



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

Classic and Competition Car

Founded 2010

Issue 149 February 2023



VSCC Much Marcle



Stony Vintage New Years Day



FJ Coffee & Chrome



Dave Wilcox Memorial Trial



Autosport International





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

Classic and Competition Car

Founded 2010



Important Notice for readers on Issuu.

From 23rd February 2023 Classic and Competition Car will no longer be available to read on the Issuu platform. This is due to restrictions Issuu are imposing.

Classic and Competition Car will still be available to read free, online from our web site at www.classicandcompetitioncar.com.

Also our entire back catalogue of 12 years worth of magazines are also still available to read online from the Previous issues page on the web site.

Click on the above link or Scan the QR code to go straight to our web site.



Contents

- Page 5** Photo of the Month.
- Page 6** News
- Page 12** The Marshals Post
- Page 13** Ferrari Roma Special Edition celebrating 30years of Ferrari in China
- Page 17** Stony Vintage Classic car show.
- Page 31** Autosport International Show.
- Page 47** ASI - The Engineering Show.
- Page 50** ASI Live Action Arena.
- Page 56** ASI The Performance and Tuning Car show
- Page 63** VSCC NYD Gathering, Much Marcle.
- Page 71** Aston Martin DBS 770 Ultimate.
- Page 75** FJ Coffee & Chrome Impney Estate.
- Page 86** Dave Wilcox Memorial Trial.
- Page 93** Honda Jazz update.
- Page 97** Tasman Revival Series Rd2 - Taupo



**In need of a clean after a hard day on the Dave Wilcox memorial Trial
- Full report on Page 86**

Front cover:

**VSCC Much Marcle © Peter McFadyen.
Stony Vintage - Ferrari 400i Automatic © Janet Wright.
Coffee & Chrome - Ford Mustang © Simon Wright.
Dave Wilcox Memorial Trial - Santa and his helper, Gerard
Loughran Smith – Austin 7 Ulster © Motorsport Imagery.
Autosport International - Aston Martin F1 © Simon Wright.**

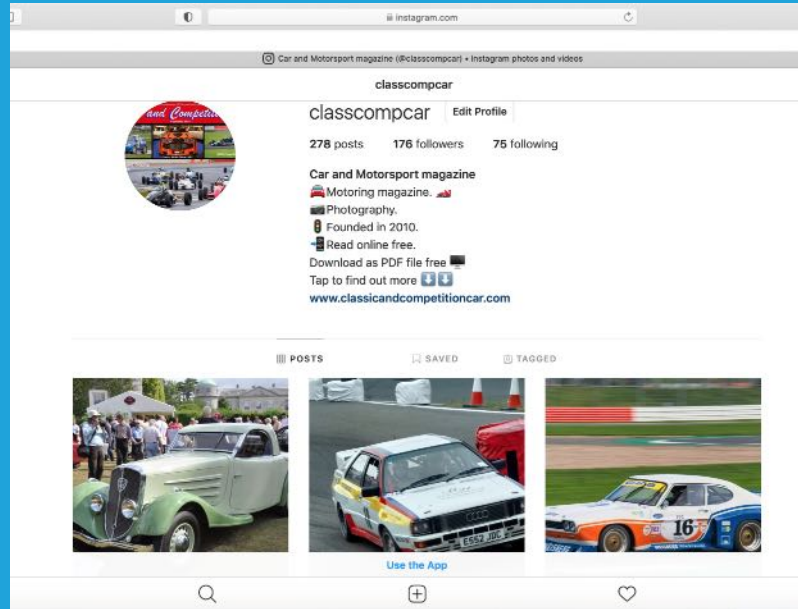
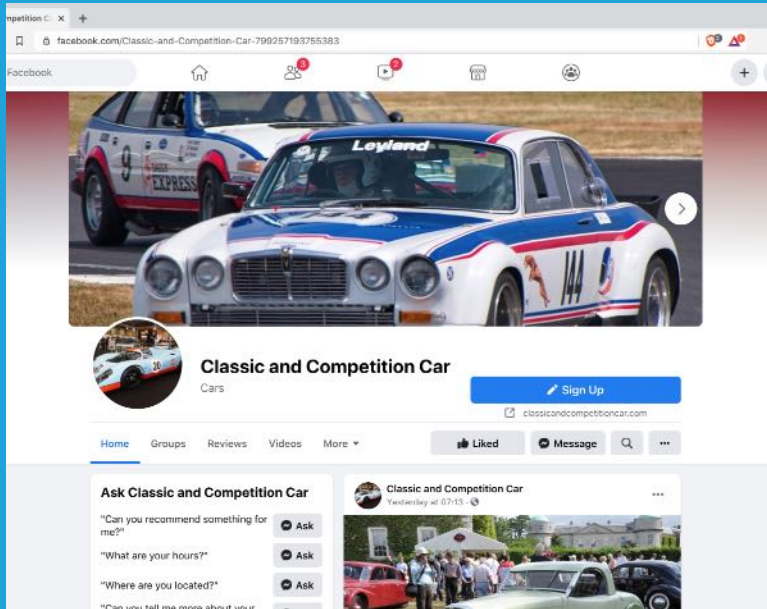
Our Team

**Simon Wright-Editor.
Janet Wright-Staff Photographer.**

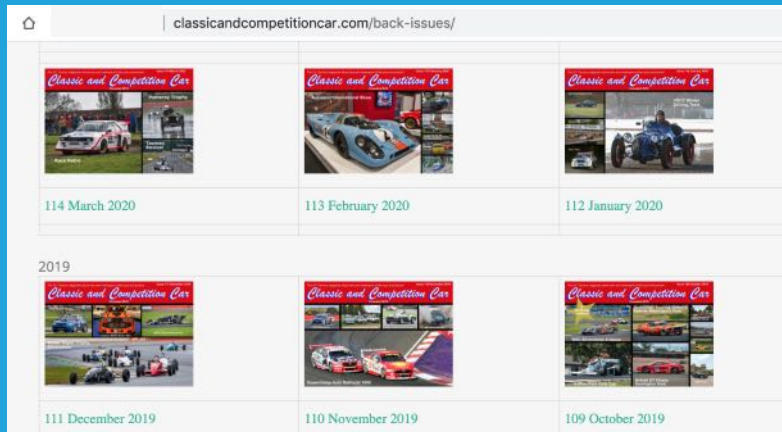
**Independent Freelance contributors.
Pete Austin, Peter McFadyen, Syd Wall, Plus
David Goose & Stuart Yates of Motorsport-Imagery.**

Follow us on Social media.

We upload a new photograph on a regular basis on our social media. Follow us on our Facebook page - Classic and Competition Car Instagram - classcomp car Flickr - classcomp car, Twitter @classcomp car and our You Tube channel Classic and Competition Car



All our Previous issues are available to read on our Previous issues page on our web site www.classicandcompetitioncar.com



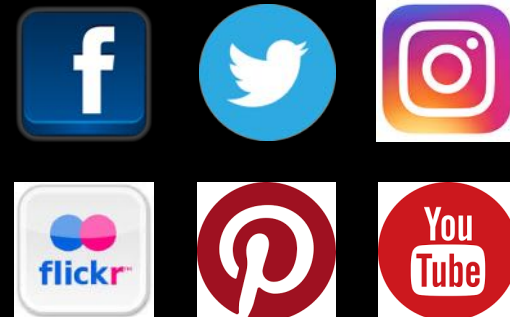
We do not organise any events which are mentioned and we are not responsible if the event does not take place or is cancelled. Please contact the event organiser before making a long trip.

All content is copyright classicandcompetitioncar.com unless otherwise stated. All photographs are copyright and cannot be used for commercial purposes unless by prior approval of the original copyright holder. We try to ensure accurate and truthful reporting but if you spot an error, please contact us and will we verify and correct accordingly. We do not organise any events which are mentioned and we are not responsible if the event does not take place or is cancelled. Please contact the event organiser before making a long trip

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

E-mail simon.wright@classicandcompetitioncar.com
As well as this magazine, you can follow us on Twitter [@classcomp car](https://twitter.com/classcomp car) and join our Facebook Group : [Classic and Competition Car](#)
Instagram : [Classcomp car](#)
Flickr: [Classcomp car](#)
You Tube: [Classic and Competition Car](#)

Click link below:



To Subscribe for free and be notified when the next issue is published please email classicandcompetitioncar@hotmail.com
To check out our web site with additional photos please visit www.classicandcompetitioncar.com

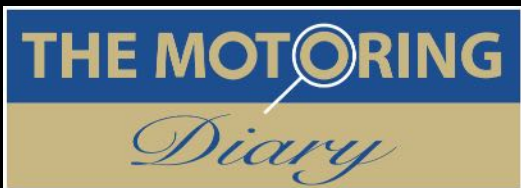


Photo of the Month.

Terry Grant's massive leap under the bike doing a back flip was the finale in the Live Action Arena show at Autosport International 2023. Report and more photos from Autosport International on page 31.

By Syd Wall





Race Retro Returns.

Last run in 2020, Reis Race Retro is returning after a 2 year break due to the pandemic. Stoneleigh Park will host Reis Race Retro between 24th and the 26th February 2023. Billed as Europe's No.1 Historic Motorsport Show, Race Retro will continue with its usual mix of indoor static motorsport exhibition and over the weekend, Rallying with Group B will run two live action rally stages with over 140 ex-works and WRC cars, in the grounds of Stoneleigh Park. For more information or to book tickets see www.raceretro.com



© Simon Wright



Aston Martin celebrate 110th anniversary year.

The past, present and future will be honoured through a year long celebration of the iconic brands 110th anniversary. Sunday 15th January is exactly 110 years since founders Lionel Martin and Robert Bamford officially formed the partnership that went on to create the first Aston Martin car. To mark the anniversary, Aston Martin has brought together two of the most iconic and innovative models from its 110 year history, highlighting the brand's performance and applying engineering from Grand Prix racing to the road. One of Britains oldest surviving racing cars, the record breaking 1923 Razor Blade is pictured alongside the new Aston Martin Valkyrie hypercar. The Razor Blade was specifically designed with aerodynamics in mind. Powered by an Aston Martin Grand Prix specification engine, it took numerous class records at Brooklands in 1923. A century on, Aston Martin continues to innovate with the high-performance Valkyrie which brings modern Formula One engineering to the road. Celebrations will take place throughout the year at the British Grand Prix, Goodwood Festival of Speed, Pebble Beach Concours d'Elegance and other major events.

European Car of the Year 2023.

The recently crowned European Car of the Year 2023 is the Jeep® Avenger 1st Edition. This is the first ever fully electric SUV from Jeep. Ahead of a full range launch in June, the limited edition Avenger is a modern, fun and desirable SUV appealing to customers looking for a capable, compact, modern all-electric Jeep.

The Avenger all electric powertrain produces 115kW (156 hp) and 260Nm of torque which gives it a range of up to 248 miles. It is fitted with a CCS 2 socket (Combined Charging System Type 2) which supports 110kW rapid charging. This gives a 0 to 80% charge in just over thirty minutes, or five minutes charge to get the daily average daily usage of 28 miles.

The 1st Edition is available in three colours: Sun, Graphite and Volcano. You can now pre-order the 1st Edition with prices starting from £36,500 OTR.



Masters of Motoring/.

A new event is launched in June 2023 with the Masters of Motoring. A premium lifestyle event from the Great British Motor show on Fathers day, June 18th, will be held at Bowood House & Gardens in Wiltshire.

The show will consist of a mixture of high-level classic and performance car displays, combined with a carefully selected mix of leisure and lifestyle luxury retail opportunities, excellent food, drink and hospitality..

Masters of Motoring will host a VIP zone that will boast supercar and hypercar displays together with its own hospitality area. This will sit alongside another major display area on the main front lawns of Bowood House that will showcase vehicles drawn from supercar owners clubs from around the UK.

The inaugural event will have a main theme celebrating legendary car designer Marcello Gandini, the man behind the Lamborghini Miura and Countach. It will also celebrate the 60th anniversary of the Porsche 911.

For further information see www.mastersofmotoring.com





New Radical SR3 XXR launched.

The all-new Radical SR3 XXR improves on the current SR3 with improved performance, usability and durability while retaining the essence of what makes the SR3 the most successful prototype sports racing car in the World. The SR3 makes up the majority of the grids in the 12 Radical Cup championships around the World, with over 1,500 sold to date.

The major change is the all-new engine, built in-house by Radical Performance Engines (RPE). The 1500cc engine produces 232 bhp and in the lightweight SR3 XXR will produce a power to weight ratio of over 350 hp per tonne. It is also able to run on biofuel.

It has been designed to be more agile on track with a LMP-inspired central tail 'shark fin' which improves aerodynamic stability on entry and in mid-corner. A carbon fibre splitter and rear diffuser are available as an option to improve aerodynamics on track. A new cooling setup significantly reduces warming up time.

Another time saving modification is a new pit limiter, fitted as standard, which should eliminate the chance of being punished for speeding through the pit lane.

The SR3 XXR also sports new lightweight wheels in a new design and also has high-intensity DRL lights.

Delivery will start in February 2023.

London Concours 2023 Porsche RS celebration.

50 of the finest Porsche 911 RS models will assemble in the centre of London for one day in June. Wednesday 7th June 2023, the London Concours, at the Honourable Artillery Company grounds, will host 50 landmark cars from the Porsche 911 2.7 RS which was launched in 1972, right up to the very latest models, to honour one of the most iconic performance car lines.

The original 2.7 RS was launched to homologate the Carrera RSR racer. The 2.7 RS was significantly lighter than the standard car thanks to light weight body panels and a stripped interior. It had a kerb weight of just 960kg. The flat-six engine produced 210 bhp, giving a top speed of 152 mph and a 0-60 mph time of 5.8 seconds. This special one day only event will be in the centre of the annual London Concours automotive garden party, which runs from the 6th of June until the 8th of June 2023.



Porsche 2.7 RS



Nissan Sakura & Mitsubishi eK Cross EV make history by winning Japan Car of the year award. The first time an EV has taken the main Japan Car of the Year trophy, as well as the first K- minicar and also taken Import Car award. It is also the first time an Asian car not built in Japan has won. The two sister cars also won the K-Car of the year special prize.



Wiesmann Project Thunderball

Luxury German sports car marque Wiesmann have revealed details of Project Thunderball, to make the world's first all-electric two seater, rear wheel drive convertible roadster.

Using an advanced bespoke two motor electric powertrain which delivers 500kW (680 bhp) with 1,100 Nm of torque and weighing just 1700 kg (3747 lbs) thanks to its carbon fibre body, it should provide 2.5 kg per HP of performance. It has a target of 0-62 mph in 2.9 seconds. With a bespoke 92kWh battery pack it will have a range of 310 miles. With 800V high voltage architecture it is capable of 300kW ultra rapid charging via a standard Type-2 charging port with AC and DC charge ports.

The car will also feature the highly-engineered five-level intelligent Regenerative Braking System.

The twin electric motors are mid mounted behind the driver, low in the chassis to give a low centre of gravity. This also relates to the positioning of the driver and passenger as far back in the car as possible.. The battery module is stored in a T-shape along the centre tunnel and in to the front of the vehicle along with the twin Axial flux PMSM e-motors.

Further information at www.wiesmann.com



Mitsubishi eK Cross EV



Ferrari announce drivers for FIA WEC Hypercars.

Six drivers have been announced by Ferrari for the pair of Ferrari 499P cars entered in the FIA World Endurance Championship (WEC). Reigning LMGTE Pro World Champions Alessandro Pier Guidi from Italy and British driver James Calado will be joined by Antonio Giovinazzi from Italy in the No. 51 Ferrari. The sister car, No. 50, will be driven by Italian Antonio Fuoco, Spaniard Miguel Molina and Nicklas Nielsen from Denmark.



Hennessey unveils track-focused Venom F5 Revolution Hypercar.

The Texas based hypercar manufacturer has unveiled a new lighter-weight, track-focused version of the Hennessey Venom F5. It has been comprehensively re-engineered for increased agility, improved handling and high downforce. The obvious difference is the rear mounted, full width, adjustable carbon fibre wing, which provides 1,400 lbs force at 249 mph.

It is powered by amid-mounted twin-turbocharged 6.6 litre 'Fury' V8 powertrain, producing 1,817 bhp, calibrated for competitive use. It drives the rear wheels through a automatic single clutch gearbox, again calibrated for competitive use. A suite of track-focused enhancements include aerodynamic enhancements, retuned suspension, new wheels, a roof mounted air intake and digital track telemetry.

Only 24 will be produced world-wide, priced at \$2.7 million.



Maserati MC20 named EVO Car of the Year 2022.

Evo car magazine has awarded its prestigious Car of the Year 2022 award to the Maserati MC20 sports car. The expert judging panel found the Maserati fought off strong competition and also won praise for being a 'car person's car', delivering excitement and emotion in spades, handling at all speeds, a perfect recipe for being a brilliant driver's car.

The MC20 is race-inspired with both the Coupé and Cielo powered by the new mid-mounted Nettuno 3 litre twin turbo V6 engine derived from F1. It produces 630 hp and 730Nm torque. It drives the rear wheels through a DCT 8-Speed gearbox with a mechanical Limited-Slip Differential (Electronic version optional). This gives it a top speed of over 200 mph, with a 0-62 mph acceleration time of 2.9 seconds.

An interesting optional extra is a Suspension Lifter. This increases ground clearance by lifting the front axle by 50 mm at the touch of a button at speeds up to 25 mph. This is to clear speed humps. Once speed increases past 25 mph, the car automatically lowers back to normal ride height.

Bicester Heritage announce Scramblers dates for 2023.

Scramblers, the Bicester Heritage membership club, has announced the calendar for 2023 Assembly dates.

26th February - Assembly - Ford February.

26th March - Assembly - Motorsport March.

23rd April - Scramble.

30th April - Assembly - Vintage Velos.

28th May - Assembly - Mini May.

17-18th June - 10t year anniversary celebration.

25th June - Assembly - You Choose June.

30th July - Assembly - TBC.

28th August - Assembly - Bank Holiday M day.

24th Sept - Assembly - Porsche 911 at 60/Oktobertfest.

8th October - Scramble.

29th October - Assembly - Scary cars.

26th November - Assembly - TBC

10th December - Assembly - Festive Four-Wheelers.

All Assembly meetings take place in the MT Yard and Main Drive between 9am and 12 Noon.

For more information and prices about the Scramblers club see www.bicesterheritage.co.uk



The Marshals Post

It was great to see that the one vital component for any motorsport meeting was present at the Autosport International Show. The British Motorsports Marshals Club (BMMC) had a large stand at the Autosport International Show to encourage people to join the ranks of the Orange Army and 'Get Closer to the Action' by becoming Marshals.

The Marshals on the stand were also collecting money for the 'Race Against Dementia' charity founded by Sir Jackie Stewart OBE



There were a couple of cars displayed on the stand. The Centrepiece of the stand was a Praga R1 Idola Motorsport. This was the original VR Motorsport Praga has been driven successfully in the Dutch GT & Prototype Cup by Tim Gray, Al Boulton, Alain Berg and Oliver Hewitt. It has also seen success in Britcar with Jack Fabby, Garry Townsend, Ed Bridle and Chris Bridle. For 2022 it was upgraded to a Gen 5 specification and was driven by Ed and Chris Bridle. In 2023 the Praga Cup will merge with the new Britcar Endurance Racing Prototype Series

Special Edition Ferrari Roma to celebrate 30 years in China





Ferrari have celebrated their 30th anniversary in China with a one-of-a-kind, tailor made Ferrari Roma inspired by traditional Chinese aesthetics. The launch of the new tailor made Ferrari marks 30 years since the first Ferrari was ordered in Beijing in 1992. It was for a Ferrari 348TS.

The one-of-a-kind Roma was designed by Ferrari in collaboration with the prominent female Chinese designer Jiang Oiong'er through the Ferrari Tailor Made programme, which provides a unique customised experience featuring a



diverse array of specification options and bespoke design solutions.

The car is coated with contrasting colours, Sanusilver Matte and Rosso Magma Glossy, which pays homage to the traditional Chinese carmine red. The stripes that run along the car and in the interior are inspired by features from classical Ming Dynasty furniture. It also features carbon-fibre sills with tailor made dedication, a key case painted in red and gold spotted Boluo lacquer, an ancient Chinese technique known for its unique



textured finish, as well as a dedication plate engraved with the Chinese characters for 30. This gold dedication plate is inlaid with jade and has symbolic significance in ancient Chinese culture. Gold symbolises wealth and good fortune,



while Jade indicates purity and gentleness. Both are synonymous with good wishes and reverence. An exclusive lifestyle package has been designed by Jiang Oiong'er



for this special Roma, a collection of multi-sensory pleasures that embody the quest for quality and style. This includes a set of four aroma diffusers, one for each season, made with ebony and crystal. There is a tea tool set made using the craft of bamboo weaving, a Xuan paper kite, cashmere blankets and a Chinese checkers set made from agate and leather. These items are discreetly stored in the glove compartment, armrest and boot.





The Roma is powered by a front mid-mounted 3.8 litre turbo-charged V8 engine which develops 611 bhp

and 561 lb-ft of torque. It is paired to an 8-Speed dual-clutch automatic transmission driving the rear wheels. It has a top speed of 199 mph and can accelerate from 0-60 mph in 3.1 seconds, with the standing ¼ mile in 11 seconds.



Stony Vintage 2023.
Stony Stratford, Milton Keynes.
1st January 2023.
By Simon & Janet Wright.





© Simon Wright

A bright and dry New Years morning saw the crowds descend on Stony Stratford for the annual Vintage Stony car show. This year the organisers had enlisted the help of the Silverstone Marshal club to help control the traffic flow in and around the town centre. As usual the Market square was taken over by vintage cars and motorcycles, with a military vehicle display on the outside corner. The High Street and shoppers car parks



© Simon Wright



© Janet Wright

were given over to classic cars and vehicles of interest. There was the usual overflow of vehicles at each end of the High Street.

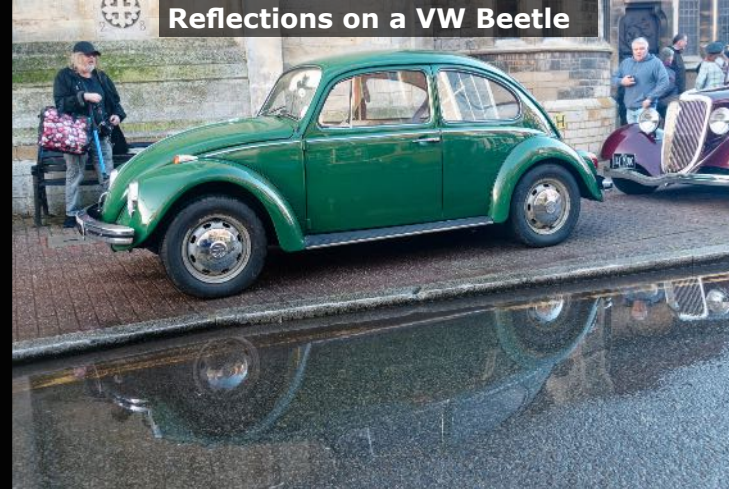
The variety of vehicles is always surprising, with plenty of cars representing manufacturers that have long ago disappeared from the market. Walking down the high street is a trip down memory lane for the older generation, many seeing cars that their parents may have owned during their childhood.



© Janet Wright



1948 Dodge Army pick-up truck



Reflections on a VW Beetle



1967 Chevrolet Camaro



1972 Triumph TR6



Vauxhall Wyvern pickup truck



1971 Ford Cortina Mk2 Convertible



A regular at Stony, the Group 2 Broadspeed Jaguar XJ12C



1990 Peugeot 205

1934 Ford V8.

Also known as the Model 40, which succeeded the Model A. The V8 engine was used from 1933 in the previous Model 18 version. It had the new flathead V8 engine and the Model 18 was the first low-priced, mass-marketed car to have a V8 engine. The 3.2 litre (221 cu in) V8 engine produced 65 HP, which increased to 75 HP by 1933 with a revised ignition system. The overall car design was inspired by the English Ford Model Y including the curved front grill. Streamlining was accentuated by a new bonnet, giving the impression of more length. It had a more rounded wings over the wheels and a bowed bumper on the front and rear. The car also featured a new dashboard with instruments in an oval insert in front of the driver.



The first unusual vehicle on the High Street was a Mini Scamp. This is a Mini based kit car inspired by the Mini Moke and produced by Andrew MacLean and the Scamp Motor Company in West Sussex. The Mk1 Mini Scamp was built in 1969, just before BMC stopped production of the Mini Moke.

The Scamp body and chassis is made from a steel, square tube, box section frame fitted with aluminium panels. An original Mini is used to provide the engine, gearbox and running gear, utilising the front and rear subframe assemblies from the original car. This is a van but it was also available as a pickup or estate version.

A Mk 2 version followed in 1978 which had a squarer body and stronger chassis and did not use the original Mini rear subframe. The final version was the Mk3 which appeared in 1988.





1988 Hustler



1996 Nissan Skyline GT



1993 Honda Civic CRX



1964 Trabant



1983 Ferrari 400i Automatic



1979 Rolls Royce Silver Shadow II



1972 Dodge Charger.



1966 Triumph Vitesse



1953 Alvis 3-litre TA21 DHJC



1967 Daimler V8



1981 Colossus - The Jet Trike.

This is a road-legal 3-wheeled Trike built by Paul Bailey. It is unique and unrepeatable due to changes in the law. Powered by a Rover V8 engine at the front, for road use. At the rear is a 1,000 bhp Rolls Royce Gem jet engine from a Lynx helicopter. With the afterburner ignited, the trike is

capable of a theoretical 200 mph. However, it is illegal to use the afterburner on the public highway. When the afterburner is engaged, it consumes 5 gallons of fuel; a minute and shoots flame 3 feet long from the rear. It has three 22 inch alloy wheels to keep it on the ground and a large rear spoiler for downforce at high-speed.





2019 Morgan Plus 4 110 Anniversary Edition



1969 Ford Ranchero pick-up truck



Fiat Abarth



1997 Renault Spider



2017 Scania S580 Truck



1997 Fiat Coupe



1965 Ford Anglia Estate



1951 Ford Pilot V8



1969 Innocenti C 1.1 Coupe.

Based in Milan, Italy, Innocenti originally built Lambretta scooters. They then switched to building cars. From 1961 to 1976 they built the BMC Mini under license, then from 1973 they included the Allegro, known as the Regent in Italy. In 1972 they were bought out by British Leyland. The Innocenti C was a coupe design based on the Austin Healey Sprite chassis and running gear. It is more than just a rebodied Sprite. It is an all-steel body which is lower and wider with more interior space. The design, by American Tom Tjaarda, was his first complete car design after arriving at Ghia and was first used on the Innocenti 950 Spider. Sergio Sartorelli revised the design with a fixed roof to create the C model. This car has the 1098cc A Series engine and gearbox but other parts are of Italian manufacture, such as electrics by Marelli and Instruments by Veglia. The original Sprite wheels and hub caps have been replaced with wider Minilite wheels.



1910 Stanley Steamer.

Built by the Stanley Motor Carriage Company in America between 1902 and 1924. Twins Francis E. Stanley and Freelan O Stanley built their first car in 1897. Between 1898 and 1899 they produced and sold over 200 cars, more than any other US car maker. The early Stanley cars had wooden bodies mounted on a tubular steel frame with full elliptic springs. Steam was produced by a vertical fire tube boiler, mounted beneath the seat, with a vaporising gasoline burner underneath. This was later replaced by a Kerosene burner. The boilers were safe since they were fitted with safety valves. The engine had two double acting cylinders, side by side with side-valves. Drive was direct from the crankshaft to a rear mounted differential using a chain. This model had a front mounted steam boiler. The engine produced 10 hp, with a larger engine available which produced 20 hp. A Stanley Steamer set the World record for the fastest mile in an automobile in 1906 in a time of 28.2 seconds and a speed of 127 mph. Winner of the Ladies Choice award.





1959 Ford Popular hotrod 2.5 litre V8



2000 Citroën XM VSX



Chevrolet Camaro IROC



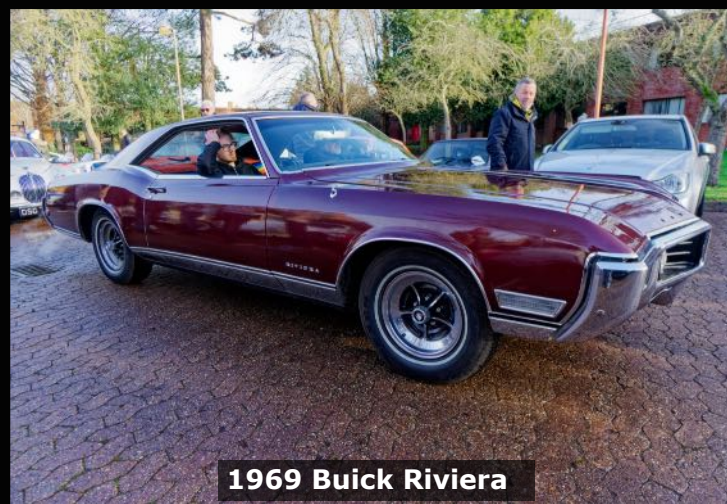
The Town Crier was in action



Kraken K1 Trials car



1974 Datsun 260Z



1969 Buick Riviera



1971 Alpine A110



1966 Oldsmobile 442

American muscle car produced by Oldsmobile between 1964 and 1987. It was originally produced as an option package for the F-85 and Cutlass models and became a separate model from 1968. The 4-4-2 name comes from the 4 barrel carburettor, 4-Speed manual transmission and the dual exhausts of the original car. By 1965 the standard transmission became a 3-Speed manual with column shift while a 2-Speed Jetaway automatic with switch-pitch torque converter or 4-Speed manual transmission were available as options. This is a first generation model which was built between 1964 and 1967. Powered by a 6.5 litre V8 engine which produced 350 HP and 440 lb-ft of torque with a single 4-barrel carburettor. It could accelerate from 0-60 mph in 6.3 seconds and could do the quarter mile in 14.8 seconds with a terminal speed of 97 mph as tested by Car Life. A similar test by Motor Trend gave a time of 7.2 seconds (0-60 mph) and 15.2 seconds for the quarter mile. The 4-4-2 was around 10% of Cutlass sales.

1957 Jaguar Mk1 2.3 Litre Sports Saloon.

This was the original Jaguar Mk1 that competed in the 1958 Rallye Monte-Carlo, driven by Frank Brown, Edwin J Snusher and Graham Arnold. The Mk1 was the first Jaguar with unitary construction of the chassis and body. The 3.4 litre engine was introduced in 1957 and produced 190 bhp. This gave it a top speed of 120 mph and could accelerate from 0-60 mph in 9 seconds. This made it popular for motorsport. There was no direct works involvement in rallying, but privateers were soon involved.

This car was ordered by garage owner Frank Brown to compete in the 1958 Monte Carlo Rally. It came equipped with the optional overdrive, disc brakes, wire wheels and lead-bronze bottom-end bearing shells. Unfortunately the car was retired from the rally after an off-road excursion which damaged the front suspension. Brown used the car in hill climbs and sprints throughout 1959 before selling the car to Snusher. He used it for the 1960 Monte Carlo and Tulip Rallies.





1969 Fiat 850



Berkeley line-up



Modified Min Clubman with a Lotus 16 valve Twin Cam engine.



1973 Chevrolet Corvette Stingray



2021 Ronart W152 Mk2



1972 Fiat 850 Sport Spider.

The Fiat 850 Spider was introduced in 1965, the same time as the Coupe version. It had the original 843cc engine tuned to produce 49 hp. This gave it a top speed of 90 mph. The body was designed and built by Bertone in its Grugliasco, Turin plant. The Bertone design features smooth, simple lines and details. These include recessed headlights, which originally were behind a perspex cover. The folding fabric hood is stored under a rear metal body panel.

In 1968 it was revised and called the Sport Spider with a more powerful 903cc engine which developed 52 hp. The headlights were moved forward and lost the extra glass covers. The original flush front indicator lights were replaced with units hung below the front bumper. Two special editions were also available, the Racer which featured a body coloured metal hard top and the Racer Berlinetta which featured a black vinyl hard top.

1932 BSA Trike 3 Wheeler.

The Birmingham Small Arms (BSA) company is probably best known for making motorcycles. But they also made over 6,650 3 wheeled Trikes from 1930 to 1935. Powered by a 1021cc air cooled V-twin engine which produced 9 hp, it drove the front two wheels with the transmission mounted in front of the engine. The company introduced many innovations such as reverse gear, electric start and full weather protection. The twin rail frame had a wooden body mounted to it and covered with leather to keep the weight under 800 pounds. This allowed it to be taxed as a motorcycle rather than an automobile.





1931 Lagonda and 1936 Bentley



1934 MG PA and a 1924 Alvis 12/50



1915 Ford Model T



1931 Alvis TK 12/60 Two Seater



1928 Ford Model A



1927 Vauxhall 20/60 R-Type



1925 Humber 12/25 Tourer



1936 Riley Nine Sports Tourer

The Award Winners.

Plus the Stanley Steamer won the Ladies Choice award (Page 23)



1898 Leon Bollee Voitre TTE



1929 Humber 9/28



1936 Rover 14 6 Light Saloon



1926 Bentley 6.5 litre Connaught Laudette



1941 Buick Super Eight Special Sedanette

Autosport International 2023.
NEC Birmingham.
12th to 15th January 2023.
By Simon & Janet Wright
with additional photos from Syd Wall.





The weekend saw Grass Roots Motorsport on display

With the last Autosport International show taking place in 2020, the show finally returned to the NEC after a two year break due to the pandemic.



The show was smaller than in previous years, using Halls 2 and 3, with the Engineering show running on the two trade days of Thursday and Friday. The motorsport industry generates a lot of income for this country, with many small and highly skilled companies producing everything from engines and

gearboxes through to suspension components, fittings and fixings, plus everything else required to build some of the greatest racing and rally cars in the World.

Over the weekend, the Engineering show was replaced by grass roots motorsport. This covers everything from small oval racing, through grass track racing, club rallying and rally cross, plus more obscure events like Tractor pulling.



Tractor pulling Ford Raptor



Lee Wood
Ford Escort Mk 2

BTRDA
Clubmans
Rallycross

© Janet Wright



National AutoGrass NASA Class 7 Mini
Chevrolet V8 Pickup Bill Bradford

© Janet Wright



National AutoGrass NASA Class 3 Austin
A40 V8 Chevrolet Jack & Neil Rawlinson

© Simon Wright



Brisca Formula One
Stockcar racing.

© Simon Wright

2022 World Champion Charlie Sworder

© Simon Wright



© Simon Wright

Brisca F2
Adam Paling



Formula G European Gymkhana Championship

© Simon Wright

Steven McConnell Nissan Silvia S13



Darren Bleasdale Vauxhall VX220
BTRDA Clubmans Rallycross Champion



© Simon Wright

Josh Caley Mini Stox



© Simon Wright

FIA Motorsport Games 2022.
Daniel Rooke YaCarCross Suzuki 33



© Janet Wright

Silverstone Interactive Museum in association the Grand Prix magazine had a large display area called History of F1 Feature. At the centre of the display was a BRM P15 1.5 litre V16 Grand Prix car. This was the first car designed at the Bourne team to compete in Grand Prix Racing in the 1950s. This is chassis No. 1, of three built in period, and was raced by Reg Parnell in the 1951 British Grand Prix. Starting from the back of the grid with no time in qualifying, he moved through the field to finish 5th at the end, 5 laps behind winner Gonzalez in a Ferrari.

The Red Bull RB18 was built to the new Formula One regulations in 2022. Designed by Adrian Newey, it is powered by a 1.6 litre turbocharged engine built by Red Bull powertrains. It took Max Verstappen to his second World Championship in 2022. Along with Sergio Perez, the car won 17 of the 22 races in the 2022 World Championship and took the Constructors championship.



© Simon Wright



© Simon Wright

The Renault RS19 was a show car from the 2019 season. The race car was powered by the Renault E-Tech 19 1.6 litre V6 engine which produced 950 bhp, connected to a 8-Speed semi-automatic carbon maincase gearbox.



The final Formula One car on the display was a 2022 Aston Martin AMR22 as raced by Sebastian Vettel and lance Stroll to 7th place in the Constructors championship.



BRSCC Fiesta Junior



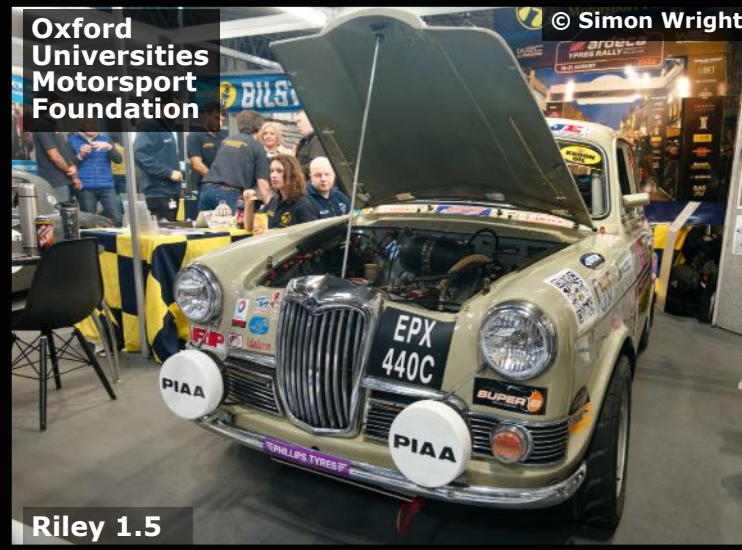
BRSCC Jaguar Safety car



Formula Student Coventry University



Nicest car in the show -1960's Ash-framed, Imp-Engined Costin-Nathan



Riley 1.5



SRCC Sports 2000 Championship MCR Sports 2000 Durate

University of Wales Trinity Saint David



The Autosport Stage is always a popular attraction at the show, where various figures from the World of Motorsport are interviewed over the weekend. This years star attraction had to be former 3-times World Champion Sir Jackie Stewart OBE, who was on stage on Sunday lunchtime. He was attending the show to help promote the Race against Dementia who had a stand at the show.



Heron GT Mk4.

This eye catching replica of the 1967 Ford GT Mk4 sports racing car was designed and built by Ross Baker, Bob Gee and Chris Cooke in New Zealand in 1969 following the success of the original Ford GT40 at Le Mans in 1967, with the aim to race the Heron in New Zealand in 1970/71. It has a steel monocoque chassis with fibreglass body panels. They decided to use a 327 cu inch Chevrolet Corvette V8 engine but found the gearbox to be a problem. So they decided to design and build there own transaxle. They started with Ford Zephyr Mk4 gears, a Ford V8 crown wheel and pinion and Ford Zephyr output shafts, Howard rotary hoe quick change gears and a Mini oil ump to pressure feed the oil to the gears. They assembled it in to a cast aluminium housing. The Motor Sport Governing body in New Zealand suddenly decided to change the regulations to limit sports cars to 2 litre for racing, which made it obsolete before it was finished, so the project was put on hold. It was finally completed in 1988.

Armed Forces Motorsport

© Simon Wright



RAF Team
Per Ardua
Rob Stark
Peugeot 306 S16

© Simon Wright



Royal Air Force BMW 116i

© Janet Wright



Adam Dewis Vauxhall Astra
Coupe Mk4 Royal Marines

© Simon Wright



© Janet Wright



Army Sportscar Racing - Thomas Sykes BMW 330 Ci

© Simon Wright



© Simon Wright

Motorsport UK

The governing body of British Motorsport had a large stand at the show, with a team of officials who could advise people on how to compete in all forms of motorsport. Queries on licenses, medicals or regulations regarding motorsport series or motorsport in general are all covered in the Motorsport Yearbook 2023. Anyone who competes or is an official at any motorsport event in the UK will have a Motorsport UK license.

On the stand they have a Rallycross Mini RX Supercar displayed. This car has been developed by Prodrive and is powered by 3 electric motors. It develops 613 bhp, has a top speed of 149 mph and can accelerate from 0-60 mph in less than 2 seconds. It has a four-wheel-drive ERX electric powertrain kit produced by Austrian company STARD. It will compete in the 2023 5 Nations British Rallycross Championship.

There was also a wide screen simulator for people to try for the Motorsport UK Esports Hub, a guide to racing esports.



© Janet Wright

Promoting circuit racing on the stand was the Tatuus T-421 single seater racing car. The ROKiT F4 British Championship certified by the FIA is the first step for aspiring young drivers to make the move from karting in to single seater racing. The car on display was a 2022 Tatuus T-421 car from the Hitech GP team. Powered by an Abarth 1368cc turbocharged engine connected to a 6-Speed manual gearbox with paddle-shift. It features double wishbone and pushrod suspension with twin adjustable dampers and adjustable anti-roll bars. It uses Pirelli P-Zero racing slick tyres and has front and rear wings to simulate the modern Grand Prix car design.



© Simon Wright

750 Motor Club



Toyota MR2 Championship

750 Motor Club Foundation Programme



Type R Trophy EP3 Honda Civic Type-R DH Racing Dan Chapman



750 Formula GRM 750 Graham Rice



Sports 1000 Spire GT3S Richard Ebb
2022 Champion



Club Enduro & Roadsports Audi TT Cup 8S



F1000 Jedi Mk6/7



New Hyundai Elantra N TCR of Jamie Tonks

The TCR stand was filled with Touring cars including the unveiled at show Hyundai Elantra N TCR. Jamie Tonks is returning for his second consecutive season in the TCR UK Touring Car Championship, driving a Hyundai Elantra N TCR, making its debut in the UK. This car was raced last year by Felice Jelmini in the TCR Europe Touring Car Series in 2022. The model has already achieved success in the FIA World Touring Car Cup as well as winning the 2022 TCR Italy Touring Car Championship driven by Niels Langeveld.



Audi RS3 LMS TCR of Joe Marshall



Cupra Leon Competición TCR



Hyundai i30 N TCR of Bruce Winfield



Honda Civic Type R TCR of Chris Smiley

© Syd Wall

© Janet Wright

© Simon Wright

© Simon Wright

© Janet Wright



Formula Woman.

Sixteen years after it was originally launched, Formula Woman got a reboot in 2020 to find the next female motor racing champion. To qualify for Formula Woman, the applicant must be female, over 17 years old with a full driving licence and have little or no racing experience. Entry for the 2024 Formula Woman competition is now open. There is a one off payment of £99 which allows the

applicant access to the online tutorial and other events which will be on offer in 2023. These will include special rates to attend Formula Woman Track days with Trade Centre Group performance BMWs and Jaguar Project 8s as seen on the stand.

© Janet Wright



Manx Auto Sport

One of the few Rally based stands which were at the show over all 4 days, Manx Auto Sport had a stunning green Mini rally car and a Ford Escort to promote rallying on the Isle of Man. Their first event of the year is the ORMCO Accounts Stages, promoted by Druidale Motor Club. It is a single venue stage rally held at Jurby Motordrome on the 11th March 2023. They have also submitted an application to Motorsport UK for Manx Rally Championship to run for 2023.

© Janet Wright



© Janet Wright



Skoda Fabia R5 3rd Generation rally car.

Fresh from its last outing in the British Rally Championship, The Inspira Team Škoda Fabia uses a 5-speed 4 wheel drive transmission system connected to a 1.6 litre turbocharged 4 cylinder engine which produces 287 bhp and 313 lb-ft of torque. It has McPherson strut front and rear suspension and disc brakes on all four wheels.

Driven by Ruairi Bell from London, who finished 4th overall in the 2022 British Rally Championship. He took his first British Rally Championship win on the final round of the 2022 championship, the Visit Conway Cambrian rally, finished 3rd on the Grampian Forest rally, 3rd on the Trackrod rally Yorkshire, 3rd on Rali Bae Ceredigion and 6th on the Jim Clark rally with navigator Max Freeman.

1972 Nissan Skyline 2000GT-R

The Skyline 2000GT-R first appeared in 1969, but this model first appeared in September 1972 at the Tokyo Motor Show bearing the number 73, suggesting it would compete in the 1973 racing season. Unfortunately, the Nissan works team stopped operating because of other projects including the development of anti-pollution technology and also improvement of fuel efficiency. The car was fully restored in 2017 by "Nissan Restoration Club".

Powered by a 1989cc in line 6 cylinder 4-valve DOHC engine which produces 158 bhp and 177 NM of torque. It has independent strut and semi-trailing arm suspension with disc brakes front and rear.

The bodywork featured a number of changes from the regular GT-R which included a heavily revised front end, large wheel arch extensions and a switch to multi-spoke wheels and racing tyres.





Excellent display of NASCARs Kurt Busch 2010 Dodge Charger, Ricky Rudd 1993 Chevrolet Lumina and Bubba Wallace 2017 Ford Mustang

© Simon Wright



Ward Burton 2007 Chevrolet Impala SS

© Simon Wright



1993 Chevrolet Lumina of Ricky Rudd

© Janet Wright



2007 Jeff Gordon Chevrolet Impala

© Syd Wall

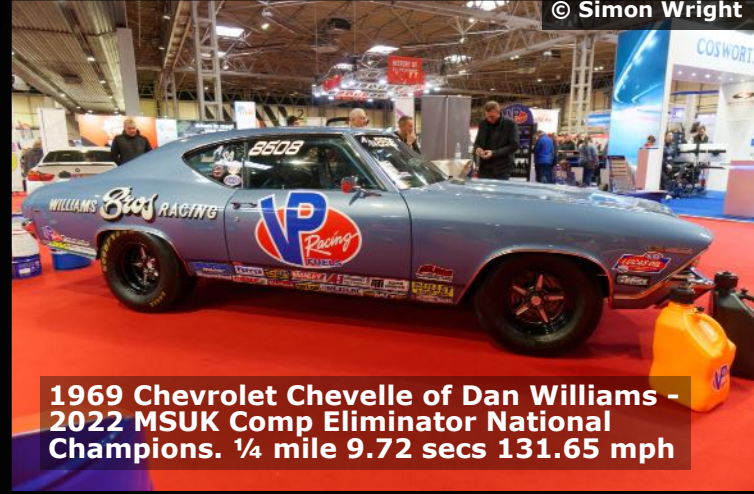


Straight to the Point stunning '37 Ford Dragster

© Janet Wright



© Simon Wright



1969 Chevrolet Chevelle of Dan Williams - 2022 MSUK Comp Eliminator National Champions. 1/4 mile 9.72 secs 131.65 mph



© Simon Wright



BMW Racing Drivers Club Kumho BMW Championship



VW Fun Cup

Worlds Fastest Mini.
 Space-frame chassis with carbon fibre bodywork. Powered by a Radical Powertech Engineering 2.6 litre V8 engine producing 380 bhp and 215 lb-ft of torque. Connected to a Xtrac 416 World Touring car gearbox, modified to run upside down. 6-Speed sequential with paddle shift. Twin wishbone suspension front and rear with 4-way adjustable Ohlins dampers and adjustable anti-roll bar. Ventilated front disc brakes with AP racing 4 pot calipers, with solid rear discs with single calipers.
 Max speed 158 mph? 62 mph in 1st.

© Simon Wright



© Janet Wright

MEV G-Type Exocet.
 Built from a Mazda MX5 donor car, the kit costs £3,995 plus VAT. It uses the Mazda 1.6 litre DOHC engine which develops 115 hp or the 1.8 litre DOHC engine which develops 143 hp. It attaches to the 5-Speed transmission. The suspension is coil-over, double wishbone suspension front and rear. The brakes are Wilwood 4-piston discs front and rear.
 With a kerb weight of just 675 kg it has a top speed of 130 mph and can accelerate from 0-60 mph in 5.8 seconds



© Simon Wright

Chevrolet 'Rotavette' Corvette Drift Car.
 Axel Hildebrand wanted to make a special Drift car. So a turbocharged triple rotor Mazda 20b engine was developed in-house at Anglo American Oil company by Axel, George Batty and Robert Hare (Colehill Customs) and fitted to a 2006 Chevrolet Corvette. On low boost it develops 800 bhp. The drivetrain is a Quaife 69G sequential gearbox with a Winters performance quick change differential and Direct Clutch Services twin plate clutch. 2022 events included Goodwood Festival of Speed, LZ Festival and Silverstone Trax



MG Car Club MG Trophy MG ZR 170

Classic Sports Car Club



CSCC Stand featured the 2018 championship winning BMW E30 320i from Graves Motorsport, suitable for the new Class E CSCC Future Classics Series.

© Simon Wright

British Women Racing Drivers Club.



Warrior off-road racing

© Janet Wright

Ferrari Owners Club of Great Britain



© Simon Wright

Nicky Paul-Barron Ferrari 355 Challenge



Harvey (aged 8) & Josh Goodall BC Racing - Goodall Motorsport Nissan 350Z Drifting



ITG Filters had a stunning Aston Martin Valkyrie on display



Ford Fiesta



© Syd Wall

The GT40 Enthusiasts Club celebrated 100 years of Le Mans with a line up of replica Ford GT 40s of the top 3 finishers, 24 Hours of Le Mans 1967



© Simon Wright

2022 Williams Mercedes FW44 F1 Grand Prix car

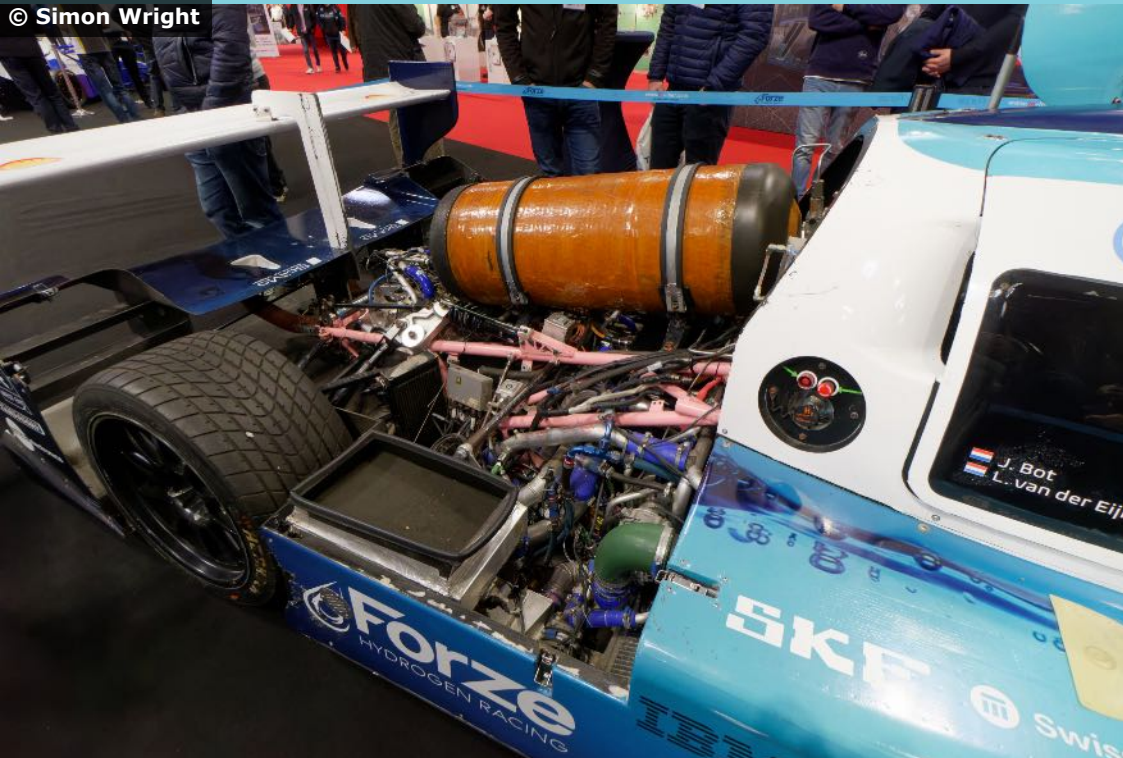
The Engineering Show

Forze IX.- The fastest hydrogen-electric race car in the World.

Faster, more power and zero-emissions. A breakthrough in sustainable racing. The Forze IX is the newest hydrogen-electric race car which aims for race winning performance. It is designed to compete in the GT Class of the Dutch Supercar Challenge Series.

The Fuel Cell develops 240kW (327 hp) and Boost power is 600kW (805 hp). This gives a top speed of 300 km/h (186 mph) and an acceleration time of under 3 seconds for 0–62 mph. The car has taken over 2 years to develop. One problem the team still have to solve regards refuelling. To refuel a hydrogen car requires a special refuel station as hydrogen is loaded under pressure of 700 bar and as it is compressed it needs to be cooled as well. There are only a few Hydrogen fuelling stations in the Netherlands, so the team will need to develop a mobile refuelling option for use as racing circuits.

© Simon Wright





BRSCC Formula Foundation.

A ground-breaking fully electric single seater racing series from the BRSCC. The project has been over a year in development and the FF-E1 electric single seater race car has been designed and built in the UK in co-operation with project partners RSR Technology Ltd.

The aim of the series is to deliver the World's first club level single seater EV racing opportunity. Formula Foundation is focussed on both privateer drivers and also race teams looking to support drivers who may be interested in developing a career in to the rapidly growing world of EV racing.

The FF-E1 is built by RSR Technologies Ltd around an ultra-safe FIA spec T 45 steel tubular space frame, the first steel chassis race car to incorporate an FIA spec Halo protection system. Also on the safety side are F1 style 8-tonne rated wheel retaining tethers on all 4 hubs. The Battery pack and EV power unit are positioned behind the driver and drive the rear wheels.

The 120kW (160 bhp) power unit gives a top speed of 130 mph and can accelerate from 0-60 mph in 3 seconds.

FC1-X Electric rallycross racer.

This new electric powered FC1-X rallycross racer will make its debut this season. The battery has a capacity of 51.27 kWh with a maximum voltage of 870V. The electric power unit produces Peak power of 787kW (1055 bhp) and 811 lb-ft of torque. It is coupled to the FC1-X's four motor 4-Wheel drive system. The relatively light weight of 1245kg means that it can accelerate from 0-60 mph in 1.4 seconds, more than half a second quicker than a F1 car. A field of FC1-Xs will compete in this year's Nitro RX series which starts at Lydden Hill in England on the 18th-19th June 2023. There will be further events in Sweden, Finland, Saudi Arabia, Canada and four races at different venues in the USA.

It has been tested by rallycross star Andrea Bakkerud who was impressed by both the speed but also the toughness. The battery will allow 13 minutes of flat out racing, with a rapid recharge time of 25 minutes





© Syd Wall

Ariel Hipercar by Syd Wall.

The Ariel Hipercar (High Performance Carbon Reduction) is never going to win any beauty contests - only it's Mum could love it - so it didn't really set the pulses racing on the EV Showcase stand. And anyway, who wants yet another impractical short range electric supercar? Yes, it will get you from 0-60mph in a fraction over 2 seconds but the range is only in the region of 150 miles and those looks are never going to get the punters into the showroom. What does make this such an exciting prospect for the future of electric vehicles is the tiny jet engine in the back. The Cat Gen (Catalytic Generator), developed by Delta Cosworth, is a small device which generates a hot, high pressure fuel and air mixture to drive a turbine which in turn powers a generator, producing electricity to charge the car's batteries.

It's been developed to be a last resort device, to be used

on occasions where charging via a plug isn't an option or for use on longer journeys to recharge without stopping. Within a normal road car's driving cycle, the Cat Gen can supply power to keep the car going but it won't be able to keep up with the power requirements when in Hipercar mode on the track

The Cat Gen produces extremely low emissions and can run on carbon neutral fuels, removing the need for fossil fuels altogether, though it can run on any fuel with minor modifications. The developers have Cat Gens installed in two Ford Transit PHEVs for long term tests and while in charge sustaining cycles, they're seeing NOx emissions only 3% of the Euro 6 limits for an ICE Transit van. Quite remarkable.

Given the investment this incredible piece of British engineering deserves, the target is to produce 100,000+ units per year at a cost of under £2000. Read more at the Cosworth website.



© Simon wright

Autosport International Live Action Arena

National Exhibition Centre, Birmingham.
12th-15th January 2023.
By Simon Wright with additional photos by Syd Wall.



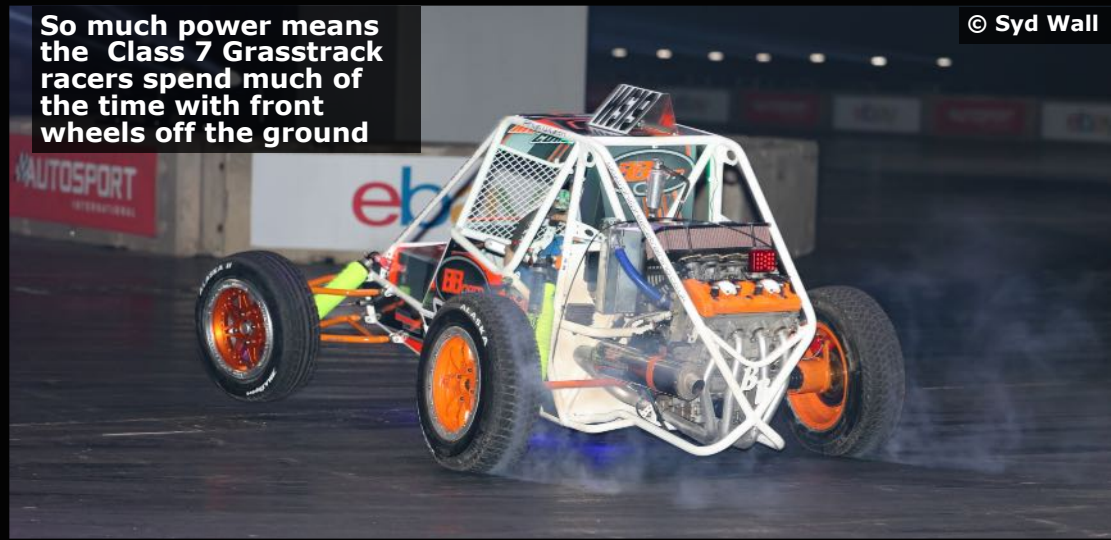
British power from the BRISCA racers

One of the high-lights of Autosport International for years has been the Live Action Arena show. Located in hall 5, one of the larger halls, this year the show was included in the admission price. With a large grandstand occupying half the hall, the show was run 5 times a day over the weekend and once on Thursday and Friday. Action took place round a large oval course with short 'races' for Brisca Stock cars, Grass track racers and rallycross cars plus some fantastic stunt and precision driving displays by Terry Grant, Stunt Driver and the Team Maximum Lock Stunt and Precision Driving Team, which also included some incredible aerial bike ramp jumps. Each show lasted between 45 minutes and an hour and was hosted by ex-Grand Prix driver Johnny Herbert. See our short video of some of the action on our You Tube Channel Classic and Competition Car https://youtu.be/_1R4EsdtMjg



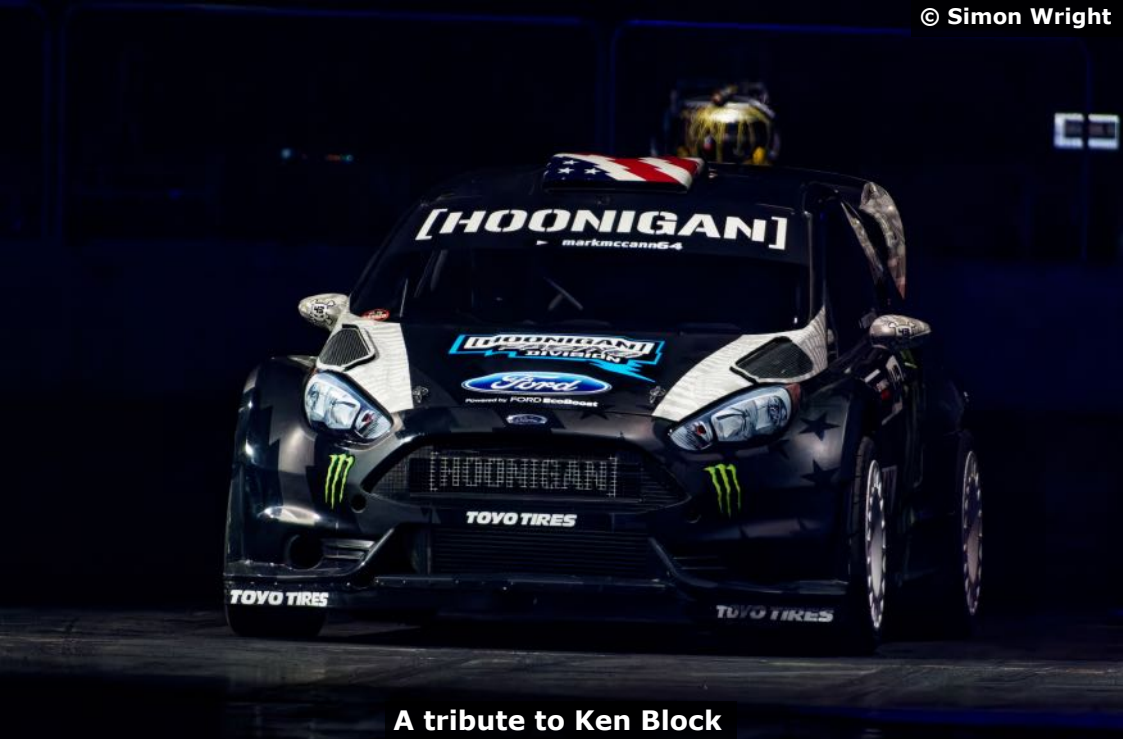
Twin rear-engined Class 7 Grasstrack racers were spectacular as ever

So much power means the Class 7 Grasstrack racers spend much of the time with front wheels off the ground



Motorcycle back flips and flying leaps





A tribute to Ken Block



Ex f1 driver Johnny Herbert was the host



Rallycross old and new - Supercar Fiesta with new British Champ Pat O'Donovan chasing Electric RX2e driven by experienced Kevin Hansen



Autograss Class 8 The Specials



Ford RS200 Evo Group B Historic rallycross



5 Nations British Rallycross Dom Flitney Volvo C30 WRX Supercar



Autograss Class 8 The Specials

5 Nations British rallycross British Champion
Pat O'Donovan Ford Fiesta



Brisca Formula One Stock car



Ollie O'Donovan Peugeot 306 Supercar Historic Rallycross



Ollie O'Donovan Ford Fiesta 5 Nations British rallycross





Brisca Formula One Stock car



Team Maximum Lock - Stunt and Precision driving



Terry Grant - Stunt Driver.



Brisca Formula One Stock car

The Performance and Tuning Car Show

NEC, Birmingham.

12th-15th January 2023.

By Simon & Janet Wright

© Simon Wright



2015 Lamborghini Aventador V12 S-A



The Performance and Tuning Car Show is always held in conjunction with Autosport International- The Racing car Show, with admission to both shows. This year it felt like it could have been called the GT-R show as there seemed to be Nissan GT-Rs on almost every display. Interestingly, the show's organisers were on the hunt for Britain's most impressive

modified car and a judging panel and the public selected the Vauxhall Astra VXR owned by Simon Kelly. It won UK's Top Tuned Car campaign by a significant margin, with massive support from followers of his social media channels (@skellyvvr). He decided to turn his Astra VXR into a race car-like sports car. He has added a rear spoiler, side exit exhaust, air suspension and added a roll cage. The modified engine produces

400+ bhp. The competition was to celebrate the growth of the Tuning Industry in the last two decades and was supported by Fast Car magazine. The two runners up were the Ford Escort Mexico Mk2 of Andy Devine and the Ford Focus ST Mk4 of Sam Wells. All three cars were displayed together over the weekend of the show in Hall 4 on the Fast Car stand.



Vauxhall Astra VXR



Ford Escort Mexico Mk2



Ford Focus ST Mk4



© Simon Wright

Ferrari F355 Berlinetta



© Simon Wright

Lamborghini Huracán



© Janet Wright

2016 Ultima Can Am



© Janet Wright

Mercedes Benz AMG GT V8 Biturbo



© Janet Wright

Porsche



© Simon Wright

Ferrari 296



© Simon Wright

Maserati MC20



© Simon Wright

Jaguar XK
February 2023

Koenigsegg Regera d'Elegance.

Unveiled at the 2015 Geneva Motor Show, The Koenigsegg Regera is a limited 80 car production, plug-in hybrid Grand Touring sports car manufactured in Sweden. Unlike previous Koenigsegg models, this was designed as a Grand Tourer and not for track performance.

Powered by a 5 litre, twin turbocharged V8 engine along with two electric YASA 750 R motors. Plus a third YASA P400 motor The petrol and electric motors give a combined output of 1,500 bhp, It can travel 22 miles on battery power. The car features a special Koenigsegg Direct-Drive transmission system, using a single speed fixed-gear transmission. The electric motors drive the front wheels below 30 mph.

The car has a claimed top speed of 251 mph (electronically limited) and can accelerate from 0-62 mph in 2.8 seconds and to 124 mph in 6.6 seconds

1972 Datsun 240Z.

Japanese cars were dominant throughout the Performance Car Show. One of the more interesting and unusual was this classic icon, the Datsun 240Z. Known in Japan as the Fairlady Z, this distinctive styling and impressive performance made the car a popular model all over the World when launched in 1969 and produced until 1973. The front mounted 2 litre straight six SOHC engine used twin SU type Hitachi one-barrel side draught carburettor's and produced 128 hp. It drove the rear wheels through a 4-Speed or 5-Speed manual gearbox. It had a top speed of 125 mph and could accelerate from 0-60 mph in 8 seconds. This car has a modified 2.8 litre engine fitted, producing around 225 bhp.



1996 Nissan Skyline R33 GT-R V-Spec LM Limited Series 2

Nissan GT-R



Nissan Series 2 R34 GT-R



2019 Nissan GT-R Kream Developments



2010 Nissan GT-R



Nissan R33 Skyline 30th anniversary GTS 2 litre SOHC 16 -128 bhp



Nissan R33 GT-R (580 bhp)



Nissan Series 2 R34 GTT Skyline



2015 Style Nissan GT-R



2.8 litre engine from a 2000 Nissan GT-R



Toyota Celica Fastback



Ford Mustang



Subaru Impreza
GC8 M20B
Widebody of
Tommy Kaira



2014 McLaren P1



GT40 Mk1 Gulf Replica by Tornado



Heritage C-Type Jaguar replica



BMW Z1

Countach by Mirage. Replica of Lamborghini Countach with 5.7 litre Chevrolet V8



Bentley Gibbs Special



1979 Ferrari 308 GTS

February 2023



Speedster 387 Retromod Porsche replica



Ginetta G40



Alpine A110 Gp4 Rally car

VSCC New Years Day Gathering

Much Marcle, Herefordshire,
1st January 2023.
By Peter McFadyen.





A Morris 8 Tourer on its way to the event passes the famous Much Marcle Garage, a listed building which began life as an aircraft hangar in World War 1



Harry Bowers arrives at the Royal Oak in his rare and much admired Peugeot 202 believed to be one of only two in the UK

New Year's Day in Herefordshire

For well over two decades, New Year's Day has been marked in Herefordshire by a gathering of old cars, initially at The Verzons near Ross on Wye but latterly in the

grounds of The Royal Oak Inn near Much Marcle. It is not a VSCC event as such although most of those in charge are very active members of that club and, unlike many similar gatherings, entry is restricted to pre-war vehicles only, classics and others coming to see the cars and perhaps meet their owners being welcome to park along the verge



A Wolseley flanked by two BSA Scouts, a late Tourer and a slightly earlier fixed-head coupé



A BSA Fixed Head Coupé leaving the gathering

1934 Vauxhall 14HP 'Light Six' Stratford Tourer



© Peter McFadyen

© Peter McFadyen



A Rolls Royce driver enjoys a comfortable ride home

of the A449.

This year there were 133 cars present, many of them Austins, mostly Sevens but also several larger models. Sixteen Morgan 3-Wheelers occupied their usual favoured



© Peter McFadyen

A Salmson Grand Sport undergoes critical examination



© Peter McFadyen

A 1936 Alvis Silver Eagle with coachwork by Cross & Ellis. It is powered by a 2.4 litre straight-6 with 3 SU carburettors and has a 4-speed all synchromesh gearbox, unusual at a time when most cars had 'crash' boxes

section of the car park while there were nine Rileys and similar numbers of Alvis and Morris along with six Rolls Royces and three Bentleys. However, it was the two

© Peter McFadyen



This 1923 Bullnose Morris Oxford appeared in the TV series Jeeves and Wooster



© Peter McFadyen

One of the VSCC's 'larger than life' personalities 'Hicky' Hickling on the road in his Edwardian Sunbeam

© Peter McFadyen



The 2 Invictas belong to the Milne-Taylor family. On Left is the concours-winning S-Type low chassis car and beside it the high-chassis NLC model



Two Frazer Nash-BMWs, Richard Gatley's 319/45 Saloon often seen competing in hill climbs and sprints and John Muschamp's 328

Invictas brought by Philip Milne-Taylor and his daughter Victoria Taylor-Duxbury which drew most attention, the low chassis Type S open car winning the concours which was decided by other drivers' vote for the car, other than their own, which they would most like to take home. Second and third in this lighthearted competition were Mike Hatcher's 1934 British Salmson and Mark Yeoman's Lagonda M45. There was also an award for the longest distance travelled which, as last year, went to Mike Sythes and his Frazer Nash-BMW 319/55 who had motored from Wiltshire to be there.

© Peter McFadyen





A 1927 Austin 20/4 with bodywork by Mulliners



© Peter McFadyen

The Bert Hadley Championship stickers hint at the competition credentials of this Austin Seven which is equally at home on the road driven by Ted Elwes.



© Peter McFadyen



© Peter McFadyen



A 1936 Rover 12HP open 4-seater for which the first owner paid £288. It has a 4-cylinder 1496cc OHV engine and features included Bijur automatic chassis lubrication



Alexandra Milne-Taylor, a regular trials competitor in her AJS, heading for home in the family Riley Brooklands



One of the many Austin 7s begins a rather cool drive home



1921 Ford Model T

Another regular VSCC trials competitor, Anne Peake on the road in her Austin 7



1935 Morgan Super Sports



A view of part of the gathering with Mark Yeoman's blue Lagonda M45 with its engine on view in the foreground



© Peter McFadyen

© Peter McFadyen

Gilly Howard-Orchard in her 1100cc Vernon Derby still proudly sporting its number from a recent visit to the Montlhery vintage festival



© Peter McFadyen



Family pets riding in the back seat of this Alvis

© Peter McFadyen



Joining the Rolls Royces in the 'prestige' cars line-up – some would say outshining them – was this 1937 Railton Cobham Saloon, an original, unrestored example with Hudson 4.2 litre straight eight engine

Aston Martin DBS 770 Ultimate





The DBS range has been the pinnacle of Aston Martin's series production range. Cars of exquisite style and performance, the DBS nameplate has been attached to some of Aston Martin's finest flagship cars. Since 2018 the DBS has been at the top of the production models, a twin turbo V12 powerhouse with fantastic performance and unmatched style. With production of the current generation DBS nearing its end, Aston Martin have introduced the limited edition DBS 770 Ultimate. Only 499 cars will be produced and the



order book is already closed. This is the most powerful production Aston Martin ever built, the last word in the current range. The updated 5.2 litre V12 quad-cam engine produces 760 bhp and 664 lb-ft of torque. The engine has benefited to improvements to both airflow and ignition modifications together with a 7% increase in maximum turbo boost pressure. The power is fed through an 8-Speed ZF automatic transmission and mechanical Limited Slip Differential (LSD) mounted at the rear of the car. Additionally, the DBS 770



Ultimate receives a unique transmission calibration to enhance shift speeds and driver interaction, contributing to the ultimate driving experience. This gives the car a top speed of 211 mph.

Stopping power is provided by a Carbon Ceramic Braking system, with the same size discs, front and rear, as fitted to the DBS. Improvements have also been made to steering response and increased level of detailed feedback by fitting a new solid mounted steering column, giving the driver more precise connection with the road surface to gauge available grip. Also front end lateral stiffness has been improved by 25% by fitting an enhanced front cross member and thick rear under-tray, which also increases global torsional stiffness by 3% for perfectly balanced driving dynamics.

Improvements have also been made to the Adaptive Damping System (ADS) with the DBS 770 Ultimate receiving unique damper calibration and software tuning, focusing on control without compromise to ride quality.

Modifications have also been made to the body to increase air flow through the radiators and enhance thermal management. Some carbon fibre details have been

added to the body, including mirror caps and sill elements which visually lower the side profile towards the rear wheels. The wheels are a new, unique 21 inch style available in 3 finishes - Satin Silver, Satin Black or Satin Black with Diamond Turned finish..These have taken inspiration from the Aston Martin Valkyrie and Victor. Pirelli P Zero high performance tyres are fitted as standard. The interior features Sports Plus seats trimmed in full semi-aniline leather and Alcantara, featuring a fluted quit and

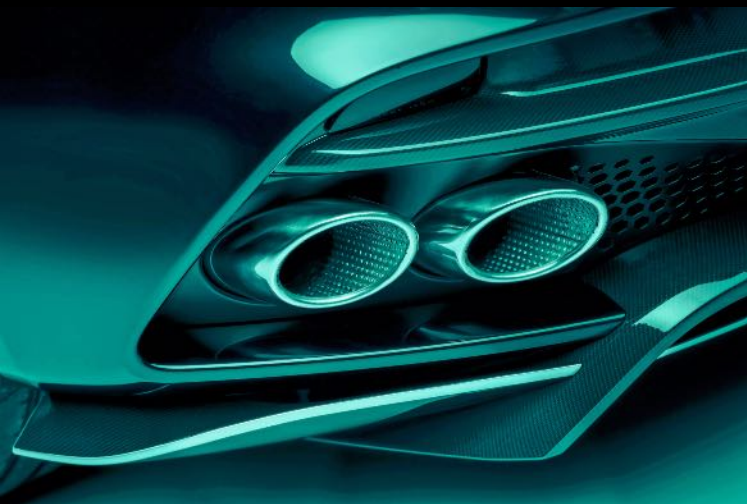




perforation pattern as standard. A bespoke trim split has been introduced with contrast colours linked to welt and stitching. There is also a tailor-made strap and buckle badge featuring an etched DBS 770 Ultimate logo. Aston Martin's Performance seat can also be selected as an

option. Carbon fibre gearshift paddles are also fitted as standard. Finally the car is fitted with a unique set of sill plaques featuring the Aston Martin wings logo, the DBS 770 Ultimate logo

and a unique Limited Edition number. It will be available in both Coupé and Volante form. There will be 300 Coupes and 199 Volantes. Production is due to commence in Quarter 1 of 2023, with first deliveries scheduled to begin during Quarter 3 2023.





Footman James Coffee & Chrome Collective.
Impney Estate, Droitwich.
8th January 2023.
By Simon & Janet Wright.

Ford's most popular cars fifty years apart. A 1924 Ford Model T Coupe and a 1977 Ford Cortina Mk4



impressive and there was a nice selection of food and drink trade stands providing refreshments at reasonable prices. The early arrivals got the prime parking spots down the side and across the front of the hotel, which offers some fantastic photo opportunities of including the French styled Chateau Impney hotel in the background.



The first Coffee & Chrome Collective meeting of the year took place outside the Chateau Impney Hotel in the grounds of the Impney Estate. The entry for this winter meeting was limited to around 250 vehicles, which allowed all the vehicles to be parked on hard standing tarmac. The company have instigated a new booking in system for the invited attendance, which appeared to work very well.



The weather was cold but dry and cloudy for the majority of the meeting, with the sun making an appearance mid-morning. As usual for these meetings the variety of vehicles was



The Ford Model A has always been a very popular model for modification to a custom car or Hot Rod. The Model A was built between 1927 and 1931 replacing the Model T. By February 1929 over one million had been sold and by the middle of July they had sold two million. When production stopped in 1932 over 4 million eight hundred thousand had been sold. Originally sold with a 3.3 litre straight 4 engine producing 40 hp and giving a top speed of 65 mph.



1991 Midas coupe



1972 Triumph Stag



1973 Ford Capri XL 1600



1958 Chevrolet Belair.



2006 Lotus Elise



Fiat X/19



1985 Mini 1000 Ritz



1985 Mercedes Benz 380SL R107 convertible

1965 Ford Anglia 105E De Luxe Estate.

The fourth generation Anglia 105E was produced between 1959 and 1968, with over one million built. The Estate version was introduced in 1961. The Anglia also had a new 997cc OHV straight four engine which produced 38 hp and 51 lb-ft of torque. It was connected to a 4-Speed manual gearbox, driving the rear wheels. It had Macpherson-strut independent front suspension carried forward from the previous model. The Anglia Super was introduced in September 1962 with a bigger 1198cc engine option from the new Ford Cortina.

When tested in 1959, the Anglia had a top speed of 73.8 mph and could accelerate from 0-60 mph in 26.9 seconds. It could travel 41.2 miles per gallon. The Saloon originally cost £7610 including taxes.



1995 Peugeot 306 Roland Garros Convertible.

This was a limited edition model with only 500 made World wide of the Auto Convertible in the classic French Roland Garros Open Tennis colours of green with white leather and checked seats with red seat belts. It has a powered hood, with electric windows and mirrors and power steering.

There are front fog lights fitted. It is powered by a 2 litre petrol engine which develops 123 bhp, driving the front wheels. It can accelerate from 0-60 mph in 12.6 seconds, with a top speed of 118 mph.

The list of optional equipment included ABS, Alloy Wheels, CD Multi-changer, Drivers airbag, height adjustable drivers seat, heated mirrors and a full size spare wheel and tyre.

As of 2022, there is only 1 manual and 16 Automatic versions of the Peugeot 306 Roland Garros still licensed for road use in the UK.



© Janet Wright



2003 MG ZS



1967 Vanden Plas Princess 4 Litre



2018 Pilgrim Sumo Sports 'AC Cobra' replica



1988 TVR Tasmin



Ford Generations 1967 Ford Mustang GT Fastback, 1924 Ford Model T Coupe and 1977 Ford Cortina 1.6L Mk4.

Ferrari Testarossa

One of the most iconic Ferrari sports cars with its distinctive side grooved air intakes or strakes. The Pininfarina designed model was built between 1984 and 1996 with almost 10,000 produced at Maranello in Italy, making it one of the most mass-produced Ferrari models. It replaced the Ferrari 512 BBi.

Powered by a 4.9 litre flat-12 DOHC, dry-sump engine, with 4 valves per cylinder, mounted behind the driver, driving the rear wheels through a 5-Speed manual gearbox. The Flat-12 produces 385 hp and 361 lb-ft of torque. This gives a top speed of 180 mph, with a 0-62 mph time of 5.8 seconds and the standing ¼ mile in 13.5 seconds. To keep the cockpit cool the radiators were mounted on the side of the car instead of at the front. The hot air exits through vents on the engine cover. The side strakes make the car wider at the rear than the front, which improves stability. It has double wishbone suspension front and rear and 10 inch wide alloy rear wheels which help improve traction.



1981 Austin Allegro 3 1.3 HL.

The Austin Allegro replaced the very popular Austin 1100/1300 range as the small family car in the Austin-Morris range. It was built at Longbridge between 1973 and 1982. In ten years just over 642,000 were produced, less than a 1/3rd of the 100/1300 cars sold in the previous eleven years.

It was powered by the same A series engine as the previous 1100/1300, with additional 1500 and 1750 models powered by the SOHC E-Series engine from the Austin Maxi. It had the new Hydragas suspension system, a development of the Hydrolastic system used on the 1100/1300 range. It was front wheel drive, but unlike most competitors at the time, it had a separate boot and was not a hatchback design. When launched it was also known for having a square steering wheel, which was soon replaced with a more conventional round one.

The Allegro 3 ran from 1979 to 1982. The 1.3HL used a 1275cc A Series engine which developed 62 hp and 72 lb-ft of torque.





1958 Ford Popular Hot Rod



1988 Volvo 240 2.3 manual pickup truck



BMW 840 Ci



Mercedes Trio, two SLK 55 and a SLK 200



1974 Chevrolet Custom/30 pickup truck



1963 Porsche 356 Coupe



2004 Rover 75 Tourer CDT Connoisseur SE



1993 Toyota Supra Mk4

1975 Triumph Toledo.

Compact family car built by Triumph, part of British Leyland, between 1970 and 1976. It replaced the front wheel drive Triumph 1300 with a more conventional front engine, rear wheel drive configuration with a live rear axle and coil spring rear suspension. It had drum brakes all round. Initially it was only available as a 2 door saloon, but a 4 door "special export" version was launched at the 1971 Geneva Motor Show. The 4 door version also had radial tyres fitted to compensate for the additional 50 kg of weight added by the 2 additional rear doors. The 2 door version was dropped in march 1975. The 1296cc Standard SC 4 cylinder engine developed 58 bhp. This gave a top speed of 85 mph and a 0-60 mph time of 17.1 seconds. In 1975 the original Triumph Herald gearbox was replaced by the Triumph Spitfire box. The Toledo was replaced by the Dolomite 1300 in March 1976 after nearly 120,000 Toledo cars were built, making it one of Triumph's best selling small saloon cars.



2006 TVR Sagaris.

Only 211 were produced between 2005-2006 in Blackpool. The 2-door coupe sports car has a fibreglass body fitted to a tubular steel chassis. The 4 litre Speed Six in-line DOHC engine is longitudinal mounted front mid-engine driving the rear wheels through a 5-Speed manual gearbox. The engine produces 406 bhp and 349 lb-ft of torque. This gives it a top speed of 185 mph with a 0-60 mph time of 3.7 seconds. Braking from 60 to 0 mph in 2.9 seconds. It was based on the TVR T350 and designed with Endurance Racing in mind. As usual for TVR cars, they ignored European Union guidelines to fit ABS and airbags, believing that such devices promote over confidence which could result in more accidents. It also lacked electronic driver aids such as Traction Control and Electronic Stability control. The suspension is Independent double wishbone coil over gas dampers on all four corners. Ventilated discs are used for front and rear brakes, with 18 inch alloy wheels all round.





**1928 Delage DR70
6 cylinder 2 1/2 litre Saloon**



1956 MG A



1967 Triumph Spitfire 4 Mk2



2008 Ferrari F430 Spider.



1964 Triumph Vitesse



available in two different lengths, 9 feet 4 inches SC and 10 feet LC to allow for the customers choice of bodywork. The engine size increased to 3 litres in 1926 and 4 ½ litres in 1928.



The new 4 ½ litre, 6 cylinder engine, connected to a manual gearbox, driving the rear wheels, was used in the William Watson designed 4 ½ litre NLC Chassis, available in short 9 feet 10 inches or long 10 feet 6 inches versions.

1930 Invicta 4 ½ litre Series A.

The company was founded by Noel Macklin with Oliver Lyle

of the sugar family providing the finance. Assembly took place at Macklin's garage on the main London to Portsmouth road in Cobham, Surrey. The first production Invicta car was built in 1925. The 2 ½ litre used a Meadows straight six, ohv engine and 4-Speed gearbox fitted in a chassis with semi elliptical springs all round. It cost £595. The chassis was



It was replaced by the less expensive A Type in 1930. This ran until 1934. The 4 ½ litre 6 cylinder engine developed 29.1 hp using twin SU carburettors. It also had a dual ignition system, coil and magneto. The body is made from Aluminium with steel wings.



Austin Cambridge Hot Rod



Sports Car icons - 2017 Chevrolet Corvette C7 and 1961 Jaguar E-Type



1969 Ford LTD

**Pre-War Austin 7 Club -
Dave Wilcox Memorial Trial**
Lockwell Hill Activity Centre
29th December 2022.
By David Goose & Stuart Yates of
Motorsport Imagery.



**An Overall win on the day for
Matt Johnson in his Austin 7**



Ready for the hills

For those wanting a break from the Christmas festivities what better way than the annual Dave Wilcox Memorial Trial. Held between Christmas and New Year, again at the Lockwell Hill Activity Centre. A venue which, due to the makeup of the hills, along with the ground being quite sandy does not get too muddy unlike some of the previous venues. Some of which were very difficult if the weather

Walking the Hill, always a good idea



had been very wet and inclement running up to the trial.

This year, or should we now say, "last year", it was good to see so many younger faces and new competitors in the

novice class. Organisers were very glad to see this and commented that with the terrain being forgiving, it was hoped the new first-time entrants would soon become regulars on the trial calendar.



Drivers Briefing

Entries were slightly down in numbers this year, one reason given was the lack of VSCC cars entered unlike when it was held at Butts Quarry. Many hills used there were similar to those used in the VSCC Derbyshire Trial In



Bruce Robinson not wanting to get the Austin 7 Cambridge dirty too soon

Harley Matts taking part in his first event

© Motorsport Imagery



First in Novice Class for Lucy Bickerstaff, Austin 7 Ulster

© Motorsport Imagery



March, so the Christmas event was often seen as a chance to “recce” them prior to the VSCC trial.

Apart from two or three different “marques” the event would have an all Austin 7 entry. So would some of the novices shine on the day or would it be business as usual for the

© Motorsport Imagery





With an excellent score of 408, Lucy Denton was First Lady

regular drivers, time would tell!

With the reduced entry numbers the start time for the event was put back to 10.00am, no excuse to not have a hot drink and bacon roll from the on-site catering, a welcome



Stranded mid-way with the Ford Model A for Russell Webster

benefit to the venue.

On the day the weather was bright with the odd sunny spell but a cold wind. The hills in the trees being noticeably colder than some of the others. It was pointed out to us several times by the team who set up the hills the day before how bad the rain was for them, many thanks to them ! Apart from the puddles on the flat areas at the top of the venue, you would not have known it had been that bad. Each hill would be driven twice in the morning, then twice



Matthew Moore fully committed with his Austin 7 Chummy

again in the afternoon. A stop-start being added to some of the hills for the afternoon runs.

It was interesting how several of the hills were more "technical", meaning it was not a case of speed will get you to the finish. Tight turns along the hill made for some very careful driving being required, especially for the "bigger" cars. Two that come to mind being the Ford Model A being driven by Russell Webster, who unfortunately withdrew before the second runs in the afternoon. The other being

Adam Forster leans the Austin 7 RK into a tight turn

© Motorsport Imagery



David Golightly in his Ford Model T Special, failing at the same point (marker 4) on hill 3 in both his afternoon runs.

Negotiating some of the tight turns looked fun, several of the Saloons were leaning to some acute angles, the look on the drivers face telling the story. It was a fine drive for a first event for Harley Matts in an

Richard Derrick with his Austin 7 Chummy, not too close to the marker



© Motorsport Imagery

Austin 7 Cambridge, managing to clear all the hills on his second run in the morning. On to the results and the Novice Class gave us some stars in the making. First place being taken by Lucy Bickerstaff

driving an Austin 7 Ulster with a score of 400. Second place with 396 was Harvey Fox in an Austin 7. In the Standard Class it was David Johnson in first and George Daniell second. First Lady was Lucy Denton with a fine score of 408, only 2 off the Overall win.

© Motorsport Imagery



Matt Johnston checking tyre pressures

© Motorsport Imagery



Cressida de Little negotiates a Stop-Start on one of the afternoon hills

David Golightly,
Ford Model T Special



© Motorsport Imagery

First Overall was Matt Johnston in his Austin 7 with a total of 410, Second place went to Jonathan Storer in his Austin 7 Chummy, also with 410. The result had to be calculated on a "count back". they both had clear runs in the morning, but on the first afternoon runs Jonathan Storer



Isaac Ball attempts the Stop-Start

dropped points before Matt. A fitting way to end a great day on the hills, the result being so close. Till next year.

© Motorsport Imagery



Furgus Gunn emerges from the bracken – Austin 7 Ulster Sports



David Johnson taking his Austin 7 Chummy to first place in the Standard Class



© Motorsport Imagery

Madeleine Baxter, a good solid result in the Austin 7 Ulster



© Motorsport Imagery

Runner Up in the Standard Class for George Daniel

© Motorsport Imagery



© Motorsport Imagery

Second in Novice Class, Harvey Fox, Austin 7



© Motorsport Imagery

Zoe Duffin pushes her Austin 7 to the max

Honda Jazz Update





Jazz Sport profile

Honda has increased the appeal of the Jazz line-up by announcing upgrades across the Jazz e:HEV range. These include exterior styling, new alloy wheel designs and interior style enhancements. A revised e:HEV powertrain offers improved drivability and more power while maintaining high levels of efficiency.

The Elegance and Advance grades feature a new defined grille design along with darker headlight inserts. The front and rear bumpers are more sculptured and complimented by textured lower sections, which give the Jazz a more purposeful look. There are also revised colours for the Advances's alloy wheel design complete the exterior changes.

The interior features revisions to the colour, material and

finish.

The Jazz Crosstar also has several exterior design upgrades that heighten its tougher and more adventurous appearance. The new grille features a honeycomb design and is fitted with revised bumpers which feature silver inserts designed to look like underbody protection, and new matching side skirts. Completing the exterior upgrades are a new finish for the alloy wheels and a



Jazz Sport Grille



Jazz Crosstar interior

new exterior colour - Fjord Mist Blue. The interior features new seat upholstery along with changes to the dashboard and door lining along with new trim finish for the dashboard, centre console and minimalist two spoke steering wheel.

The all new Advance Sport Grade is available in an exclusive paint finish - Urban Grey. It also incorporates a unique finish to the front bumper, a sporty lattice grille. It is also identified by gloss black wing mirrors and unique 16 inch alloy wheels. The interior also has specific enhancements to increase the premium sporty feel. The seats are finished in a combination of black synthetic suede and grey synthetic leather. The three spoke steering wheel, centre armrest and door panels are detailed with a contrasting yellow stitch.

The enhanced Jazz e:HEV retains the responsive and

highly efficient advanced hybrid technology. The latest generation e:HEV powertrain comprises of two electric motors, an economical petrol engine connected to an automatic transmission with three intelligent driving modes. The electric motors have received a 10 kW increase, giving it a total output of 90 kW (120 bhp). The generator motor has received an increase of 8 kW, taking it to a peak of 78 kW (104 bhp). Finally the 1.5 litre port-injection engine has gained a 7 kW increase to produce a maximum of 105 bhp. Torque remains at 131 Nm and the hybrid CO2 emissions are from 102 g/km with the Advanced Sport Grade from 105 g/km.

The automatic transmission has also been revised to improve drivability and smoothness. The Crosstar, Elegance and Advanced Grades all feature a new acceleration response concept to increase the sensory feeling of acceleration. The Advanced Sport Grade has had the throttle pedal mapped to deliver increased driving power and improved responsiveness. Also the linear shift





Jazz Sport Interior

control has been updated to give the petrol engine a new, higher shift point of 6,300 rpm. To make the most of the power improvements, the Advanced Sport Grade has changes to the suspension set-up. The front spring rate has decreased by 8% and the rear increased by 20%. This revised front to rear stiffness balance has reduced longitudinal forces for a more dynamic, focused drive. New stiffer dampers have increased traction and cornering speed. The new Jazz retains its class leading levels of interior space, thanks in part to the fuel tank being located beneath the front seats in the



Jazz Sport interior

centre of the chassis. It also has the versatile rear Magic Seats that can fold flat or flip up, depending on cargo space required.

At the request of customers, towing ability has been added to the facelift Jazz, with all models now able to tow 500 kg, allowing for small trailers or bike carriers.

The driving aids and safety features have also been improved. A wider angle lens has been fitted to the high definition camera giving improved awareness of the vehicle

surroundings, including recognition of verges without kerbs or roadside markings. The traffic jam Assist function now features steering support from 0 mph, reducing the burden on drivers when driving in traffic.



Jazz Sport front

2022/23 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series. Round 2 Taupō International Motorsport Park Historic GP meeting featuring Jaguar.

**Taupō International Motorsport Park, Taupō
20-22nd January 2023.**

Prepared on behalf of the New Zealand Formula 5000 Association www.F5000.co.nz

All photos © Fast Company/Matt Smith



Brett Willis (Lola T332) on his way to his first SAS Autoparts MSC NZ F5000 Historic Grand Prix Race win at Taupō International Motorsport Park

© Fast Company/Matt Smith



Tony Galbraith at speed in his Lola T332

GREAT WEATHER HIGHLIGHTS F5000 CARS COMPETITION FOR COVETED HISTORIC GP TITLE AT TAUPO

The 1970's 5.0 litre stock block V8-powered Formula 5000 single-seater racing cars, which competed at Taupo International Motorsport Park did not disappoint at the circuit last weekend.

© Fast Company/Matt Smith



Toby Annabell McLaren M10B in Class A

Sponsored by SAS Autoparts MSC, NZ F5000 were an outstanding spectacle of raw power and close racing that enthralled the large crowd at the now Tony Quinn-owned Taupō International Motorsport Park circuit. Any sub 1:30.000 time is impressive for a 40+ year-old racing car around the tight, technical 14-corner international circuit at Taupō International Motorsport Park and qualifying gave a hint of what was to come with five of the F5000 cars going under that time! Piha resident, Grant Martin qualified fastest at 1.27.295

Current F5000 class form man Kevin Ingram (Lola T332)

© Fast Company/Matt Smith



Grant martin Talon MR1/A won the first race.

failed to qualify, as he had to withdraw from the circuit on the first lap. Tony Roberts, in the 'high wing' McLaren M10A, was the fastest of the older Class A cars, achieving a personal best of 1.32.952.

Race One saw a real battle between the top 6 drivers, with



Kevin Ingram (Lola T332)

engine issues and withdrawn from the racing. Grant Martin was showing a clean pair of heels to the field until the last lap, when this time a rear upright broke going into the big sweeper! The race then came down to Brett Willis, Glenn Richards, Shayne Windelburn and Kevin Ingram all within 3 seconds of each other. Russell Greer was in no-mans-land 18 seconds back, while Tony Roberts just headed Tim Rush McLaren M22, Bruce Kett Lola T332 and Toby Annabell McLaren M10B. Codie Banks was a DNF and Alastair Chalmers, Chevron B32, was unable to race due to a minor collision with Kevin Ingram in the morning race.

The SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series is organised and run with the support sponsors SAS Autoparts, MSC, NZ Express Transport, Bonney's Specialised Bulk Transport, Mobil Lubricants, Pacifica, Avon Tyres, Webdesign and Exide Batteries.

only one second covering their lap times. Grant Martin was able to come out on top in this instance, but was closely followed by five cars within 13 seconds of each other! The return of Brett Willis showed that he had lost none of his skills, only 1 second behind Grant Martin.

Race Two was the ubiquitous Handicap Race, that was full of drama and kept the crowd on its feet until the end! Bruce Kett in his Lola T332 managed to just pip Russell Greer in his Lola T332 to the finishing post by 0.7 of a second, with Brett Willis, Lola T330, only 0.3 of a second behind the first two.

The Historic Grand Prix feature race was a cracker! Grant Martin, in the Talon had the misfortune to break a front upright in Practice on Friday and had driven back to Auckland, machined a spare upright, returned and installed it for Saturday. By now only eleven cars were contesting the HGP, as Tony Galbraith's Lola T332 had developed



© Fast Company/Matt Smith

The Class A winner was Tony Roberts McLaren M10A



Brett Willis, Lola T332.

Results.

Race 1 - 6 laps

Driver	Total Time
1st Grant Martin Talon MR1/A	08:59.7
2nd Brett Willis Lola T332	09:00.7
3rd Glenn Richards Lola T400	09:01.2
4th Codie Banks Lola T332	09:06.3
5th Shayne Windburn Lola T400	09:09.9
6th Kevin Ingram Lola T332	09:13.4
7th Bruce Kent Lola T332	09:17.2
8th Russell Greer Lola T332	09:21.1
9th Tony Roberts McLaren M10A	09:30.3
10th Tim Rush McLaren M22	09:30.8
11th Alastair Chalmers Chevron B32	09:36.9
12th Tony Annabell McLaren M10B	10:02.2
DNS Anthony Galbraith Lola T332	

Race 2 – Handicap. - 6 laps

1st Bruce Kent Lola T332	09:43.1
2nd Russell Greer Lola T332	09:43.9

3rd Brett Willis Lola T332	09:44.1
4th Shayne Windburn Lola T400	09:45.8
5th Codie Banks Lola T332	09:46.3
6th Glenn Richards Lola T400	09:49.5
7th Tim Rush McLaren M22	09:52.8
8th Tony Roberts McLaren M10A	10:04.1
9th Toby Annabell McLaren M10B	10:06.6
10th Grant Martin Talon MR1/A	10:19.3
DNF Alastair Chalmers Chevron B32	5 laps
DNF Kevin Ingram Lola T332	5 laps

Race 3 - 8 Laps

1st Brett Willis Lola T332	11:59.6
2nd Glenn Richards Lola T400	11:59.9
3rd Shayne Windburn Lola T400	12:01.5
4th Kevin Ingram Lola T332	12:02.1
5th Russell Greer Lola T332	12:18.5
6th Tony Roberts McLaren M10A	12:39.1
7th Tim Rush McLaren M22	12:42.3
8th Bruce Kent Lola T332	12:52.1
9th Toby Annabell McLaren M10B	13:08.3
DNF Grant Martin Talon MR1/A	7 laps
DNF Codie Banks Lola T332	1 lap.



Left Shayne Windburn Lola T400 3rd, Centre Brett Willis T332 1st, right Glenn Richards Lola T400 2nd