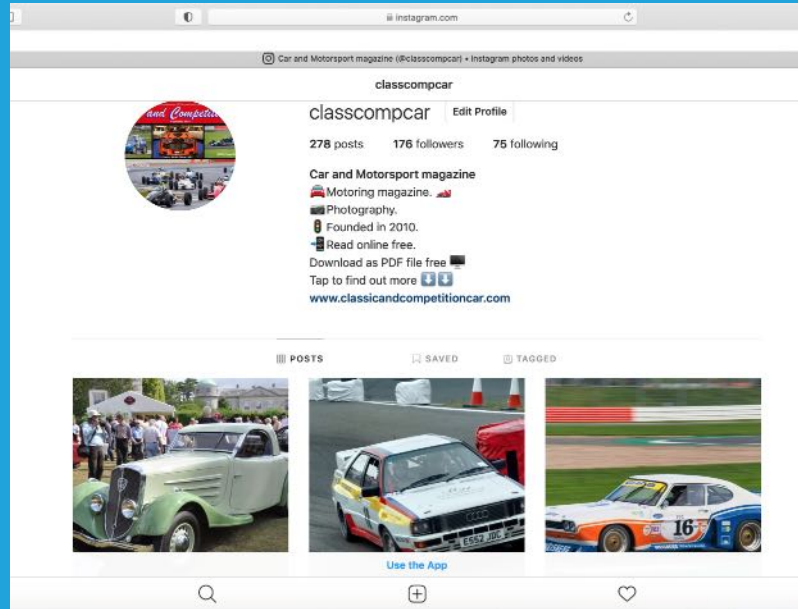
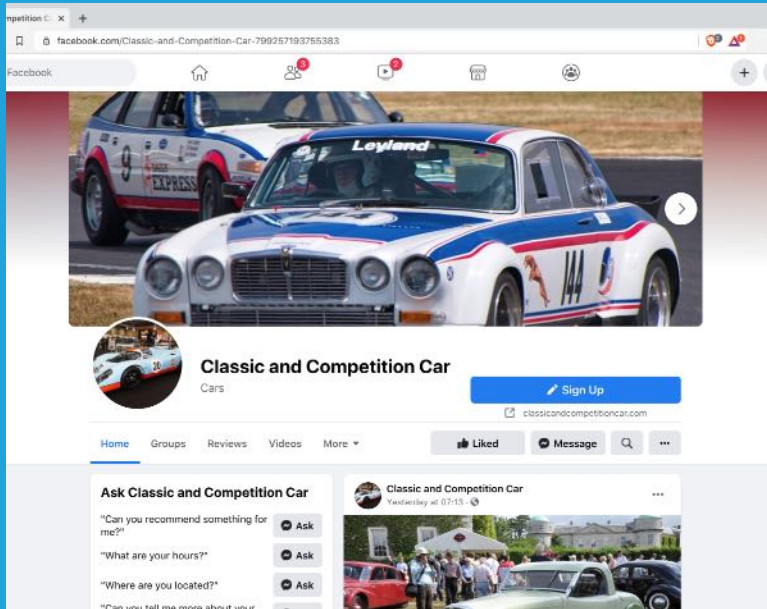
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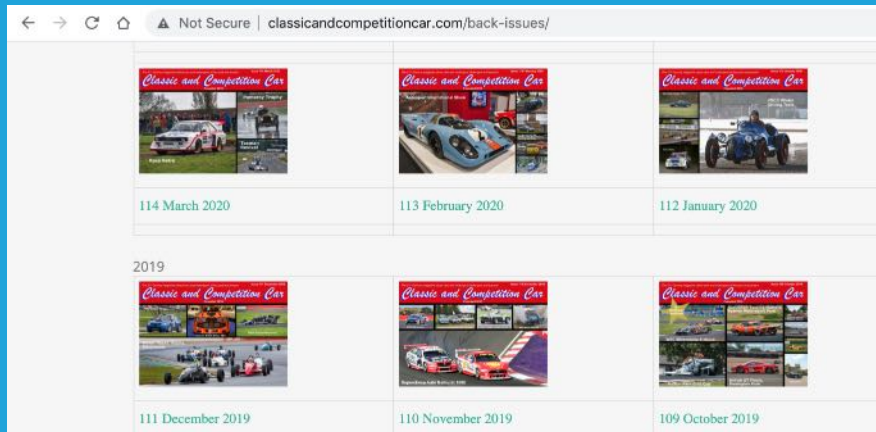
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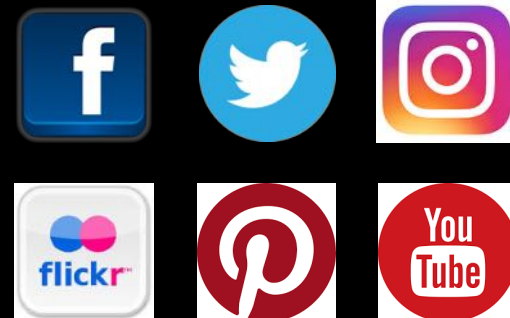
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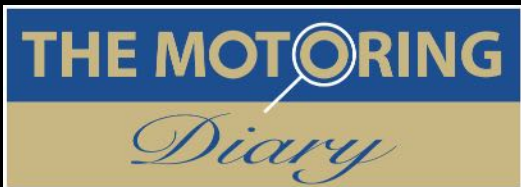
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# Photos of the Month.

By Simon Wright

The Fiat Seicento Sporting shared by David & Oscar Fletcher hits the marker cones during the Guy Fawkes Revenge AutoSolo at Curborough. Oscar took the award for 2nd in the Juniors and 42nd overall. David was 36th overall. Full report on the event on Page 97. Can't say who is driving here, as both numbers are still being displayed, a common problem for spectators at lots of Autotests, trials and AutoSolos where two drivers share the same car and don't strike out the 'other' number.





# NEWS



## McMurtry Automotive receive Simms Medal.

The Royal Automobile Club (RAC) presented the Simms Medal to McMurry Automotive at the RAC Headquarters in Pall Mall. The Medal is named in honour of one of the RAC's founder members, Frederick Simms. It recognises 'An outstanding contribution to motoring innovation' by individuals or small companies, and one that exemplifies the 'Spirit of Adventure'. It is not awarded on an annual basis but only when the Technical committee feel satisfied that an event justifies the award.

The company were awarded the medal for the conception, design and manufacture of the stunning McMurry Spéirling, which broke the Hill record at this year's Goodwood Festival of Speed. The car uses cutting edge technology to deliver a power to weight ratio of 1000bhp per tonne.



## Aston Martin crowned GTE Am World title winners.

Aston Martin increased its FIA WEC title tally to 11 championships at the recent BAPCO 8 Hours of Bahrain FIA World Endurance championship finale. Ben Keating (USA) and Marco Sorensen (DEN) were crowned Drivers' champions with Aston Martin Racing partner team TF Sport taking the Teams' title. They finished 4th in a tense final, partnered at this race by Henrique Chaves (POR) in Bahrain.

This finished a spectacular year for Aston Martin who won its first overall IMSA WeatherTech SportsCar Championship in North America. The Heart of Racing won the GTD class with Roman De Angelis in the Aston Martin Vantage GT3.







### AMG ONE is number 1 at Nurburgring-Nordschleife.

DTM Racing driver and AMG brand ambassador Maro Engel beat the previous record for a road legal production car by eight seconds on the 28th October 2022. It set an official lap time of 6 minutes 35.183 seconds for the 20.832 kilometre track. The hybrid Hypercar with Formula 1 technology set the new record with parts of the track still damp. It is powered by one combustion engine and four electric motors which produce 1,063 hp and has a capped top speed of 352 km/h. It has a carbon monocoque and carbon bodywork and the



engine and transmission unit are a stressed member. It also features active aerodynamics. It uses the AMG 4Matic+ all-wheel drive with a hybrid driven rear axle and electrically driven front wheels.

### New Peugeot 408.

The new Peugeot 408 is now open for orders in the UK. It is the first Peugeot of its kind with efficient Plug-in hybrid technology. The C-segment fastback features a unique shape that aids aerodynamic efficiency.

It features the brand's fang-shaped lighting on the front, with the signature three-claw lighting on the rear to immediately identify it as a Peugeot. From launch it offers two efficient Plug-in hybrid powertrains as well as one PureTech petrol engine. The hybrid 225 e-EAT8 combines a 179hp PureTech petrol engine and an 81kW electric motor, producing a total of 225hp. The Hybrid 180 e-EAT8 model comes with a 150hp PureTech petrol engine combined with an 81kW electric motor, producing a total of 180hp. A 12.4 kWh battery is featured in both hybrid models and it comes with an eight-year/100,000 mile warranty. Depending on the model, the Peugeot 408 hybrid is capable of achieving an electric range of 40 miles (EAER). Depending on the charger used, the battery can be fully charged from between 1 hour and forty minutes to five and a half hours from a domestic 3-pin socket.

Prices start at £31,050 with first customer deliveries expected in Q1 2023.





### Record breaking Battista.

Automobili Pininfarina confirmed the record breaking performance of the all-electric Battista hyper GT with a dramatic demonstration at Dubai Autodrome. With launches in Saudi Arabia and the United Arab Emirates it celebrated a series of World records recently achieved in its final round of homologation.

0-60 mph in 1.79 seconds

0-100 km/h in 1.86 seconds

0-120 mph in 4.49 seconds

0-200 km/h in 4.75 seconds

100-0 km/h in 31 metres - A World record for an electric car.

The car is handcrafted at the Atelier in Cambiano, Italy and first deliveries are now underway.



### Caterham Seven 340.

Just revealed by Caterham, the new Seven 340 is the latest edition to the Seven line-up. It will be available in the European and Japanese markets. It sits above the Caterham170 and supersedes the Seven 275 following the discontinuation of the Ford Sigma engine.. The Seven 340 will be powered by the naturally aspirated four cylinder 2 litre Ford Duratec engine. It produces 170 bhp, providing a 25% increase in power compared to the previous model. There will be two options, S or R packs. The road going Seven 340S is for the Grand Touring experience. It will come with a 5-Speed gearbox, road suspension pack, 14 inch classic alloy wheels, full windscreen, hood and side screens, with black leather seats.

The Seven 340R is aimed more at track day activities and is fitted with a Limited Slip differential (LSD), sports suspension pack, 15 inch Orcus alloy wheels, four point road harness, carbon-fibre dashboard and a composite aeroscreen.

Prices in Europe start at €45,700 for the Seven 340S and €47,200 for the Seven 340R.







also has numerous other unique design features to commemorate the successful 1972 season. One of these is a hand-tinted plan view of the Lotus 72 etched into the exposed carbon fibre roof. The most emotive detail is that the rotary dial on the centre instrument panel has been hand-crafted from recycled Lotus 72 aluminium, ensuring a genuine piece of the iconic F1 car is part of each Evija Fittipaldi.



The Lotus Evija Fittipaldi has more than 1972 bhp (2000PS) which makes it the most powerful series production car in the World, creating more than 1,700Nm of torque. It does 0-62 mph in under 3 seconds and 0-186 mph in under 9 seconds.

Earlier in the week, former World Champion Jenson Button had driven the Evija Fittipaldi as part of its shakedown. He also got to drive the Lotus 72.

See the Lotus video here <https://youtu.be/SjNxUvgYuUU>

## Pinnacles of Motorsport and Hypercars together.

For the World premier of the new Lotus Evija Fittipaldi hypercar, two Formula 1 legends arrived at Hethel to drive two very different cars round the famous test circuit. Fifty years since winning his first World Championship at the wheel of the iconic Lotus 72, Emerson Fittipaldi arrived to drive both his original Lotus 72 and also the new electric hypercar Lotus Evija Fittipaldi, named in his honour. The Evija is hand painted in the iconic black and gold colour scheme, similar to the Lotus 72 and carries the Emerson Fittipaldi name on the side. It





# The Marshals Post

Action from CDCC Guy Fawkes Revenge Auto Solo. Report on page 97.



Drivers at AutoSolos please remember it is not Ten Pin Bowling, you do not have to knock down the pins!  
At Grass Root events, Marshals often do all kinds of jobs, including replacing marker cones knocked over by the drivers.



They also double up as starters and timekeepers.





# 2022 Grove & Dean Birkett Six Hour Relay.

Silverstone Grand Prix circuit.

29th October 2022.

By Simon & Janet Wright.



The start of the 2020 Birkett 6 Hour relay with Chris Preen leading the field in his Radical SR3 XX





Alex Smith Honda Integra was part of the RAF handicap winning team last year. RAF Team Flywheel were 48<sup>th</sup> this year, 49<sup>th</sup> overall.

The traditional season finale for many club racers is the annual Birkett 6 Hour Relay race at the end of October. This year was the 74th running of the event, which started in 1951 and only missed 1987 due to poor weather conditions. It has been run at various circuits, having started on Silverstone club circuit in 1951. It did a couple of years at Thruxton in 1971 and 1972 before returning to Silverstone. Then in 1977 it moved to Donington Park for three years before returning again to Silverstone in 1980. At the end of the 1980s it moved to Snetterton for sixteen years before returning home to Silverstone in 2001, where it has remained, using various circuit layouts. Now it uses



David Russell BMW 328i was part of the winning handicap team last year, this year RAF Team Flywheel finished 48<sup>th</sup> on handicap and 49<sup>th</sup> overall



Alastair Smart - Radical PR6 was part of last years Scratch winning team, this year RJ Motorsport1 was 3<sup>rd</sup> overall.

the full Grand Prix circuit to maximum effect with seventy teams taking part this year.

The event is unique in that it consists of teams of up to six cars, that run the race as a relay. As one car comes in to the pit lane, as soon as it passes its garage, the next car from the team is released out on to the track. There are two awards, the Scratch race winners who cover the greatest distance in the six hours, and the Handicap winners. Teams all run under a team name, some of which can be very amusing, such as Brake Dancers 1, Seven Graduates and Vote for Pedro. Most teams consist of competitors from the same series, although there does not



Charles Graham - Radical SR3 RSX was part of last years Scratch winning team, this year RJ Motorsport1 was 3<sup>rd</sup> overall.





Early leaders Doris NWH. Shane Stoney Radical SR3 RSX. Team finished 2<sup>nd</sup> overall.

seem to be a rule stating that cars in a team should be of a similar performance. That is a job for the Handicappers to calculate the teams performance in relation to every other team.

Last years handicap winning RAF Motorsports team returned to defend their title as RAF Team Flywheel, with three of the four drivers/cars from last year still in the team. These were Simon Frowen - Ford Fiesta, Alex Smith - Honda Integra and David Russell - BMW 328i joined this year by Chris Slator in a Peugeot 306 GTi. Unfortunately, this year RAF Team Flywheel were 48<sup>th</sup> on handicap and 49<sup>th</sup> overall. The Scratch winning team from last year RJ Motorsport 3 with Daytona also return as RJ Motorsport 1 with two of last years team returning. These were Alastair



At the two hour mark, the Mazda Misfits were leading the handicap. Simon Walker-Hansell Mazda MX5 was part of the team that finished 5<sup>th</sup> on handicap and 55<sup>th</sup> overall.

Smart - Radical PR6 and Charles Graham - Radical SR3 RSX, joined this year by Wade Eastwood in a Radical SR3 RSX.

After practice, the massive thirty five row grid took to the circuit for the 11:45am rolling start. On pole position was the Raw Motorsports Rob's Wronguns' team consisting of Chris Preen - Radical SR3 XX, John Macleod - Radical SR3 RSX and Ben Stone - Radical SR3 RSX. Starting next to them on the front row was the Doris NWH team, another three car Radical team, with shared drivers. These were Mark Williams & Roger Bromiley - Radical SR3 RSX, Roger Bromiley & Mark Williams- Radical SR3 RS and



The Red Rascal team were leading the handicap at the end of the first hour. Kevin Dengate Mazda MX5 was part of the team which finished 70<sup>th</sup> overall and on handicap.



At half distance the Triple A's Racing team were leading the handicap. Phil Knibb in the shared SEAT Leon Cupra was part of the team that finished 41<sup>st</sup> on handicap and 8<sup>th</sup> overall.



Ryan Harper-Ellam & Shane Stone - Radical SR3 RSX. The Radical teams proved dominant at the front of the scratch race with Doris NWH leading from RJ Motorsport 2, made up of Ash Hicklin - Radical SR3 RS, Leon Morrell & Charles Hall sharing a Radical SR3 RSX, and Matt Jones Radical SR3 RSX. Raw Motorsports - Rob's Wronguns' held 3rd at the end of thirty minutes. The three Radical teams were a lap ahead of the rest of the field. By the end of the first hour they were two laps ahead and still in the same order. The Handicap was led by the Red Rascal team, consisting of a trio of Mazda MX5 sports cars with shared drivers William Hayden & Kevin Dengate, Peter Williams & Tim Done and Lee Phillips & Russell Clarke. In 2nd place was the RAF Team Per Ardua, made up of Brian Watson - Peugeot 206 GTi, Olly Waind - Renault Clio 182, Lloyd Huggins - Mazda MX5 and Rob Stark - Peugeot 306 S16. And in 3rd place was the St Winifred's School Choir team of Chris Fantana - Mazda MX5 Mk1, Jim Glover - Ford Puma, Nick Glover - Mazda MX5 Mk2, Alan Harper - Vauxhall Astra and Jez Banks - BMW 116, all on the same Gross lap.

After two hours the order at the front remained the same but RAW Motorsports - Rob's Wronguns' had dropped a lap on the leading pair. On Handicap it was now the Mazda Misfits in front, made up of Simon Walker-Hansell sharing a Mazda MX5 with James McCain, Stephen Reece - Mazda MX5, Alex Wilkinson-Hughes - Mazda MX5, William Pickard - Mazda MX5 and Nicola Favot - Mazda MX5. They were a Gross lap ahead of the Triple A's Racing team, consisting of Andrew Rath - Seat Leon Cupra, Andrew & Christopher Etheridge sharing a BMW M3 and Phil Knibb in another Seat Leon Cupra. In 3rd place on handicap was the RAF Team Flywheel.

At half distance, after three hours, Doris NWH were still leading and now a lap clear of 2nd placed Raw Motorsports - Rob's Wronguns' with RJ Motorsport 1, consisting of



Raw Motorsports - Rob's Wronguns' lead for the final hour taking the scratch victory at the end of the 6 hours. Chris Preen - Radical SR3 XX

© Simon Wright



John Macleod Radical SR3 RSX part of the Raw Motorsports - Rob's Wronguns' Scratch race winning team.

© Janet Wright



Ben Stone Radical SR3 RSX part of the Raw Motorsports - Rob's Wronguns' Scratch race winning team.





**Martin Gadsby BMW Compact avoids the spinning Mazda MX5 of Peter Williams (Red Rascal) on his way to helping the Routec Racing's BMW Compacts win the Handicap Birkett Relay.**



© Janet Wright



**Another part of the Birkett Relay handicap winning Routec Racing's BMW Compacts team - Colin Whitehouse BMW Compact.**

Alastair Smart - Radical PR6, Charles Graham - Radical SR3 RSX and Wade Eastwood - Radical SR3 RSX in 3rd, a lap behind while RJ Motorsport 2 had dropped another lap and were in 4th. On Handicap it was now the Triple A's Racing team ahead of the Mazda Misfits with the Royal Navy Motorsport team of Adam Dewis - BMW 116i, Seb Unwin - BMW 116i, Garath Moss - Mazda MX5 and Simon Vernon - Mazda MX5 in 3rd place, all on the same Gross lap.

At the four hour mark, the leading four teams remained the same with Doris NWH now with a two lap lead. On Handicap Triple A's Racing had pulled a lap ahead of the rest of the field with Lock Stops and Two Smoking Tyres in 2nd, made up of a trio of Toyota MR2 Roadsters driven by Adam Lockwood, Jim Mew and Danny Bryant. In 3rd place was the Mazda Misfits.

After five hours of racing, the event was getting exciting, with Raw Motorsports - Rob's Wronguns' now leading Doris NWH by just 8.25 seconds and 3rd placed RJ Motorsport 1 also on the same lap, just over a minute and a half behind. On Handicap, the Mazda Misfits were back in front, with the first four teams all on the same Gross lap. In 2nd place was the Routec Racing's BMW Compacts, made up from Martin Roche BMW Compact, Martin Gadsby - BMW Compact and Colin Whitehouse - BMW Compact. In 3rd place was Lock Stops and Two Smoking Tyres just ahead of Cap Dads and their Lads consisting of Daniel Crego - Porsche 968 CS, Jon & Christian Walker sharing a Porsche Boxster S, Tom McHugh - Porsche 944 S2 and Jamie Mc Hugh - Porsche 944 Turbo.





Scratch Class B winners Capture Motorsport - Andrew Shephard VW Golf TCR.

© Janet Wright



Scratch Class B winners Capture Motorsport - Mark Grice- Cupra TCR.

© Simon Wright



Scratch Class B winners Capture Motorsport - Colin Gillespie Cupra TCR.

In the final hour RAW Motorsports - Rob's Wronguns' managed to extend their lead, taking the scratch victory by just over twenty seconds, also taking Class D, after six hours of racing and 143 laps. Doris NWH took 2nd and RJ Motorsport 1 were 3rd, on the same lap as the winner, only one minute and eighteen seconds behind. RJ Motorsport 2 completed the Radical domination in 4th, only one lap behind.

The handicappers did a really good job for the Birkett Trophy, with the first seven teams all on the same handicap 149 Gross laps. The winners on Handicap were the Routec Racing's BMW Compacts, who were 59th overall having completed an actual 118 laps. The winners were Martin Roche, Martin Gadsby and Colin Whitehouse in a trio of BMW Compact saloons. They were also 1st in Class A. In 2<sup>nd</sup> place on Handicap were Lock Stops and Two Smoking Tyres, who were 46th overall, having completed an actual 121 laps. Handicap 3rd place went to Cap Dads and Their Lads, followed by Routec Racing's BMW Triers (James Daizell & Rob Llyons - BMW 330 Ci, Segei Mineev - BMW Compact and Andy Wynne - BMW 330 Ci) in 4th, Mazda Misfits were 5th and RAF Team Per Ardua in 6th, all on the same Handicap Gross laps.

Finishing 1st in class B on Scratch and 5th overall, on 135 laps, were Capture Motorsport, a TCR team consisting of William Beech & Mark Grice sharing a Cupra TCR, Andrew Shephard & Sylvain Guintoli sharing a VW Golf TCR and Colin Gillespie in another Cupra TCR.

Class B winners on handicap went to Cap Dads and Their Lads, who were 3rd on Handicap, 19th overall having completed 126 actual laps.

Class A on Scratch was won by Brake Dancers 1 in 15th overall, on 128 laps. The team was made up of Allan Curtis - Caterham 310, Harry Eyre - Caterham 310 and Tim Steel - Caterham 310.

Class C Scratch was won by St Winifred's School Choir team in 66th overall, on 114 laps. They also took the Handicap award for Class C.





**Class B Handicap winners Cap Dads and Their Lads - Daniel Crego  
Porsche 968 CS**



**Class B Handicap winners Cap Dads and Their Lads - Jamie McHugh  
Porsche 944 Turbo**



**Class B Handicap winners Cap Dads and Their Lads - Christian Walker  
Porsche Boxster S**

Finally Class D on Handicap was won by Simon Green Motorsport (Kevin Clarke Jas Sapra - BMW E46 M3, Aldo Riti & John Stack sharing a Mazda MX5 and Bryan Bransom in a BMW E46 M3) in 13th on Handicap and 13th overall, having completed 128 laps.



**Scratch race Class A winners Brake Dancers 1 - Alan Curtis Caterham  
310**



**Scratch race Class A winners Brake Dancers 1 - Harry Eyre Caterham 310**



**Scratch race Class A winners Brake Dancers 1 - Tim Steel Caterham 310**



© Janet Wright



Scratch and Handicap Class C winners St Winifred's School Choir - Chris Fantana Mazda MX5 Mk1

© Simon Wright



Scratch and Handicap Class C winners St Winifred's School Choir - Nick Clover Mazda MX5 Mk2

© Janet Wright



Scratch and Handicap Class C winners St Winifred's School Choir - Jez Banks - BMW 116

© Janet Wright



Class D Handicap winners Simon Green Motorsport - Kevin Clarke - BMW E46 M3

© Simon Wright



Despite this spin Simon Green Motorsport still won Class D on handicap - Aldo Riti - Mazda MX5, being passed by Barry McMahon - Alfa Romeo Giulietta - Z Cars 3 team

© Simon Wright



Class D Handicap winner Simon Green Motorsport - Jas Sapra BMW E46 M3

© Simon Wright



Class D Handicap winners Simon Green Motorsport - John Stack Mazda MX5





AJ Howe Ford Focus Estate - Club Racing UK 40th overall, 45th on Handicap.



Charles Newton-Darby - Mini Cooper S - Bad Boy Tuning 2 tries a short-cut at Club. The team finished 26th overall and 26th overall.



Another spinner at Club, Mike Nash BMW 330 Ci - Straight Six team finished 28th overall and 37th on handicap.



43B Ben Macauley - Lotus Elise S2 (Random Racers) dives inside Adam Dewis - BMW 116i (Royal Navy Motorsport). Random Racers finished 52nd overall and 24th on Handicap, while Royal Navy Motorsport finished 65th overall and 8th on Handicap.



Chris Camp Volvo S60 - Armed Forces Race Challenge, 54th overall and 42nd on Handicap

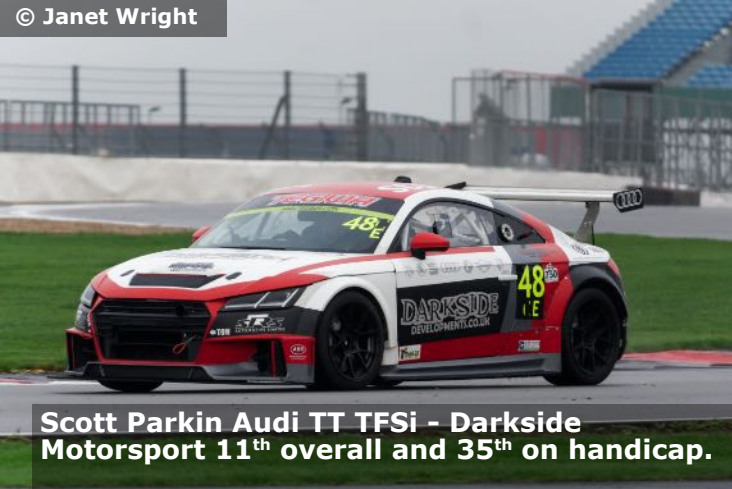


Kieran Power BMW Z4 gets the tail out - Z Cars 2 finished 25th overall and 21st on Handicap.



Nigel Brown Sylva Phaser - Run Baby Run 43rd overall and 67th on Handicap





Scott Parkin Audi TT TFSi - Darkside Motorsport 11<sup>th</sup> overall and 35<sup>th</sup> on handicap.



Lloyd Huggins Mazda MX5 tries a short cut at Club - RAF Team Per Ardua, 56<sup>th</sup> overall, 6<sup>th</sup> on Handicap.



Leon Morrell Radical SR3 RSX - RJ Motorsport 2 4<sup>th</sup> overall, 61<sup>st</sup> on Handicap



Steven Cogswell Nissan Almera Club Racing UK 40<sup>th</sup> overall, 45<sup>th</sup> on Handicap



Luke Handley VW Golf Gti - Area Motorsport, 9<sup>th</sup> overall and 31<sup>st</sup> on handicap



Paul Clothier Mini Cooper S (Mini Kiev's One team) spins at Club in front of Samuel Harrison Toyota MR2 (Vote for Pedro team) Mini Kiev's One finished 35<sup>th</sup> overall and 38<sup>th</sup> on Handicap, while Vote for Pedro finished 60<sup>th</sup> overall and 68<sup>th</sup> on Handicap.



Sarah Hobson Toyota Celica Se7en Motorsports 23<sup>rd</sup> overall and 17<sup>th</sup> on handicap.



# Coventry MotoFest Breakfast Meeting

Coventry City Centre,  
22nd October 2022.

By Simon & Janet Wright.







Coventry MotoFest held a Breakfast meeting in Coventry city centre towards the end of October. As well as the usual gathering of vehicles in Millennium place outside of Coventry Transport Museum, there was an additional display in Broadgate, by the Lady Godiva statue.



1990 Volkswagen Corrado G60

The vehicles outside the Transport Museum were the more modern vehicles, with an interesting collection of modified and later model classic cars. These regular Breakfast meetings are designed for all enthusiasts to be able to take part, so the variety of vehicles range from vintage cars right through to fairly modern cars. All kind of manufacturers were represented, with saloons, sports cars and hot



2020 Renault Twizy Electric car

hatchbacks. Coventry has been home for many famous marques from the past, Triumph, Standard, Hillman, Humber, Riley, Talbot, Peugeot plus many, many more, but its most famous son must surely be Jaguar. With many cars built at Browns Lane, Jaguar have produced some of the finest sports cars and saloons over the decades.





### 1964 Daimler V8

If a Jaguar wasn't luxurious enough for you, then Jaguar have the Daimler brand for their top of the range saloons. Although this looks like a Jaguar Mk2, it is a Daimler V8, built by Daimler, the first to be based on the Jaguar platform and the last to use a Daimler engine. Powered by a 2.5 litre V8 Daimler engine that was previously used in the Daimler SP250 (Dart) sports car. It was smaller and lighter than the Jaguar XK6 engine used in the Jaguar Mk2. It was also supplied with Borg-Warner automatic transmission, with a manual option not offered until 1967. It had a top speed of 112 mph and could accelerate from 0-60 mph in 13.6 seconds. The average fuel consumption was 19 miles per gallon (Imperial). When launched it cost £1,647 including taxes, which was cheaper than the Rover 3 litre with automatic transmission, which cost £1,770. Most of the Daimler V8s were fitted with power assisted steering, although it was offered as an option.

### 1966 Jaguar 420G.

Originally named the Jaguar Mark Ten, it was Jaguar's top of the range saloon for a decade, from 1961 to 1970. It was later renamed the Jaguar 420G in October 1966 at the London Motor Show. The luxury saloon was aimed at the American market. The 420G was altered slightly to distinguish it from the original Mk 10 by adding a vertical centre bar splitting the front grille, indicator lights on the side of the front wings and a chrome strip running down the side of the car. The interior was altered by adding perforations to the centre panel of the leather seats, a padded dashboard, with the clock moved to a centre location on the dashboard. Air conditioning was added as an optional extra. It was powered by a straight 6 cylinder, 4.2 litre engine and a 4-Speed manual gearbox.







### The Jaguar XK SS.

This is a road going version of the Jaguar D-Type racing car. Only 16 were built in 1957 and then 9 were destroyed in a factory fire in 1957. The original production run was supposed to be just 25 cars, so in 2016 Jaguar announced that a further production run of 9 'continuation' cars would be hand built to the original specification to complete the original scheduled production.

After Jaguar withdrew from competition after the 1956



season there were a number of completed or partially completed D-Types unsold at the Browns Lane factory. To help recover some of the development costs, Sir William Lyons took the decision to convert a number of these chassis to a road going sports car for the American market. Only minor changes were made, adding a passenger side door and removing the divider between the driver and passenger seats, plus the large rear fin was also removed. A large full width, chrome-surrounded windscreen was added, with sidescreens added to both doors. For passenger comfort, a basic folding fabric roof was added for weather protection. It was powered by a 3.4 litre, straight 6 Jaguar XK6 engine, connected to a 4 speed manual gearbox.

Unfortunately, the car on display at Coventry was not an original but a very good replica, a Realm Heritage XKSS. Built by Realm Engineering of Honeybourne in Worcestershire, who supply the chassis and GRP body kit. The running gear is taken from a Jaguar XJ6, providing the 4.2 litre inline six cylinder engine with updated triple Weber carburettors and the 5-Speed manual gearbox. The car also features a narrowed Jaguar independent IRS rear axle. It also features replica 16 inch Dunlop racing wheels.







1968 Bristol 410



1970 Vauxhall Viva SL



1959 Austin Healey 'Frog Eyed' Sprite



1968 Ford Anglia



1939 Triumph Dolomite Roadster



Land Rover Discovery



Mercury Cougar



1979 Vauxhall Cavalier





### 1951 Cadillac Series 62 Convertible Coupé.

This was a third generation model of the post war Cadillac which ran from 1948 to 1953. The distinctive tail fins were inspired by the Lockheed P-38 fighter aircraft from the second World war. Powered by a 5.4 litre (331 cu in) OHV V8 engine, which made its debut in 1949. and produced 160 hp. It was connected to a 4-Speed Hydra-Matic automatic transmission system and had a top speed of around 100 mph.



Chevrolet Corvette





### 1952 Triumph Renown Limousine.

Another famous Coventry marque, Triumph, made nearly 16,000 of the Renown model between 1946 and 1954, but only around 200 were the Limousine (1952-1954). It was one of the first models to carry the Triumph badge following the company takeover by the Standard Motor Company. It was powered by the same 2 litre Standard engine as used in the Standard Vanguard, along with the same 3-Speed manual gearbox, fitted with the Laycock overdrive. This enabled the car to cruise at between 55 and 60 mph and return around 25 to 27 mpg. It had a top speed of 77 mph and could accelerate from 0-60 mph in 25 seconds. The 1930s style body was built by Mulliners of Birmingham and used sheet metal fitted to a traditional wooden frame. Due to the steel shortage after the Second World War, the body panels were made from aluminium. When new it was priced at £1440 including taxes.

### 1951 Standard Vanguard Phase 1.

On display in Broadgate were several cars from the Standard Car Club. Another locally built car, the Standard Vanguard Phase 1, was produced between 1947 and 1953. It used a conventional chassis to which a variety of bodies could be mounted. It was powered by a 2 litre, 4 cylinder OHV Standard engine with a single downdraught Solex carburettor. This engine was basically the same as used in the Ferguson TE20 Tractor. The car used a 3-Speed gearbox with synchromesh on all three gears. From 1950 a cable operated Laycock-de-Normanville overdrive option was offered for an additional £45, which worked on top gear. The car featured independent front coil spring suspension and a live axle and leaf springs on the rear, with anti-roll bars fitted front and rear. Cable operated drum brakes were fitted to all four wheels. To maximise interior space a column gear change was used. It had a top speed of 78 mph and could accelerate from 0-60 mph in 21.5 seconds. Fuel consumption was 22 mpg. When new, it cost £671.







A vibrant pair of Ford Focus



1939 Standard Flying Eight



Panther Kallista Brooklands



Earth Roamer XV-JP Jeep Wrangler



1994 Lexus LS400



1962 Rover 100



Ford Crown Victoria New York Taxi



# Neil Howard Stages Rally.

Oulton Park,  
5<sup>th</sup> November 2022.

By David Goose & Stuart Yates of  
Motorsport Imagery.



Winners for the second year, Frank Bird and Jack Morton in the ultra competitive Ford Fiesta Rally 2





2nd place overall went to Steve Simpson and Chris Williams in the Ford Fiesta Rally 2

## Neil Howard Stages Rally

The first Saturday of November saw the Neil Howard Stages Rally return to Cheshire's Oulton Park circuit for the traditional single venue rally and firework display after the main even had concluded. With 8 special stages and over 50 miles of competitive stage miles, mostly on tarmac, the rally was organised by Bolton Le-Moors Motor Club and sponsored by Salford Van Hire, this year it was the opening round of the 2022 MGJ Circuit Rally Championship. The first half of the rally in the morning saw the circuit being used in reverse, unusual for the circuit, with all race

© Motorsport Imagery



One of four Darrians in the event, Jason and Lee Wilson in the Darrian T90GTR

meetings during the year being run in the normal clockwise direction used for the stages in the afternoon.

The Rally was dominated by regular Frank Bird and his co-driver Jack Morton who, in their Ford Fiesta Rally 2 set fastest stage time on six of the eight stages, with husband and wife team of David and Kate Henderson in their similar

© Motorsport Imagery



Regular competitors, Jayne Auden-Rowe and David Auden in the MG ZR

car being the only car to beat Bird on the other two stages. The Hendersons were very quick on six of the eight stages, with two two fastest times and top three on the other four meant they should have been in contention for victory, but a mistake on stage one and a blown turbo on the last stage meant they would only finish 29th overall.

Bird and Morton held a 12 second lead after the first stage and went on to win the event by over a minute from second placed Steve Simpson and Chris Williams in a similar Rally 2, Fiesta's proving to be the favourite car of the day taking





**MkI Ford Escort of Erdinc Degirmencioglu and Robert Wiggins**



**Nick Heard and Monty Low's Ginetta G40**



**Very unusual Austin Mini of James Tointon and Evie Ewing**



**Rally regular, Kevin Proctor and Laura Connell in the Ford Fiesta S2000T finished third overall on the event, Proctor having won the event three times in the past**



**Mike Riley and Phil Gough, MkII Escort RS2000**



**Paul Stevnton and Andy Caldwell in the unusual MkIII Ford Escort**



**Tony Robinson and Paul Spooner, Skoda Fabia R5**



**Nathan Bolton and Jason McTear, Mitsubishi Evo IX**





Anthony Topham and Robert Burgess, Subaru GC8

the top five overall places. Victory for Bird and Morton confirmed their recent dominance of the event, winning the same event in 2021.

John and Alex Stone in the Legends Fires VW Polo GTi R5 would have been amongst the favourites as usual at the start of the rally but a twisted drive shaft on stage one could not be repaired and their rally was over almost before it had started.



Alasdair Stables and Neil Jones, Vauxhall Chevette HSR

Jason and Lee Wilson in their Darrian T90 GTR were the leading two wheel drive car at the finish, performing well against the much more modern mostly Rally 2 and R5 cars. Mark Holmes and Matty Daniels impressed with good drive to twelfth place in the MG Metro 6R4, although they



Darrell Taylor and Steve McNulty, Ford Fiesta R5 Rally 2



Adam Philpotts and Ryan Simpson, Nissan Micra 1400





Chris woodward and Kevin Ikin, Honda Civic Type R



Dave Orritt and Tom Parkes, Ford Escort MkII RS2500



Paul Munro and Callum Cross, Ford Fiesta R5



Paul Walker and Liam Whiteley's Mitsubishi Evo IX





**Adrian Spencer and Mark Hewitt, Adgespeed Subaru Impreza**

were almost five and a half minutes behind the leader, the sight and sound of a rally legend being driven competitively brought back a lot of memories for the spectating crowd. First Escort to finish was the 2500cc Mk 2 of Chris Woodhouse and Alan Gilbert, the morning stages saw them running very competitively but the afternoon stages saw them drop off their pace, but a good result overall. Yorkshireman and rally regular Kevin Proctor and co-driver Laura Connell came third in the Ford Fiesta S2000T, a steady drive spoilt by one penalty for clipping a chicane on stage 5, one of 39 similar penalties handed out to cars on



**Mal Boyd and Brian Stubbs, MkII Ford Escort RS2000**



**Kim and Yvonne Mather, Chrysler Sunbeam Lotus**

the event.

On the penultimate stage, as darkness started to fall, both leader Frank Bird and second placed Steve Simpson had incidents that could have ended their rallies so close to the end. Rain had been falling more steadily as the day went on and the stage was getting more slippery every minute. On the gravel section of the stage, on the outfield facing the pits, Bird hit a bump and the bounced around almost



**Ben and Andrew Wilkinson, Peugeot 106 Maxi**





Joe Cunnigham and Josh Beer's Fiesta 2000



Mark Holmes and Matty Daniels Metro MG 6R4, old technology but still a quick rally car



Very quick on 75% of the event, David and Katie Henderson suffered a blown turbo on the final stage dropping them to 29th overall



One of four Nissan Micras from the Silverstone Rally School on the event, this one driven by Jonah O'Connor and Dwain Thomas





**BAT Sport Vauxhall Corsa of Ryan Burns and Steve Hallmark**

out of control, Bird admitting that he had come close to losing the car. Almost at the same time, Simpson spun his Fiesta and stalled the car, both cars nearly gifting victory to Kevin Proctor.

Previous sponsor of the event, solicitor Graham Coffey and Sion Cunniff in the Ford Fiesta S2000T finished 9th,



**Dave Allmark and Sean Flint, Ford Escort MkII RS2500**



**Jacob McComb and Nigel Jones, Ford Fiesta**

making the top ten for the event a who's who of previous event winners. In the past ten years the event has been won by Graham Coffey (2), Steve Simpson (3), Kevin Proctor (3) and Frank Bird (2).

The Neil Howard Stages was the first event of this year's Circuit Rally Championship, with eight rounds in total, the remaining rounds, mostly at MSV circuits with at least one a month culminating in the final round in April 2023 at Anglesey.



**James and Jack Brady's Porsche 911 leads a traffic jam at lodge Corner**





Some cars look like Rally cars, the Lancia Delta Integrale being one of them



Simon Tattersall and Reece Brookes, Ford Escort MkII RS2000



Previous event sponsor and twice event winner, Graham Coffey and co driver Sion Cuniff in the Ford Fiesta S2000T



More reminiscent of a circuit race, with several cars on circuit at once there were often cars of differing abilities in the same place at the same time



# Archive Photo of the Month

By Pete Austin

As I write this it is a cold, dark, December afternoon so let's cheer ourselves up with a trip back to a sunny August Bank Holiday at Brands Hatch in 1965. South Bank is packed with spectator's cars and the 1 minute board has just been shown before the start of Heat 1 of the Guards Trophy for Appendix C Sports Cars. On the inside of the front row we have John Surtees in his Lola T70 Chevrolet next to Graham Hill (McLaren Elva Oldsmobile) and Bruce McLaren (McLaren Elva Oldsmobile). On row two are Dan Gurney (McLaren Elva Ford) and David Hobbs (Lola T70 Chevrolet) with the Lola T70 Ford of Walt Hansgen in trouble on the pit lane exit. Graham Hill would retire on the first lap but John Surtees would go on to win the event overall.





# The Lancaster Insurance Classic Motor Show with Discover + National Exhibition Centre, Birmingham, 11<sup>th</sup>-13<sup>th</sup> November 2022. By Simon & Janet Wright.



**Sundancer -1977 Buick Regal Opera Coupe. Built in the style of a vintage 70s 'Chicano' Lowrider. The stunning custom paint job took 8 months of full time work by Maxime Xavier.**

© Janet Wright





Alfasud on the Alfa Romeo Owners Club stand

© Janet Wright

The Lancaster Insurance Classic Motor Show, with Discovery + was back to its pre-covid days this year, filling six halls at the National Exhibition Centre (NEC) from the 11th to the 13th November. The theme for this years event was 'part of the family'. A total of 69,324 enthusiasts



ERA on VSCC Stand

attended the show over the three days, with plenty to see to keep them entertained. With 300 car clubs and over 3,000 vehicles creating amazing displays, along with special features and trade stands, you really need more than one day to view it.

© Janet Wright

Starting with Hall 1, a larger Hall of the show, there were displays from some of the larger car clubs, many involved in motorsport events, such as the Vintage Sports Car Club (VSCC) which had several vintage cars on the stand representing the different types of activities the club is involved in, including an ERA single seater used for racing, hill climbs and sprint events. The Midland Automobile Club (MAC) who run the historic Shelsley Walsh hill climb venue also had several different types of cars on their stand to show that all types of vehicles can

compete in hill climb events. The Bugatti Owners Club (BOC) who run the Prescott hill climb course had several



Gould GR59J Hill Climb car

© Simon Wright



© Simon Wright





**Bébé Peugeot**

vintage Bugatti cars on display, plus the Bébé Peugeot. This car was designed by Ettore Bugatti. He originally offered the design to both a German firm, Wanderer, and Peugeot, who took a licence to build the car for the French Market. They showed the car at the 1912 Paris Motor Show and began production in 1913. To keep costs down, they fitted a Peugeot straight four engine, which produced

around 10 bhp at 2000 rpm, and a 2-Speed gearbox. They then replaced the gearbox with a 3-Speed design. With a weight of just 770 lbs, the car had a top speed of 37 mph (60 kph). It also achieved some motorsport success in the small car class, taking a class win at Mont Ventoux in 1913. A total of 3,095 were built



**Celebrating 40 years of the De Tomaso Drivers club was this 1970s De Tomaso Pantera L. Top speed 155 mph 0-62 in 5.8 seconds**

The rest of Hall 1 had several large Owner club stands for various classic Italian super cars including De Tomaso, Ferrari and Maserati, plus German BMW and British manufacturers like Armstrong Siddeley, Aston Martin, Jaguar, Rolls Royce and TVR.



**1978 Ferrari 400 GT on the colourful Ferrari Owners Club stand. Every colour but red!**





Maserati Club UK  
1995 Maserati Ghibli  
Open Vciup. Top  
speed 165 mph 0-62  
mph - 4.1 seconds

© Janet Wright



© Simon Wright

Ex John Surtees 1957 BMW 503 Cabriolet. One of only 3 RHD 503 Cabriolets custom built by BMW. The all alloy 3.2 litre V8 engine was a World first. It produced 150 bhp, giving a top speed of 125 mph. It was on the BMW Historic Motor Club stand.



© Simon Wright

Maserati Club UK had some great cars on the stand including this 1935 4CS Maserati



© Janet Wright

1958 Armstrong Siddeley Sapphire 234





1934 Aston Martin mk II

© Janet Wright



1949 Rolls Royce Silver Wraith Light Sports Saloon

© Janet Wright



Broadspeed Jaguar XJ12 Group 2 racer

© Simon Wright



TVR Car club on had a special celebration for the 50<sup>th</sup> anniversary of the TVR M Series with Martin Lilley (Former company owner of TVR 1965-1981) and Mike Bigland (Chassis designer of the TVR M-Series and Engineering Director 1969-1976)

© Simon Wright



# Meguiar's Club Showcase



Meguiar's Club Showcase award. Selected from winners of the year's car shows. A judging panel select the overall winner of the year. The crystal trophy went to Mark Rainer and his 1956 Triumph TR3. He won by just 3 points in one of the closest competition in years.

1956 Triumph TR3 - Mark Rainer. Winner Concours d'Elegance. Winner Meguiar's Showcase



1998 Rover 420 Si

© Simon Wright



1969 Triumph TR6

© Simon Wright



1995 VW Corrado VR6 Storm

© Simon Wright



1987 BMW E30 316

© Simon Wright



1987 Renault 11 Turbo

© Simon Wright





© Simon Wright  
**1983 Ford  
Escort  
RS1600i**



© Simon Wright  
**1961 Ferrari  
250 GTE**



© Simon Wright  
**1960 Austin  
Seven**



© Simon Wright  
**1968 Volvo  
Amazon 123GT**



© Simon Wright  
**1982 VW Golf Mk1**



© Simon Wright  
**1992 Mercedes Benz 190E**



© Simon Wright  
**1937 Ford  
Pickup  
Roadster**



© Simon Wright  
**1964 Jaguar E-Type Series 1 3.8 litre**



© Simon Wright  
**1962 VW Beetle**



Hall 2 had a distinctly French air to it with Citroen, Peugeot, Renault, Simca and Talbot (Matra) all represented by many different car clubs. It also contained the Silverstone Auctions area.

## Hall 2



© Janet Wright

The Citroen Car Club had an interesting replica of the BBC TV Roving Eye Citroen BX. All the original vehicles are believed to have been scrapped. The XM was the last vehicle to carry a person on top to film. They were used to follow Horse Racing, Speedway and processions. From 1954 a succession of Citroen vehicles were used including the Citroen Estate (Safari), the DS (1971-1973), the CX (1983) and the XM (1992).



1968 Citroen Mehari

© Janet Wright



1970 Peugeot 404

© Janet Wright





© Simon Wright



Celebrating 50 years of the Renault 5 including this unusual booted version.



© Janet Wright



© Janet Wright





© Janet Wright

### Deja.

A project born from four rusty wings bought at the Beaulieu Autojumble. After studying designs of French Art Deco cars, the car is based on a Riley 2.5 RM donor vehicle. Parts from a Jaguar Mk V, Mini and Ford Street KA helped create the Deja, which was designed and built by Andy Saunders.



© Simon Wright

### Tetanus.

Originally a RHD Cord 812 Westchester Four Door Sedan, one of only twenty seven RHD versions built. It was sold to the Earl of Derby. The second owner was Jerzy Wojtowicz, World Champion Stock Car Racing driver of the Post War period, but due to his untimely death, it never raced and was abandoned for over 50 years. When the remains were purchased in 2003, a friend said they would not touch the remains without a tetanus shot. Hence the name. It has now had over 7000 hours spent restoring and producing a new coupe body. It has been designed and built by Andy Saunders.



© Simon Wright



© Janet Wright



# Hall 3



Historic Formula 3 stand featuring a Jim Russell Lotus 59-F3 as driven by Emerson Fittipaldi and Dave Walker in 1969.

© Janet Wright

Part of Hall 3 was given over to Classic Car dealers, where it was possible to buy your next classic. Also many of the smaller motorsport clubs had stands in this hall, with an exciting mix of Group B and Historic rally cars on display with The Historic Rally Festival stand, the 6R4 Net stand



Group A Toyota Celica Rally on Historic Rally Festival display

© Janet Wright



Cannock & District Car Club with a Fiat Duo, an Autotest Fiat 126 and a Rally Fiat Abarth Cinquecento

© Simon Wright

and the Endurance Rally Challenge. Historic Formula 3 cars also appeared on a couple of stands, plus several local car clubs such as Cannock and District Car Club and the Owen Motoring Club had displays of grass roots motorsport activities. The hall also contained lots of smaller specialist car clubs, like Marcos, Panther and De loeran.



© Simon Wright

Hillman Hunter from the 1970 London Mexico World Cup Rally on the Historic Marathon Rally Group stand





MG Metro 6R4 on 6R4.net stand

6R4.net HOME OF THE METRO 6R4

© Simon Wright



Club Marcos International

© Simon Wright



De Lorean cars club had several cars on show.

© Janet Wright



Hillman Imp on the Owen Motoring Club

© Simon Wright



Panther Car Club also featured Dr Who and his first car WHO 1

© Janet Wright



# Pride of Ownership

Lancaster Insurance Pride of Ownership where visitors at the show voted for their favourite car on the stand. The winner was Ian Croft with his 1968 Lotus Elan Plus 2. In 2nd place was the 1976 Ford Escort RS2000 of William Flay, followed by Stephen Cheape's 1981 Ford Fiesta 950 Popular in 3rd.



**Pride of Ownership winner Ian Croft, 1968 Lotus Elan Plus 2**

© Simon Wright





2<sup>nd</sup> place Pride of Ownership -  
1976 Ford Escort RS2000 of William Flay



3<sup>rd</sup> place pride of Ownership  
Stephen Cheape's 1981 Ford Fiesta 950 Popular



1985 Honda Acty  
- Phillip Egan



1973 Jaguar XJC - Craig Thompson



1964 Gilbern GT -  
Christopher Bailey



1972 Aston  
martin DBS V8 -  
Adrian Howells



1960 TVR Grantura MkII HN  
- Adrian Liepins



1994 Bentley  
Turbo R -  
Ozz Patel



1992 Rover Mini - jamie Eglinton





© Simon Wright  
**1985 Nissan  
Cherry Europe 1.2 -  
David Roberts**



© Simon Wright  
**1969 Triumph Vitesse - Simon Stephens**



**1993 Vauxhall  
Nova Gsi -  
Andrew Ray**  
© Janet Wright



© Simon Wright  
**1938 Austin 10  
Cambridge -  
Paddy Doherty**



**1983 BMW 316  
Baur Convertible  
- Michael Jones**  
© Janet Wright



**1995 Ginetta  
G33 RV8 -  
Lez Dix**  
© Janet Wright



© Simon Wright  
**1965 MG B Mike Pim-Keirle**



© Simon Wright  
**1960 Chevrolet bel-Air - Robert Jones**



© Janet Wright  
**1963 Rolls Royce Silver Cloud  
- John Sarrington**



# Hall 4



Hall 4 had a large trade area with stands selling everything from model cars and motoring memorabilia, to clothing, tools and car parts. The car clubs in this hall were mainly British Leyland based vehicles, starting with the Pre-War Austin Seven Club who were celebrating both the Austin Seven Centenary year and also the 60<sup>th</sup> anniversary of the club. The Austin Counties Car Club stand took Best Themed Club Stand award with an interesting display of Austin Devon and Dorset cars. It also contained the Restoration theatre.



The award winning Austin Counties Car Club stand

© Janet Wright



© Simon Wright

Celebrating 100 years of the Austin 7



1947 Riley RMA Woody Estate



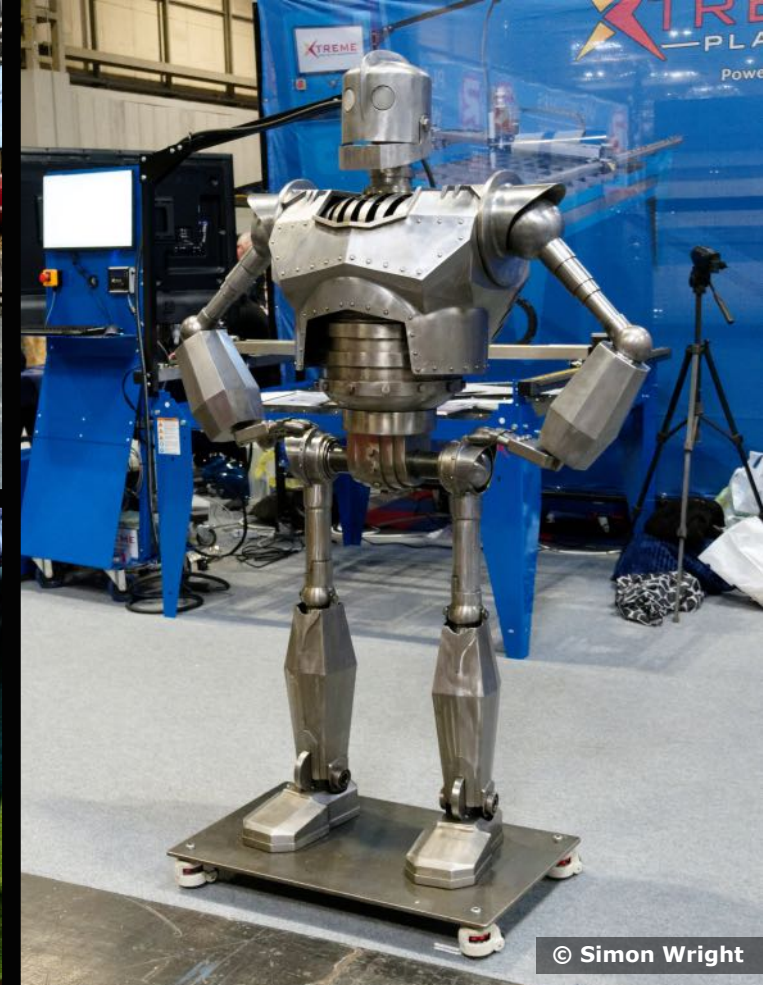


© Simon Wright



© Simon Wright

MEV Kit Cars Exocet.



© Simon Wright



© Simon Wright

1952 Bentley R-Type Empress.



Simca 500 Montecarlo



Land Rover Series 1 club

© Janet Wright



© Simon Wright

1936 Morris 8

December 2022



© Simon Wright

Oxford University Motorsport Foundation





Hawk Lancia Stratos replica



Ford Cortina Mk1 Convertible

Hall 8 was linked from Hall 4 by a walk way corridor which contained fast food stands down one side and historic rally cars down the other side. Once entering Hall 8, one of the smaller halls in the show, it was full of Ford motor vehicles. With Ford being probably the biggest seller of cars in the UK over the last one hundred years, there were many of the most popular cars from the past on display, like the

Escort and Cortina. But many of the other models were also remembered, the Anglia, the Sierra, the Capri plus specials like the Cortina convertible.



Ford Zephyr Six Mk1 Convertible



1972 Ford Capri 1600 XL



**Ford Sierra**  
**Cosworth RS500**  
**Graham Hathaway**  
**1990 BTCC**



© Simon Wright



**United Kingdom Probe Owners Club stand**

© Janet Wright



**Ford Escort Twin Cam Mk1 Ex-works rally car**

© Simon Wright



**Ford Fiesta Super Sport 1300**

© Janet Wright



**Ford Zodiac**

© Janet Wright



**Ford Anglia**

© Simon Wright



**1967 Ford Corsair 2000E**

© Janet Wright



**Ford Granada 3.0**

© Simon Wright



**Ford Taunus Club Great Britain.**  
**Ford Taunus 20m RS**

© Simon Wright





The Sporting Bears offered Dream Rides for charity.

Hall 5 is the final hall of the show and is one of the larger halls of the show. A large area at the rear was taken by the Sporting Bears, who had access to the outside to take people on Dream Rides in classic and super cars for charity. Now in their 30th year of operating Dream Rides for charity, they raised £35,767, which takes their fundraising total to over £3 million. At the other side of Hall 5 was the Live Stage which featured various celebrities from TV, including Mike Brewer and Richard Hammond. Another

© Janet Wright



Alex Riley TV Presenter on the Discovery + Live Stage



© Janet Wright

feature in Hall 5 was the Classic Motorcycle show. There was a similar Bike Pride of Ownership award which went to Steve Taylor and his 1981 400 Honda NC30. In the middle of all this were more car club stands with Various American car Clubs and displays and at the other end of the market, various Eastern bloc car club displays.

© Janet Wright



2002 Nissan Cedric Taxi





1936 Cord 810 Westchester

Steve Sullivan with his 1958 Cadillac that won the Classic American Car of the year award, a prestigious trophy for all American car owners.



© Janet Wright



FSO Syrena 105L

## Syrena 105.

The last Syrena design, built in Poland. It was a two-door saloon produced from 1972 to 1983 at the FSM factory in Bielsko-Biala, Poland, where over 521,000 were built. Initially the cars were powered by a two cylinder 2-Stroke 746cc engine, then in 1965 it had a larger three cylinder 842cc 2-stroke engine. The inline engine powered the front wheels through a 4-Speed manual synchromesh gearbox. The "suicide" doors on previous models were replaced with conventional opening doors. A Lux version which was produced from 1974 had the gear lever and handbrake fitted between the front seats. It had a steering box and drum brakes on all wheels. The electric system used a dynamo. A 1993 FSM Syrena 105L featured in the British TV Wheeler Dealers program, presented by Mike Brewer. The car was purchased in Poland for around £1,400.





1931 MG 18/80  
Mk II Carlton  
Drophead Coupe.

© Janet Wright



The first RHD Triumph TR2  
on the TR Register stand

© Janet Wright



1963 Rover 110

© Janet Wright



Singer 9

© Janet Wright



Hillman Avenger Tiger

© Janet Wright



1970 Toyota Corona Mark II 1900

© Simon Wright



Skoda Felicia

© Simon Wright



Vauxhall Magnum from the Spa 24 Hours  
1977. Willy Brailard/Rene Tricot 8th

© Janet Wright



Ford Popular Hotrod

© Simon Wright



# Silverstone Auctions at the Classic Motor Show.

By Simon Wright



**1988 Ford RS200 - One of only 90 finished by Ford in the more refined Road specification - Sold for £292,500**





© Simon Wright



© Simon Wright

1965 TVR Trident - Sold for £76,500



© Simon Wright

1968 Fiat 500F Sold £12,656

2003 VW Beetle Sedan Ultima Edicion - Sold £23,625



© Simon Wright

2003 Subaru Impreza WRX-Sti - Sold £29,250



© Simon Wright

1934 Lagonda 3-litre Tourer - Sold for £69,750



© Simon Wright

1953 Mercedes-Benz 220 Cabriolet A - Sold for £121,500





1906 Renault Type AK Grand Prix -sold £50,625



© Simon Wright



1976 McLaren M23 Replica from the film 'Rush' - Sold for 68.625.

© Simon Wright



1957 BMW Isetta 600 (700)  
Ex- Sir Stirling Moss OBE. - Sold £56,250



1986 Ferrari 412 Manual  
- Sold for £84,167

© Simon Wright



1995 Porsche 911 (993) Carrera 2 RS  
Club Sport Homage - Sold for £66,375

© Simon Wright



# MAC Sprint

Curborough  
2nd October 2022.  
By Simon & Janet Wright.



Fastest Time of Day went to Ray Rowan in a Dallara F300. His time of 56 seconds was over 1.5 seconds faster than Tony Cotton who was 2<sup>nd</sup> fastest, sharing the same car.





**3<sup>rd</sup> fastest overall was Chris Goodreds in an OMS 28. He also won the J2b Racing Cars over 1100cc up to 1600cc class.**

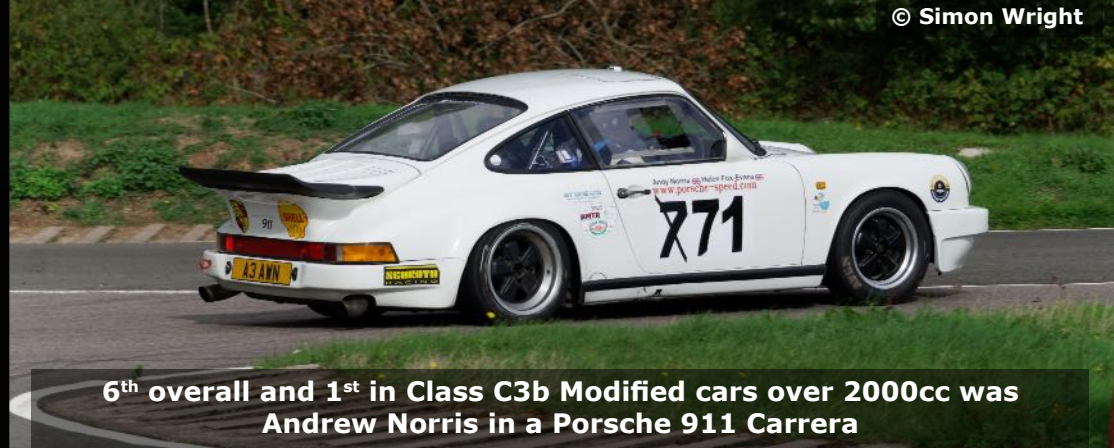
Usually running Shelsley Walsh hill climb, the Midland Automobile Club (MAC) also ran an annual sprint meeting at Curborough in October. A good entry tackled the figure eight layout round the track, running in the normal direction from the start line, round the mole hill and the Shenstone hairpin, then at the cross over, return on woodside, run up the main straight to the cross over and re-run round the Shenstone hairpin, before finishing down the main straight to the finish line.

After morning practice, each competitor had two runs in the afternoon. At the end of the runs it was Ray Rowan in the Dallara F300 who set the fastest time of the day with a 56.00 second run. He was nearly two seconds faster than 2nd placed Tony Cotton who was sharing the drive in the Dallara F300, who set a time of 57.86 seconds. In 3rd place was Chris Goodreds in an OMS 28, who also took

© Simon Wright



**4<sup>th</sup> overall 1<sup>st</sup> in Class FB Sports Libre was David Bickley, Radical SR1**



**6<sup>th</sup> overall and 1<sup>st</sup> in Class C3b Modified cars over 2000cc was Andrew Norris in a Porsche 911 Carrera**

**the J2b Racing Cars over 1100cc up to 1600cc Class win with a time of 59.32 seconds.**

As usual with sprint events, the field is split in to various classes, giving everybody the opportunity to take a win, whether driving a single seater or a Mini.

In 4th place was David Bickley in a Radical SR1 who was 1st in class **FB Sports Libre Cars up to 2000cc** with a time of 60.57 seconds only 0.06 of a second ahead of Stephen King in the Rotor JT7C who was 5th overall with a time of 60.63 seconds, also in class FB.

Next was class **C3b Modified Cars Series Production**

© Simon Wright



**1<sup>st</sup> in Class Bb Road Cars and 7<sup>th</sup> overall - Martin Harvey Westfield Seiw Zestytec**



Joshua Organ Renault Clio 182 sideways in to the mole hill. 24th overall.



© Simon Wright

Ian Carvell MG ZR 47th overall



© Janet Wright

Nick Stephens Lotus Elan S3 Coupe 54th overall



© Simon Wright

© Simon Wright



Despite this spin, James Spicer Honda Civic Type R still finished 15th overall

© Janet Wright

© Janet Wright

Full opposite lock for David Pattison Porsche 986 Boxster 30th overall.



© Simon Wright

Pushing the limits Gary Thomas Lotus Seven 49th overall.



© Simon Wright

© Janet Wright

John Ducker Austin Healey 100 9th in Austin Healey Challenge class 44th overall



4th in Austin Healey Challenge class, Navdeep Bhamra Austin Healey Sprite 25th overall



5th in Austin Healey Challenge class, David Abram Austin Healey Sebring Sprite 31st overall







Three wheeling through the cross-over. Stephen Baxter took a class win (C2b modified) in the Peugeot 205, 8<sup>th</sup> overall.

Cars over 2000cc winner Andrew Norris in a Porsche 911 Carrera with a time of 63.84 seconds in 6<sup>th</sup> overall. The class winners were coming thick and fast now with 7<sup>th</sup> placed Martin Harvey in a Westfield Seiw Zestytec taking **Class Bb Road Cars Specialist Production Cars** with a time of 63.98 seconds. In 8<sup>th</sup> place was Stephen Baxter in a Peugeot RWL Motorport 205 with a time of 64.70 seconds, taking the class win in **class C2b Modified Cars Series Production cars 1400cc up to 2000cc.**



Class winner (MB Sports & Racing cars pre 1972) David Gidden Lotus 23B, 9<sup>th</sup> overall.

In 11<sup>th</sup> place was Davie Man Alfa Romeo 4c, winning class A2b Road cars over 2000cc.



David Gidden in a Lotus 23 was 9<sup>th</sup>, winning class **MB Sports Racing and Racing cars manufactured up to 1971 inclusive.** His time was 64.46 seconds. Following on in 11<sup>th</sup> place was class **A2b Road Cars Series Production over 2000cc** Davie Man in an Alfa Romeo 4c with a best time of 64.85 seconds. The next 1<sup>st</sup> in class was 13<sup>th</sup> overall, Anthony Brown driving an Audi TT with a time of 66.01 seconds. He was



The only runner in Class C4b for 4WD was Anthony Brown Audi TT who was 13<sup>th</sup> overall.



**Julian Lloyd Mazda Roadster MX5 Import**  
52nd overall



© Janet Wright

**James Watson Renault Sport Clio**  
9th in class, 45th overall



© Simon Wright

**Ruth Bashford Caterham Academy** 5th in  
class Bb, 58th overall



© Janet Wright

**Stephen King Rotor JT7C**  
2nd in class, 5th overall



© Simon Wright

© Simon Wright

**Roger Bayliss BMW 318D ES** 61st overall



© Simon Wright

**Steve Moore Mazda RX8** 34th overall



© Simon Wright

© Janet Wright

**Tony Yates Renault Clio 182**  
5th in class, 29th overall.



**Paul Wintle Toyota Yaris GR in Practice.**  
Did not start .





**Class A1b Road cars to 2000cc winner Peter Taylor Mazda MX5  
14th overall.**



© Simon Wright

the only runner in class C4b Modified Cars Series Production Cars 4 wheel drive of any engine capacity. Only 0.26 of a second behind was the Class A1b Road Cars Series Production up to 2000cc winner Peter Taylor at the wheel of his Mazda MX5, Wirth a time of 66.27 seconds.

Class C1b Modified Cars Series Production cars up to 1400cc was another with just a single runner. Mike Gallery in a Morris Mini Cooper S set a time of 67.91 seconds.

© Simon Wright



**Mike Gallery Morris Mini Cooper S was the only runner in Class C1b Modified Cars up to 1400cc.**

**Winner of Class A3b Road Cars 4WD was  
Graham Godfrey Audi TT Mk1, 23rd overall.**



© Janet Wright

Class A3b Road Cars Series Production Cars 4 Wheel Drive of any engine capacity saw Graham Godfrey in an Audi TT Mk1, who was 23rd overall, take the class win. Another class with just a single competitor was class A4b Road Cars Series Production Cars with space framed or non ferrous chassis. David Lee in a Lotus Elise finished in 27th overall with a time of 70.26 seconds.

© Janet Wright



**Another single runner class A4b Road cars with space frame chassis saw David Lee Lotus Elise take 27th overall.**



**Jake Wheeler Mini Cooper S**  
8th in class, 55th overall



© Janet Wright

**John Denman Subaru WRX**  
3rd in class, 50th overall



© Simon Wright

**John Watts Porsche 911 SC**  
59th overall



© Simon Wright

**Tony Adams Caterham Seven**  
2nd in class, 16th overall



© Janet Wright

**Richard Salisbury Austin Healey Sebring Sprite**  
53rd overall



© Simon Wright

**Michael Parkes Mini Jew Gp**  
5th in class, 39th overall



© Janet Wright

**Joshua Baxter Citroen Saxo**  
3rd in class 22nd overall



© Simon Wright

**James Robinson Renaultsport Clio 197**  
6th in class, 32nd overall



© Janet Wright

**Andy Taylor Honda Civic Type R**  
7th in class, 33rd overall



© Simon Wright



**Final class winner was Lloyd Jones Marcos 1800GT - 36th overall**



© Simon Wright

The final class winner was Lloyd Jones in a Marcos 1800GT who finished 36th overall with a time of 72.34 seconds.

The meeting was also a round of the Austin Healey Club Speed Challenge. There was a good sized entry with Richard Mason taking the class win in his Austin Healey 100 6, finishing 19th overall with a time of 69.09 seconds.

**Peter Walton Austin Healey 3000 BT7 was 2nd in the Austin Healey Challenge class, 20th overall**



© Simon Wright

He was only 0.38 of a second ahead of Peter Walton in his Austin Healey 3000 BT7, who was 20th overall with a time of 69.48 seconds. Taking 3rd place in the Austin Healey class was Paul Baker in the more unusual Jensen Healey Roadster who finished 21st overall with a best time of 69.55 seconds, with only 0.46 of a second separating the top three in the Challenge class.

**Austin Healey Club Speed Challenge winner was Richard Mason Austin Healey 100 76 who was 19th overall.**



© Janet Wright

© Simon Wright



**3rd in the Austin Healey Challenge class was Paul Baker in a Jensen Healey, 21st overall.**



# The New Unnamed Classic Car Group

30th October 2022.

The Old Wagon and Horses.

By Simon & Janet Wright.



Toyota Celica GT4 rally and road going versions.  
See how much lower the rally car sits.





**An impressive line up of classic American cars from the Black Country Cruisers.**

The New Unnamed Classic Car Group hold regular meetings at the old Wagon & Horse Public House between Stourbridge and Kidderminster, on the border on West Midlands and Worcestershire. After a recent increase in available space behind the pub, the meetings have been getting larger. The meetings are free and welcome any

interesting vehicle, classic or modern. This gives a great variety to the meetings which regularly attract over one hundred vehicles.

The October meeting was visited by the Black Country Cruisers, an American Car group that hold monthly

meetings in nearby Wall Heath. They brought with them a selection of classic and modern American vehicles which added extra interest to the meeting. They cater for all American vehicles, from Muscle Cars and Saloons, to Camper vans and trucks.



**1974 Lincoln Continental Mark IV**



**1940 Ford V8**





**1969 Pontiac GTO**

### **The Pontiac GTO.**

Model was manufactured between 1963 and 1974. In 1963 General Motors stopped its companies from being involved in motorsport, so the marketing people started to emphasise street car performance. They took the normal 5.3 litre Tempest saloon and fitted bigger 6.4 litre Pontiac V8 engine from the full-sized Pontiac Grand Prix hardtop. The new model was promoted as a high performance car to appeal to the youth market. Initial production was going to be limited to 5,000 cars. The GTO name was inspired by the Ferrari 250 GTO. In Italian the GTO designation stands for Grand Tourer Homologated, which means it has been approved by the FIA for racing in the Grand Tourer class as a production car, having at least 100 produced. Although not officially competing in motorsport, Pontiac did have the model homologated in 1964 so that it was possible for the GTO to compete in European sports car races. The car here is a Ram Air model with an updated engine which produced 370 hp and 445 lb-ft of torque. It had a special high-flow exhaust manifold, high-flow cylinder head, high lift/long duration camshaft and a larger Rochester 4-barrel carburettor. This gave it a top speed of 124 mph and a 0-60 mph acceleration time of 6.2 seconds, with the quarter mile achieved in 14.5 seconds.



**6.4 litre Ford Model A V8 Hot Rod**



**2006 Chrysler Crossfire**





Some of British Leylands finest - MG B, Mini, MG B GT and Triumph Stag.



1929 Austin Six



1962 Ford Consul 375



1958 Ford Consul



2005 MG ZR



Ford Lotus Cortina Estate Mk1



MG Maestro 2.0i





### 1972 Austin 1300 Countryman.

Something built locally at Castle Bromwich in Birmingham, was this very unusual Austin 1300 Countryman. The estate version of the best selling 1100/1300 ADO 16 was introduced in March 1966 at the Geneva Motor Show. The ADO 16 range was designed by Sir Alex Issigonis as a larger 'Mini' with the body design done by Pininfarina, It was built at Longbridge and was the top selling car in the UK from 1963 to 1971, except for 1967. Due to its low production volume, the estate model was assembled at Pressed Steel Fisher at Castle Bromwich where the bodyshell was made, instead of Longbridge. It was also branded as a Morris Traveller. Initially it was only offered with the 1098cc A Series engine, but in 1967 it also gained the 1275cc A Series engine. This produced 58 bhp, which gave the car a nippy performance. These were the same A Series engines that were offered in the iconic Mini.

It had the same transversely mounted engine and gearbox, like the Mini, driving the front wheels. It had a

Hydrolastic fluid suspension system fitted to give a smoother ride. The saloon was available in a 2 or 4 door option, but the estate version only came as a 2 door plus rear opening.

This car has been restored by the current owner, with the interior having been given special attention. According to official figures there are only 2 Austin 1300 Countryman cars left on the road in 2022.







1982 MG Metro



Audi Quattro



Toyota Celica GT4



1995 Nissan GT-R Nismo



1954 MG TF 1250



1971 Hillman Avenger GLS



1988 Austin Mini convertible



Morgan 3 Wheelers 1937 and 1935





Triumph Stag duo



1939 Standard Flying Eight



1989 Ford Fiesta XR2



Mini Saloon and Mini Clubman Estate



1959 De Soto Diplomat



2002 Renault Clio V6 Sport



Ford Mustang old and new. First generation 1968 and Sixth generation 2017



1994 Maestro Van



1959 Ford Prefect





**Rallye Prescott**  
5th November 2022.  
Prescott Hill Climb.  
By Syd Wall.

Action at night made for great photos  
- Simon During drives past his house\





**Scott Moran in a Skoda Fabia Rally 2, doing what he does best - setting fastest times at Prescott**

A quick look around the paddock of Rallye Prescott brought home the fact that this was no ordinary rally or hillclimb. Your eyes were inevitably drawn to a mouth watering collection of Slowly Sideways historic rally cars, but regular

Prescott attendees would have recognised quite a number of tin-top hillclimbers too. Most of the Slowly Sideways crew were demonstrating but a few had opted for timed runs in the rally. As expected, there were plenty of Escorts



Edmund Burgess brought some real class to the event with his 1924 Bugatti Type13 Brescia

© Syd Wall



in the rally, but just so you knew this was an event at Prescott, at number 128 was the 1924 Bugatti Type 13 Brescia of Edmund Burgess. And the other car that made you look twice was a 1954 Daimler Conquest, a regular in the Bugatti Owners Club championship. Incidentally, it's thought that Daimler called it the Conquest as at launch,

Peter Baker's Daimler Conquest through Pardon

© Syd Wall



Beautiful Ford RS200 of Jim Avis

© Syd Wall



the price for the standard car was £1066! The format allowed for one practice and then two runs up the hill followed by a break for extra lighting to be fitted. At dusk, there was another practice with two more runs in the dark. Slowly Sideways cars would also get 4 runs throughout the day. As you have to expect with cars of this

© Syd Wall



Dave Kedward drags his Lancia Rally 037 out of the gravel



Allan Weston's unique Group B Peugeot 504 Pickup is a replica of those used on African events



© Syd Wall

age, some Slowly Sideways cars failed to appear though for good reasons. Tim Bendle was unable to bring his unique MG Metro 8R4 due to a steering problem. While there are a few Metros around with other engines replacing the original V6, this one is special in that it has never had a V6 installed. After the banning of Group B, a Spanish driver bought an engineless Metro from the factory. The V6 was known to have trouble with dust so he plumped for a 4.6 litre Rover V8 from JE Engineering who had plenty of experience building these engines for Paris-Dakar cars and subsequently the Metro had a very successful 6 years in



© Syd Wall

Mick Strafford's crowd pleaser Chevrolet Firenza



Martyn Spurrell's Subaru Impreza S5 won the 1997 Network Q RAC Rally in the hands of McRae/Grist

the Spanish championships. But Tim still had his faithful Group B Lada VFTS to demonstrate. Tim Bloxham had opted to enter the rally with his lovely Camel sponsored ex Per Eklund Lancia Delta Integrale 16V but a gearbox problem meant it was left at home. Lee Kedward brought

an intriguing new car to the event, a Mitsubishi Lancer Eco VI just arrived from a Swedish farmer. It started life in 1999, badged as a Carisma GT for Freddy Loix. After 4 events it was retired and used by Mäkinen and Loix as a test and development car before re-appearing in 2005 as a Lancer Evo VI for Stig-Olov Walfridsson when it had a long career in Sweden. Dave Kedward called it an Evo 6.5 as there are lots of interesting developments on it which will need investigating over the winter.





**Dave Kedward's Audi quattro S1 E2 looking fabulous in the dark**

After a failure to complete its first run, the car refused to restart but we look forward to seeing it in action next year. Heavy rain had just stopped as the cars lined up for the first practice runs at midday. Despite the entry including a Makinen Mitsubishi, a McRae Impreza and another ex-Kankkunen example, one car stood out as the likely winner

© Syd Wall



**The BMW M3 of Steve Harkness was very quick**

of the event. Well, one car and one pair of drivers sharing that car. The car - a state of the art Skoda Fabia Rally 2. The drivers - father and son team, Roger and Scott Moran, Roger with 1 British Hillclimb title, Scott with 6. Both obviously know Prescott like the back of their hands and Roger took the car to 17th in this year's Tarmac Rally Championship. Scott also has rallying experience but in a Mk2 Escort. With a 4WD Fabia Rally2 on a treacherous drying but always greasy surface, nobody got near the Morans. Both got quicker throughout the day, setting their fastest times on the 2nd night run, 46.76s for Scott and

**Stephen Moore's Mitsubishi Lancer Evo VI was 3rd fastest overall**



© Syd Wall

Roger impressively close behind on 47.43, a gap of only 0.67s. This was the largest gap between them and Roger had been faster on run 2. The Morans were visibly quickest on the day but it's a sobering thought that Scott Moran's personal best on the hill was set a couple of months ago in his hillclimb championship Gould GR59J - 35.50s. Third was the Mitsubishi Lancer Eco VI of hillclimber Stephen Moore 51.22s followed by rally driver Roger Duckworth in the Juha Kankkunen Subaru Impreza WRC from 2000 setting a best of 51.56s. Kankunen only did Finland and





© Syd Wall

Australia before the car was moved on to Andrew Nesbitt in Ireland for just one event and then into Roger's ownership in 2005. Although the conditions were greasy all day, there were only two or three mishaps, one of which befell Duckworth who slipped over the edge at Semi but without damage. John Pick was next in fifth on 53.62s, the hillclimber in his well known AMS Murtaya, a 2 seater sports car using Impreza running gear. A special mention goes to the super little Vauxhall Nova GTE, Andrew Egger sharing the family car with is dad,

© Syd Wall



Andrew Egger upheld the honour of small 2WD cars finishing 10th



Alan Watkins is always spectacular in the Waldegard/ Mikkola/Vtanen/Clark/Wilson Mk2 Escort

Roger. The car has been rallied by Roger since about 2000, but it was Andrew who set the 10th fastest time on 54.77s. Going to the other end of the results table, Edmund Burgess managed a best of 70.68s and Peter Baker stormed up the hill in his Daimler Conquest in 74.35s!

© Syd Wall



The very rare 4WD Opel Calibra turbo driven just once by Stig Blomqvist on the 1993 Swedish





The Metro-Mitsubishi of Peter Knights came to a sticky end at the Esses in the dark

The event escaped interruptions until the first night time runs when a marshal was taken ill and had to be taken to hospital and another soon afterwards when Peter Knights



Fastest of all the Minis but from the smallest class - Alastair Moffatt

went straight on at the Esses in his Metro 6R4 bodied Mitsubishi Lancer hybrid. The delays meant that Slowly Sideways had to miss one of their runs and were left to close out the meeting by which time quite a number had left but Stephen Chamberlain topped the SS table setting a best of 53.71s in his Mitsubishi Lancer Eco VI. Steve



Ed James and his Nissan Micra, fresh from the Cambrian Rally, won class A3



Dave Parr's 1700cc Ford Anglia, fastest in class C1





A lovely Grp N Subaru Impreza brought by Aaron Jones

Harkness was next in his BMW M3 on 58.22, Nigel Mummery 3rd in his Ford RS200 on 59.47 and Alan Watkins very close behind in his Ford Escort RS1800 on 59.70s.

So, a very entertaining event, the first time running in the dark has been allowed at Prescott. There was a big crowd in attendance and hopefully they'll be back next year.

Mark Bendle's Mitsubishi Lancer EX Turbo



Martin Walters' Honda Civic won class B3



Hillclimber Charles Reynolds with his Alpine A110 won class B2



David Wilson's classic Peugeot 205 was 2nd in the class with the largest entry, beaten only by an Alfa 4C



Welcome to PRESCOTT SPEED HILL CLIMB Home of the Bugatti Owners' Club



Stewart Halls showed the typical handling of a Citroen DS - this is a rare short wheelbase version



Not a sight you'll often see in a rally paddock



Fastest in Class A2 was Sheridan Bell's Group B Renault 5 Turbo 2



Lee Kedward's Mitsubishi Lancer Evo "6.5" recently arrived from a Swedish farm



© Syd Wall

Highlight of the paddock was Chris Spooner's classic Ford outfit - a Mk1 Escort rally car and Mk1 Transit tow vehicle



© Syd Wall



Ford RS200 Slowly Sideways paddock

© Syd Wall



Mark Ashurst and the 1984 Louise Aitken-Walker Ford RS1600i



# 2022 MG4 EV







The MG4 EV is an all-electric hatchback designed to offer affordable, zero-emissions motoring without compromise. As MG's first fully-electric hatchback it optimises space, technology and driving quality.

It is the first model to utilise the innovative new Modular Scalable Platform (MSP) that will be the basis for a new generation of MGs, featuring rear-wheel drive, 50:50 weight distribution and thin battery technology. This system will also allow integration with future technologies including battery swap systems. It will also be capable of supporting all wheel drive powertrains. The MG4 EV will be offered in three specifications at launch - Standard Range, SE Long Range and Trophy Long Range. Battery capacities go from 51kWh to 64kWh. The SE Standard Range has a

power rating of 125kW while the SE Long Range and Trophy cars have a power rating of 150 kw. This will give the car a top speed of 100 mh, with a 0-62 mph acceleration time of 7.7 seconds for the SE Standard Range, while the Long Range and trophy cars will take 7.9 seconds.

The Standard Range is capable of doing 218 miles on the WLTP cycle, the Long Range is capable of 281 miles and the Trophy Long Range can do 270 miles. The 64kWh battery is also capable of recharging at up to 135kW, giving a 10% to 80% charge time of only 35 minutes using a 150kW DC rapid charger.







The new design is manufactured using highly advanced laser welding technology. It features twin aero rear spoilers, 17 inch aerodynamic wheels and an all new LED rear light design.

The Long Range SE and Trophy models come with Active Grille Shutter System which regulates air flow according to vehicle requirements which increases EV efficiency, especially at motorway speeds.

There is a choice of 5 different driving modes to optimise the MG4 EV for different driving conditions.

MG Pilot advance driver assistance comes as standard on all models, featuring Active Emergency Braking with pedestrian and bike detection, Adaptive Cruise Control with Traffic Jam Assist, Intelligent Speed Limit Assist with Traffic Sign Recognition, Lane Keeping Assist with Lane



Departure Warning System.  
Driver Attention Alert.  
Intelligent High Beam Alert

The Trophy model adds Blind Spot Detection, Lane Change Assist, Rear Cross Traffic Alert with Door Opening Warning.

The iSMART system integrates car, internet and user communications, with voice activation and remote control features.

It will be available in six different exterior colour options : Artic White, Holborn Blue, Black Pearl (Metallic), Camden Grey (Metallic), Dynamic Red (Tri-coat) and Volcano Orange (Tri-coat).

The Trophy model will have a black roof and a distinctive rear centre light bar cross hatch design.

The interior offers a choice of black fabric upholstery on the SE model or a leather style with cloth inserts on Trophy







models. The MG iSMART connected car features as standard, with live services on Trophy models. There is an integrated, interacting dual screen technology with configurable 7 inch driver display and a 10.25 inch floating infotainment system with a 4-speaker audio system. It comes with Apple CarPlay and Android Auto as standard, while the Trophy model has an upgraded 6-Speaker 3D system. The Trophy model also gains Satellite Navigation, 360 degree parking camera, heated front seats and steering wheel, a height adjusting loading floor, wireless phone charging and an auto-dimming rear view mirror.

Prices start from £25,995 OTR for the SE Standard Range model, £28,485 for the Long Range and from £31,495 for the Trophy Long Range. and comes with the MG trademark 7-year/80,000 mile warranty as standard, which remains one of the longest fully-transferable warranties in its class.





# 2022/23 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series

## Round 1 - MG Classic meeting.

Manfeild Circuit Chris Amon Feilding New Zealand.

12-13 November 2022.

Report from FAST Company. Photos by Geoff Ridder and Matt Smith.



Kevin Ingram leading fellow Lola T332-mounted SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series front-runner Tony Galbraith at Feilding's Manfeild Circuit Chris Amon. © Fast Company/Geoff Ridder





**Toby Annabell (McLaren M10B) © Fast Company/Matt Smith**

### **INGRAM GETS HIS 2022/23 NZ F5000 SERIES OFF TO A GREAT START AT MANFEILD**

Local 'second-time-around' racer Kevin Ingram (Lola T332) got his 2022/23 SAS Autoparts MSC F5000 Tasman Cup Revival Series campaign off to a great start with an absolutely dominant pole-to-chequered-flag win in the first race of the new season at the big MG Classic historic motor racing meeting in Feilding.

In a manner virtually identical to the one which netted him his first pole/chequers double at the final round of the 2021/22 SAS Autoparts MSC Series earlier this year, Ingram set a best lap of 1.07.16 in the category's qualifying session (very) early on Saturday morning before storming away from fellow front row starter Tony Galbraith (Lola T332) and the rest of the 12-strong field to cross the finish line well ahead of third quickest qualifier Glenn Richards (Lola T400) who finally won his race-long battle for second

place with Tony Galbraith on the last lap.

Making a big impression a little further back in the field meanwhile, was Class A stalwart, Tony Roberts, who qualified his favoured 'high-wing' McLaren M10A 9<sup>th</sup> and crossed the finish line in the race in 7<sup>th</sup> place.

### **LOLA'S T332 AGAIN THE F5000 TO BEAT ON NZ TRACKS**

Lola's iconic T332 is back in the winner's circle at rounds of New Zealand's world-reknoned SAS Autoparts MSC F5000 Tasman Cup Revival series.

This time it was at the opening round of the 20th anniversary series for the ever-popular stock-block V8-powered historic 'wings & slicks' single-seater racing cars at the re-booted MG Classic historic motor racing at



**Bruce Kett battled timing transponder issues in his Lola T332 © Fast Company/Geoff Ridder**



Fielding's Manfeild Circuit Chris Amon over the (Nov 12-13) weekend.

Then later in the day he stormed away from fellow front row starter Tony Galbraith (Lola T332) and the rest of the 12-strong field to cross the finish line ahead of third quickest qualifier Glenn Richards (Lola T400) who finally won his race-long battle for second place with Tony Galbraith on the last lap.

Not that far behind at the line meanwhile was Brett Willis who set the race's fastest lap with a time - of 1:06.77 - in his newly-finished ....Lola T332. And in fifth place was yet another ....Lola T332, in this case the ex-Graeme Lawrence car of Blenheim-based series stalwart Russell Greer, who gamely fended off the advances from a fired-up Shayne Windelburn (Lola T400) for the latter parts of the race.



Glenn Richards (#99 Lola T400) © Fast Company/Geoff Ridder

Tony Roberts (McLaren M10B) © Fast Company/Matt Smith



Making a big impression a little further back in the field meanwhile, was Class A stalwart, Tony Roberts, who qualified his favoured 'high-wing' McLaren M10A 9th and crossed the finish line in the race in 7th place, keeping up with the likes of category new face Bruce Kett in his.....Lola T332!

As it turned out Kett's weekend in his newly acquired T332 was effectively snookered by a recalcitrant timing transponder which kept telling 'the system' that the car had stopped when it plainly had not and was still lapping quickly and consistently with the mid-pack bunch.

There was one Did Not Finish (DNF) in the first race, Auckland driver Grant Martin (Talon MR1A), who snapped a gearbox input shaft as he was leaving the dummy grid.

Fortunately with a spare input shaft on hand, Martin and





Race 2 winner was Grant Martin (Talon MR1/A) © Fast Company/ Geoff Ridder

Also capable of cutting lap times like these was Race 2 winner Grant Martin (Talon MR1A) however, he ended up lucky to finish the event period let alone in P6 after running off the track at the hairpin late in the race and taking a long time to get back on it again.

And so, Lola's T332 is back as a race and round winner on New Zealand's thriving historic motor racing scene.

How long it can stay there is anyone's guess. Talk to Kevin Ingram however, and you will be left full of confidence.

"The car," he said on Monday, "is not quite what I would call perfect yet, but it is getting better and better as we constantly develop it."

The SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series is organised and run with the support of sponsors

crewman Stu Lush were able to effect an immediate repair and make up for the DNF on Saturday with a confidence-boosting win in the second 6-lap (reverse grid) SAS Autoparts MSC series race on Sunday morning.

Martin's winning Talon ended up leading home Tony Galbraith in second place, with Kevin Ingram third and Brett Willis fourth.

To the final now and it was a case of more of the same as a relaxed and confident-looking Kevin Ingram conducted another absolute masterclass in 'leading from the front driving.'

Neither Ingram nor his closest round rivals, Glenn Richards (Lola T400), or fellow Lola T332 runners Tony Galbraith and Brett Willis could ever be accused of a slackening of the pace at any stage of the 8-lap race, their fastest race laps all in the 1 minute 05 seconds bracket.



Tony Galbraith (Lola T332) leading Race 2 © Fast Company/Geoff Ridder





Tony Roberts (#7 McLaren M10A) © Fast Company/Geoff Ridder

SAS Autoparts, MSC, NZ Express Transport, Bonney's Specialised Bulk Transport, Mobil Lubricants, Pacifica, Avon Tyres, Webdesign and Exide Batteries.

## RESULTS

### Race 1 (Sat pm)

1. Kevin Ingram (Lola T332) 6m47.54
2. Glenn Richards (Lola T400) 6m48.23 +0.69s
3. Tony Galbraith (Lola T332) 6m51.90 +4.36s
4. Brett Willis (Lola T332) 6m52.36 +4.82s
5. Russell Greer (Lola T332) 6m55.54 +8.08
6. Shayne Windelburn (Lola T400) 6m55.86 +8.32s
7. Tony Roberts (McLaren M10A 300-09) 7m08.95 +21.41s
8. Alistair Chalmers (Chevron B32) 7m14.94 +27.40s
9. Tim Rush (McLaren M22-3) 7m16.53 +28.99s
10. Toby Annabell (McLaren M10B) 7m41.18 +53.64s
11. Bruce Kett (Lola T332)

DNS: Grant Martin (Talon MR1/A)

### Race 2 (Handicap start 6 lap Sun am)

1. Grant Martin (Talon MR1A) 7m05.33
  2. Tony Galbraith (Lola T332) 7m06.01 +0.68s
  3. Kevin Ingram (Lola T332) 7m06.28 +0.95s
  4. Brett Willis (Lola T332) 7m06.52 +1.19s
  5. Tony Roberts (McLaren M10A 300-09) 7m08.34 +3.01s
  6. Alistair Chalmers (Chevron B32) 7m09.43 +4.10s
  7. Tim Rush (McLaren M22-3) 7m15.35 +10.02
  8. Glenn Richards (Lola T400) 7m16.09 +10.76s
  9. Russell Greer (Lola T332) 7m16.77 +11.44s
  10. Toby Annabell (McLaren M10B) +1 lap
  11. Bruce Kett (Lola T332) +5 laps
- DNF. Shayne Windelburn (Lola T400)

### Race 3 (8 laps Sun pm)

1. Kevin Ingram (Lola T332) 8m46.90
2. Glenn Richards (Lola T400) 8m47.87 +0.97s
3. Tony Galbraith (Lola T332) 8m52.17 +5.27s
4. Brett Willis (Lola T332) 8m54.38
5. Russell Greer (Lola T332) 8m59.0 +12.15s
6. Grant Martin (Talon MR1A) 9m07.93 +21.03s
7. Alistair Chalmers (Chevron B32) 9m14.62 +27.72s
8. Tony Roberts (McLaren M10A 300-09) 9m18.43 +31.53s
9. Tim Rush (McLaren M22-3) 9m18.84 +31.94s
10. Toby Annabell (McLaren M10B) 9m45.46 +1 lap
11. Bruce Kett (Lola T332) +7 laps

Prepared on behalf of the New Zealand Formula 5000 Association [www.F5000.co.nz](http://www.F5000.co.nz)



# Guy Fawkes Revenge Shirley Owen Memorial AutoSolo

8th November 2022.

Curborough, near Lichfield.

By Simon & Janet Wright.



**Fastest Time of Day (FTD) went to  
Michael Dolby in a Mazda MX5**



**Motorsport UK promoting Street Car series with an entry for Ben Lancaster in a Mini Cooper - finished 5th in class, 26th overall.**



© Janet Wright

Cannock and District Car Club (CDCC) held the latest round of their Wheelspin Series 2022 using a couple of tests round the Curborough sprint course. Running under the UK Motorsport StreetCar regulations, the series is open to any road going car and attracted the official StreetCar Mini entry from Motorsport UK for Ben Lancaster in a Mini Cooper. He finished 26th overall with a total time of 671 seconds.

Test A, the Main Test, started at the commentary box and went up the main straight, round several chicanes, which are located all around the circuit, left at the crossover to the Shenstone hairpin. Here the drivers had to do a 360 degree turn around a marker cone before continuing down the main straight to the cross over and taking a right turn to finish the course down Woodside and finishing just outside the commentary box gate.

Test B, the Start Line Test, started at the paddock gate and proceeded down the right hand side of the track towards the sprint start line. The driver then does a lap round the circle at the assembly area before returning down the right side of the circuit (the other side to where they came up) towards the paddock. They follow the track round to the left

and take a sharp 180 degree turn round a marker cone just before the track turns left. They then proceed back to the paddock with a sharp 90 degree left turn to the finish. Again there are chicanes set up all around the circuit. This event proved to be an easy victory for Michael Dolby driving a Mazda MX5. He was fastest on Test A by 4.6 seconds and Test B by 2.2 seconds. He set the Fastest Time of the Day with a total time of 576.9 seconds.



**Class C winner and 2nd overall - James Nicholls Vauxhall Nova.**

In 2nd overall and taking the award for 1st in Class C was James Nicholls driving a Vauxhall Nova with a total time of 588.1 seconds. He was only 3rd quickest on Test A but 2nd quickest on Test B with enough margin on Test B to take 2nd overall. He was also the only non Mazda MX5 to finish in the top six places.

In 3rd overall and taking the award for 1st in Class E was Steve Dolby in a Mazda MX5 with a time of 592 seconds.



**Class E winner and 3rd overall  
Stephen Dolby Mazda MX5**

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Taking the award for 2nd in Class E was Thomas Allison in a Mazda MX5. He was 4th overall with a time of 593.3 seconds. He was followed home by 3rd in Class E, Gary Ridgway in a Mazda MX5 with a total time of 589.9 seconds. Also in Class E was Jim Bryant in a Mazda MX5, who finished 6th overall with a total time of 607.3 seconds.

**Class A winner and 7th overall - Ashley Pearce Nissan Micra.**



Taking the award for 1st in Class A was Ashley Pearce driving a Nissan Micra. With a total time of 614.7 seconds, they were 7th overall. In 8th overall and taking the award for 1st in Class D was Maciej Czechowicz in a Fiat 126, with a time of 620 seconds.

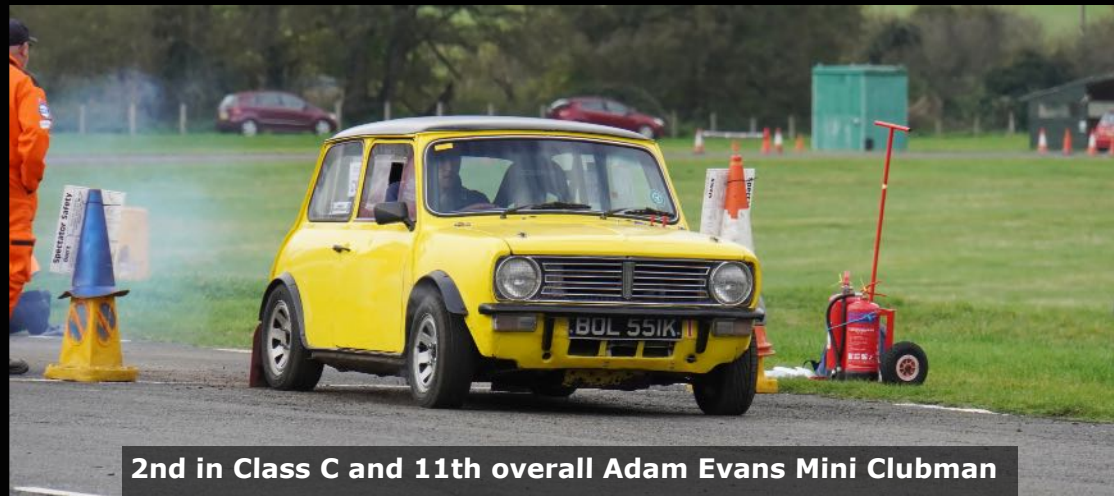
**Class D winner and 8th overall - Maciej Czechowicz Fiat 126**



**Class B winner and 9th overall - Dan Lister Renault Clio**



Only 0.7 of a second behind was Class B 1st in Class award winner Dan Lister in a Renault Clio. He was 9th overall with a total time of 620.7 seconds.



**2nd in Class C and 11th overall Adam Evans Mini Clubman**

The award for 2nd in class C went to Adam Evans in a Mini Clubman. He was 11th overall with a total time of 621.5, only 0.1 of a second behind Peter Kobrin in a Vauxhall Corsa who was 10th overall.

Class A saw the award for 2nd in class go to Dave Rennocks in a Vauxhall Nova. He finished 13th overall with a total time of 630.6 seconds, only 0.4 of a second behind





**2nd in Class A and 11th overall - Dave Rennocks Vauxhall Nova**

Mark Brotherhood in his BMW 318Ti, who was 12th overall. The final award for 2nd in class went to Adam Humphreys in a Renault Clio. He was 14th overall and 2nd in class B.



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**2nd in class B and 14th overall - Adam Humphreys Renault Clio**



**2nd Class E and 4th overall - Thomas Allison Mazda MX5**

James Crudginton in a Nissan Micra took the award for 3rd in Class A. He was 15th overall with a total time of 639.1 seconds.

Only 0.9 of a second behind was Barry Mansell driving a Renault Clio. He took the award for 3rd in class B, finishing 16th overall with a time of 641 seconds.

The next class award went to Owen Cule in a Mini Cooper. He finished 18th overall with a total time of 642.8 seconds, taking 3rd in Class C.

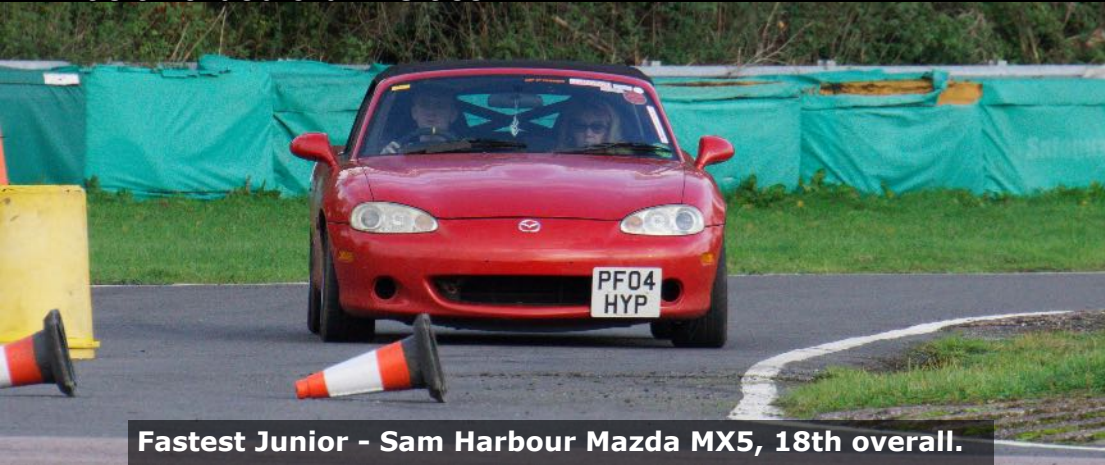
The next class award went to Miroslaw Nastalczyk, who took the 2nd in class D award driving a Lexus is250,



**2nd Class D, 23rd overall Miroslaw Nastalczyk Lexus is250**



finishing 23rd overall with a total time of 658 seconds. The final class award went to John Winter in a Mazda MX5. In 33rd overall and with a total time of 706,5 seconds, he was awarded 3rd in Class D.



**Fastest Junior - Sam Harbour Mazda MX5, 18th overall.**

The award for the fastest Junior went to Sam Harbour in a Mazda MX5. He was classified 19th overall with a total time of 648.6 seconds. Taking 2nd in the Junior category was Oscar Fletcher in a Fiat Seicento Sporting. With a total time of 784.9 seconds, he was placed 42nd overall.



**Fastest Novice - Paul Gough Nissan Micra, 25th overall...**

The Fastest Novice award went to Paul Gough in a Nissan Micra. His time of 670.1 seconds, 25th overall.

**The Micra shared with Katherine Gough - Fastest Lady, 39th overall.**



© Janet Wright

The final award went to the Fastest Lady, Katherine Gough in a Nissan Micra, 39th overall with a time of 746 seconds. Class F had two entries with Tom Bishop taking the fastest time in the class in a Vauxhall Nova. His time was 590.2 which would have placed him third fastest overall. He was well ahead of Phillip Blick in a Ford Escort Mexico Mk1 who was 2nd fastest in the class with a time of 648.5 seconds, which would have placed him 20th fastest overall.

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**Fastest in Class F - Tom Bishop, Vauxhall Nova.**



**Class F 2nd fastest - Phillip Blick Ford Escort Mexico Mk1**



**Class A 3rd - James Crudington Nissan Micra, 15th overall**



**Class B 3rd Barry Mansell Renault Clio 172, 16th overall.**



**The shared Mini Cooper of Owen Cule (3rd in Class C) and Dean Ratcliffe 5th in class.**



© Janet Wright

**The shared Mazda MX5 of John Winter (3rd in Class D) and Keith Winter (4th in class)**



**Class E 3rd Gary Ridgway Mazda MX5**



**Mark Brotherhood BMW 318ti 7th in Class E 12th overall.**



**Matthew Geary VW Lupo 4th in Class A, 17th overall**

