



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

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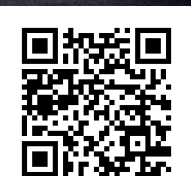
VSCC Pomeroy Trophy



Jon MacKenzie Autotests



British GT Media day



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Front cover:

VSCC Pomeroy Trophy © Janet Wright

Jon MacKenzie Autotests © Simon Wright

British GT Media day 2023 GT3 and GT4 BMW's in formation © Motorsport Imagery

© Janet Wright



Ian Balmforth Hudson Super Six Racer - VSCC Pomeroy Trophy

April 2023

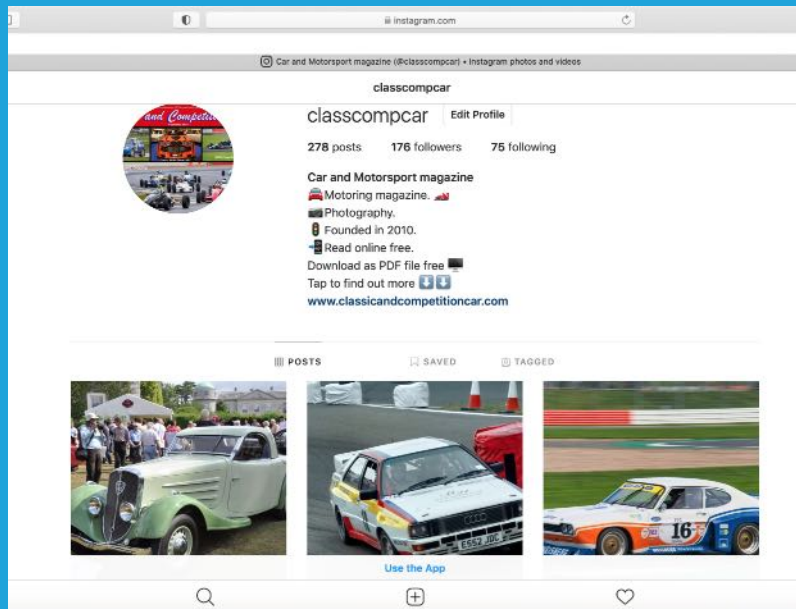
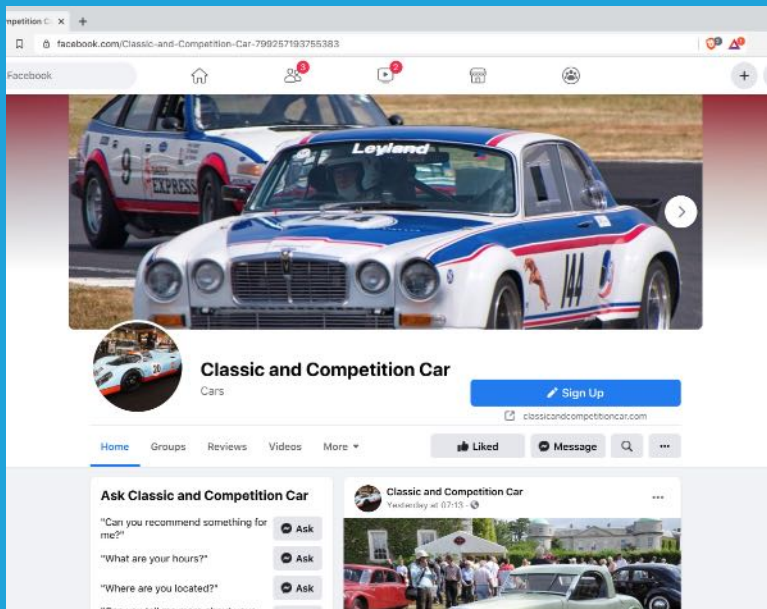
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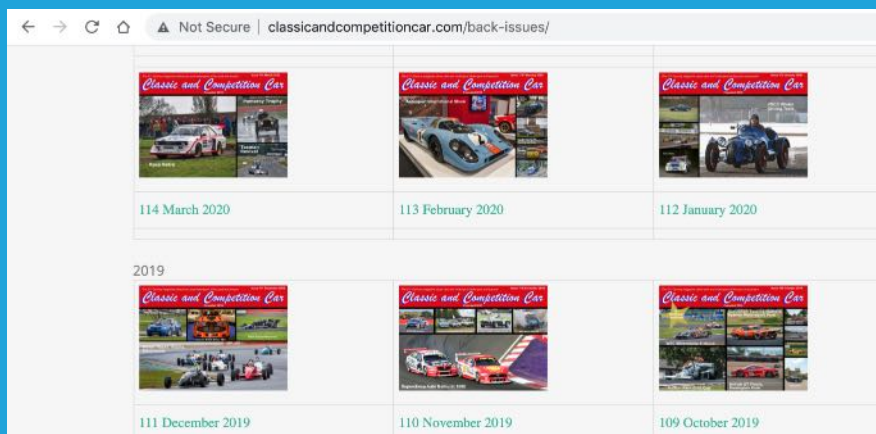
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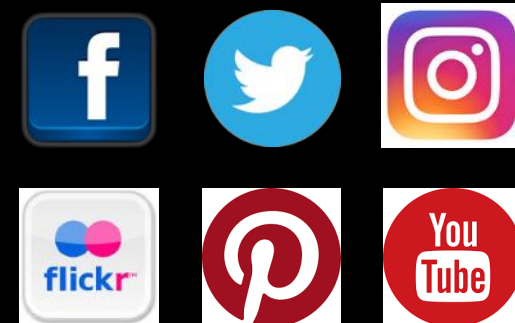
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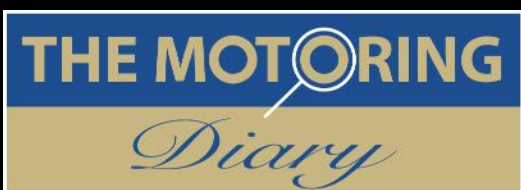


Photo of the Month

By Motorsport Imagery.

Vernon Moore Bentley Mark 6 Special smokes the tyres, blasting away from the start line on the slalom test at the VSCC Pomeroy Trophy. Report on page 10



© Motorsport Imagery



First 3 RML Short Wheelbases on track for delivery.

The first three customer RML Short Wheelbases are in build and are on track for delivery. The hand built process takes nine months per car, merging traditional craftsmanship with modern state of the art technology. The two part carbon fibre bodyshell, which weighs just 42.5 kg, is constructed with 99% of the dimensions within a 2.5mm tolerance, and 60% within 1mm or less. Once painted and the wiring harness installed, the 5.5 litre V12 engine and powertrain (including 6-Speed manual gearbox and Limited Slip differential) are mounted. The engine develops 479 bhp. All parts are laser cut to minimise deviation from specification, and the jig only allows a maximum 0.25mm tolerance. This ensures that all 30 cars in our production run will be produced to a consistently high standard.

All-Electric Fisker SUV achieves 440 miles range. Cutting edge technology has given the Fisker Ocean Extreme enough range to travel from London to Glasgow or Paris to Frankfurt on a single charge. The Fisker Ocean Extreme achieves a combined WLTP range of up to 440 miles (707 km), the longest range of any battery electric SUV sold in Europe today. California based Fisker expects to receive European homologation by 28th April 2023, with deliveries following thereafter. Customers can now configure their Fisker Ocean directly from the Fisker website. Fisker Inc. is ready to open Fisker Centers+ in locations across Europe and the USA throughout 2023, starting on April 11th in Vienna and Copenhagen. The Fisker Ocean zero-emissions SUV will be available in three versions: Extreme, Ultra and Sport.





MG4 EV UK Car of the year.

The prestigious 'UK Car of the Year' title has been awarded to the MG4 EV by a panel of experts. The all-electric hatchback has been selected as the best new car on sale in the UK. The expert panel consisted of 27 automotive journalists. They praised the design, quality and outstanding value for money, recognising the new electric hatchback puts zero emissions motoring within reach of more people than ever.

It won from a final list of seven popular new cars from Dacia, Land Rover, Lotus, Kia and Toyota. This is the fifteenth major award for the MG4 EV in the last six months, including four overall Car of the Year titles and the 'Best Family Car' title last month.

The car also achieved the maximum five-star Euro NCAP safety rating following a rigorous testing process. Priced from £26,995 the MG4 is positioned as an extremely competitive model, significantly undercutting rivals without compromising on design, technology or range.

Four female drivers confirmed for Ginetta GT Academy.

Ginetta Managing Director Amy Tomlinson is to compete against her two siblings, Emma and Lucy in their debut car racing season. They will be joined by Charlotte Lowe at the wheel of a Ginetta G56 GTA for the first round of the GT Academy series which will race alongside the Intelligent Money British GT Championship at Oulton Park over the Easter weekend.

The Tomlinson girls have taken the leap on to the Ginetta motorsport ladder for the first time this year after an extensive testing program over the winter break. They follow in the footsteps of their father and Le Mans winner Lawrence Tomlinson.

Ginetta is dedicated to providing a pathway in to Pro motorsport for drivers of all experience levels. The 2023 season will see the most female competitors ever to take part in the Ginetta championships. There are nine confirmed women racing drivers competing across three championship grids.

Ginetta is a British racing car company founded more than 60 years ago and was acquired by Lawrence Tomlinson in 2005.



April 2023

Amy, Emma and Lucy Tomlinson.

Charlotte Lowe 6



Alpine A110 San Remo 73.

The Alpine A110 celebrates the 50th anniversary of its victory in the San Remo rally and the first manufacturer's title in the 1973 World Rally Championship.

The Alpine A110 San Remo 73 pays tribute to the brand's glorious rallying past and are available to order at a price of €89,000 including VAT. A limited edition of just 200 vehicles will be built, modern and distinctive.

Inspired by the iconic Alpine A110 that won in 1973, the new limited edition features a modern and distinctive design, with bodywork in the original Caddy Blue colour, with black painted roof arches and red carbon roof. Complete with black and white graphics on the doors compliment the San Remo 73 theme. It also features 18 inch Grand Prix Brilliant Blanc wheels, Anthracite Brembo brake callipers, black front light booms and Alpine black emblems and monograms enhance the exterior. It also includes a high performance brake system, active sports exhaust, electric retractable door mirrors and an auto-dimming rear view mirror.

Lamborghini increase sales in 2022.

Last year was the best year ever for Lamborghini in terms of delivery, turnover and profitability, with turnover topping €2 billion. This was a 56% increase in operating income compared to 2021. The company announced that 9,233 cars were delivered in 2022, with the UK its fourth largest market in the World. This was an important year for Lamborghini, the 60th anniversary of the company.

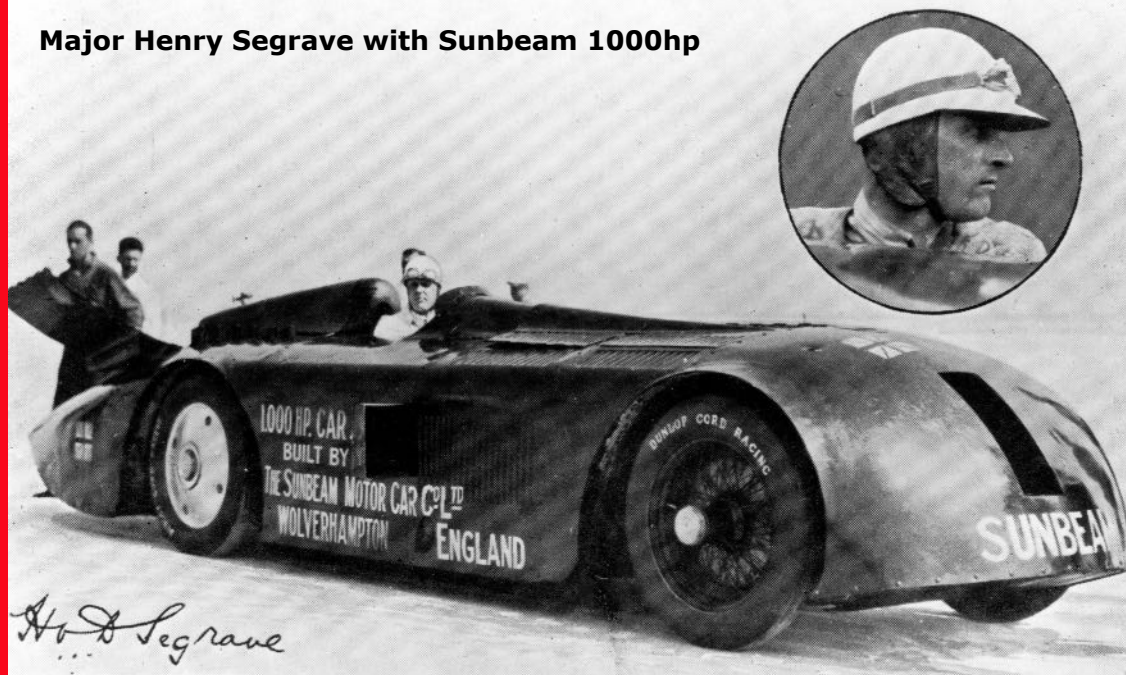
Turnover reached €2.38 billion in 2022, an increase of 22% on 2021 and more than double the figure posted in 2017. The operating margin of 25.9% was a best-in-class result in Lamborghini's market and put it right at the top of the automotive luxury market. In 2022 there was an increase in the operating margin for the fifth consecutive year.

2022 was also a record breaking year for deliveries., With over 9,000 cars sold for the first time in its history.. The United States is the top market, followed by China, including Hong Kong & Macau, Germany and then the UK in fourth place.



The best selling Lamborghini Urus Super SUV

Major Henry Segrave with Sunbeam 1000hp



celebrations and the fundraising campaign, the Sunbeam will go on show at Motoring Events throughout the UK and Europe, as well as touring motoring museums across America.

Built to break the 200 mph barrier, the Sunbeam's two 22.5 litre engines, which produced 435 bhp each, have not run for over 50 years after corrosion attacked the internal workings. The two Sunbeam Matabele V12 aero engines were chosen by Sunbeam Chief Engineer Louis Coatalen, to generate enough power to reach such high speed. The drivers cockpit was positioned between the front and rear engine. The car weighed in at well over 3 tons and with the unique streamlined body, it gained the nickname 'The Slug'. In 1927 around 30,000 spectators gathered in the sand dunes at Daytona Beach to watch Major Segrave set a new World Record by driving the car at an average speed of 203.79 mph. Strong winds caused the car to skid violently on the first outward run, forcing him to drive in to the sea to slow down. But he was able to make the return run to set the new record.

The car has been on display at Beaulieu since 1958.

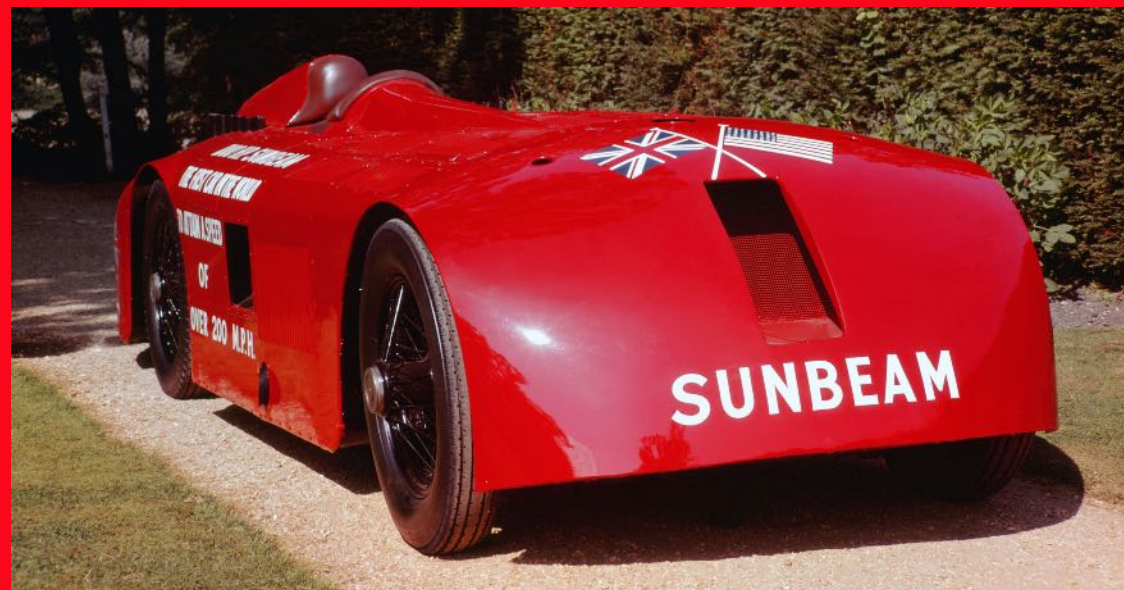
Restoration campaign for Sunbeam 1000hp.

The National Motor Museum have launched the Sunbeam 1000hp Restoration campaign on the anniversary of Major Henry Segrave's Land Speed Record of 203.79 mph on March 29th, to enable the colossal V12 aero engines to run again.

Working with Hampshire based Brookspeed Automotive, the campaign aims to raise £300,000 to complete the restoration and take the affectionally nicknamed 'The Slug' back to Daytona Beach in Florida for the 100th anniversary of the record breaking run in 2027.

The expert restoration will take place in front of visitors in the National Motor Museum and will be documented with filming and blogs.

To help raise the profile of the vehicle's centenary



The Marshals Post

© Simon Wright



The Marshals are very important for the VSCC Pomeroy Trophy, organising the starting line-up on the various tests



© Simon Wright

Peaky Blinders Fan Club



1932 Lanchester 15-18 hp

bought over a 1932 Lanchester 15-18 hp, which proved popular for the members to pose for photographs.

The Lanchester 15-18 hp was built in Coventry for the wealthy wife of a tobacco company owner. The bespoke aluminium body was made to her specification by coach-builders Abbott of Farnham. She left the car to her chauffeur after her death. He sold the car to Bob Goodall in 1960. He used the car in 2007 to celebrate the 75th anniversary of the RAC Rally which was won in 1932 by another Lanchester 15-18 hp driven by Lt. Col A H Loughborough. In 2019 the car was acquired by Coventry University where it was recommissioned with the help of volunteers from the Lanchester trust.

The Real Peaky Blinders fan club based at the Office Bar & Restaurant in Dudley had a meeting on Saturday 18th March 2023. The members dressed up in period outfits to

© Simon Wright



1951 Lanchester LD10

celebrate their favourite TV show "Peaky Blinders". For the March meeting they had invited owners of Lanchester cars to attend. Coventry University Lanchester Archive had

The other Lanchester was a white 1951 Lanchester LD10. Produced from 1946 to 1951, it was powered by a 1287cc engine which produced 40 bhp. It connected to an epicyclic preselector 4-Speed gearbox through a fluid flywheel. The final car was a 1933 Morris Minor saloon. This small family car was powered by a 4 cylinder 847cc engine rated at 8 HP. Production started in 1929 and included a synchromesh 4-Speed gearbox, dipping headlights, hydraulic shock absorbers, leather upholstery, hydraulic brakes, direction indicators and safety glass.



© Simon Wright

1933 Morris Minor

VSCC The Pomeroy Trophy Competition.

Silverstone Grand Prix circuit.

25th February 2023.

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



The 'Pom' is a unique event on the VSCC Calendar as it is their only competition that mixes ancient and modern vehicle against each other to find the perfect Grand Touring car. Nicholas Lees 2008 Saab 1.9 TD ahead of Vernon Moore 1948 Bentley Mark 6 Special during the afternoon High Speed Trials.



Winner of the Pomeroy Trophy was John Felstead 2004 Subaru Impreza

The Vintage Sports Car Club (VSCC) hold their annual Pomeroy Trophy every February at Silverstone to find the ultimate Grand Tourer. It is the only event in which the VSCC allow cars of any age to compete. This year was the 67th running of the event in which the speed and agility of

© Motorsport Imagery



Winner of the Densham Trophy was Andrew Smith in a 1926/29 Frazer Nash Super Sports



The Pomeroy Edwardian Trophy went to Tony Lees 1913/18 Vauxhall Viper Special

pre-war cars are pitted against newer road cars. It has been written that the Pomeroy Trophy was devised by Laurence Pomeroy Junior, but this is not correct according to the VSCC. In 1946 Laurence and T.W. Badgery presented the VSCC with a model of the 1914 4 1/2 litre GP Vauxhall which had been designed by Laurences father, Laurence H Pomeroy Senior, who had died suddenly in 1941. The model was to be known as the

© Motorsport Imagery



The Pom Voiturette Trophy went to Richard Stott 1934 MG PA

Non road-legal cars class

© Simon Wright



The Gordon Spice Cup for Non-road going cars went to Jonathan Gomm 1963 Ford Lotus Cortina

Laurence Pomeroy Memorial Trophy.

In 1849 Harry Bowler, who later went on to be club President in 1957, had the idea to have an event that would find the best Touring Car. O he devised a competition to determine the efficiency of cars over 2 ½ litres, using efficiency formulae recorded in a book by Pomeroy Junior, the Grand Prix car 1906-1939. These factors include: Acceleration, Maximum speed, steering and braking plus



Nick Leston 1959 Riley 1.5 1st in class award

circuit speed. There was no age restriction but a minimum engine capacity was set at 1949cc or 1495cc if supercharged or turbocharged. This did not apply for Edwardian, Vintage and PVT, where the minimum capacity was 1495cc.

The other requirements are that the car must have a minimum of 2 fixed seats and an acceptable hood or roof. In the early 1990s it was added that two standard suitcases must be able to be stowed in the vehicle, but not on the front passenger seat. Failure to meet these requirements

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Martin Short Toyota Yaris GR 1st in class award.

© Simon Wright



Martin Hunt 1952 Frazer Nash Targa Florio 1st in class award

© Simon Wright



Felix Feltes 1999 Porsche 996 Carrera 2

© Janet Wright



Alex Hearnden 1934 Lancia Astura Steady Special

© Simon Wright



Robert Cobden 1964 Elva Courier

© Janet Wright



Kjames Hudson 2006 Astom Martin Vantage V9

© Janet Wright



Paul Hardiman 1972 Ford Escort

© Simon Wright



Sean Bramhall 1962 Porsche 356

© Simon Wright



Ivan Dutton 1954 Alvis Grey Lady

© Simon Wright



Close action between Charlie Martin 2002 MG TF and Christopher Petch 2006 Bentley GTC

carry significant penalties.

The entry was split in to different classes, with two main categories, Class 1 Road Legal and Class 2 Non-Road Legal. The classes were as follows:

1a - Pre-war cars.

1ba - Post-war road legal cars pre-1962.

1bb - Post-war road legal series production.

1bc - Post-war road legal modified cars.

1bd - Post-war road legal sports -libre cars.

Class 2 consisted of

2a Non-road legal cars.

2b - Non-road legal modified cars.

2c - Non-road legal sports libre cars

During the morning, a series of tests are carried at at certain points around the Grand Prix circuit.

Test A, the 'wobble-wobble' was a timed slalom test between marker cones over a ¼ mile (now ¼ km) on the National Start straight.

© Motorsport Imagery



Nigel Barnett 1987 Volkswagen Golf GTi 16v 1st in class award



Martin Whitlock 1963 MG B 1st in class award.

Test B was a braking test on the International start straight, where the car does a standing start, accelerates over 100 metres then brake to stop with the front wheels between two markers, with the braking area timed. If the front wheels are not in the defined area when stopping, no score is marked.

Test C & D took place down the Hanger straight. Test C is a ¼ mile acceleration test from a standing start, with Test D

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Oliver Nuthall 1966 Ford Lotus Cortina Mk1 1st in class award



Jason Wright 1965 Ford GT40



Marcus Black 1966 McLaren M1B



Luke Roberts 1954 Armstrong Siddeley 346 © Simon Wright



Stuart Dean 1954 MG Dick Jacobs Special

Non road-legal cars class

© Simon Wright



Tom Waterfield 1979 Ford Capri 1st in class award

following on immediately as a timed flying 250 metres. Test e is held in the afternoon as a series of three forty minute high speed trials round the full Grand Prix circuit. The entry is split in to three groups which compete on the circuit at the same time, but each is racing against their own individual handicap.

The entry contained a varied field of cars, with several interesting entires high-lighted in the race program. These

© Motorsport Imagery

Non road-legal cars class



Patrick Blakeney-Edwards 1975 BMW 3.0 CSL 1st in class award.



Jim Bayliss 1960 Austin Healey 3000 2nd in class award.

with a score of 415.19 points. In third overall was Andrew Smith, taking 1st in class, driving a 1926/29 Frazer Nash Super Sports to win the Densham Trophy for the best performance of a road legal VSCC eligible Pre-war car not winning the main trophy. His total score was 410.19 points.

© Simon Wright



Mark Daniell 1958 MG A Twin 2nd in class award



© Simon Wright

Mark Gold 1999 Vauxhall Zafira



© Simon Wright

James Baxter 1913/14 Oakland Romano Special



© Motorsport Imagery

David Smitheram 2007 Chevrolet Corvette C6



© Janet Wright

Jack Williamson 2007 Mercedes-Benz E320



© Simon Wright

Paul Woolmer 1960 Bristol 406



© Janet Wright

1929 Alvis Silver Eagle engine



© Simon Wright

Michael Hudson 2002 Porsche Boxster and Simon Jefferies 1959 Aston Martin Mk III



Theodore Hunt 1984 Volkswagen Golf GTi Mk1 2nd in class award

The Pomeroy Edwardian Trophy for the best performance by a road legal VSCC eligible Edwardian car or a car fitted with 2-wheeled brakes, or by a VSCC eligible vintage car if the above criteria is not met, went to Tony Lees driving a

© Janet Wright



Geraint Lewis 1936/40 Frazer Nash TT Rep 2nd in class award



Andy Newbould 1969 Morris Mini 2nd in class award

1913/18 Vauxhall Viper Special with a total score of 298.24 points.

The next overall award was the Voiturette Trophy for the best performance of a road legal VSCC eligible Pre-war car under 1494cc went to Richard Stott in a 1934 MG PA. The final overall award was the Gordon Spice Cup for the best performance by a Class 2 (Non-road legal) car was

© Simon Wright



Robert Beebee 1932 Frazer Nash TT Rep 2nd in class award



Jakob Ebrey 1991 Porsche 944 2nd in class award

awarded to Jonathan Gomm in a 1963 Ford Lotus Cortina with a score of 399.62 points.



Tim Kneller 1933 Riley TT Sprite 2nd in class award

Class 1 Road Legal Cars.

Taking 1st in class awards were :

- Nick Leston 1959 Riley 1.5 with a score of 410.19.
- Martin Hunt 1952 Frazer Nash Targa Florio score 401.99.
- Nigel Barnett 1987 Volkswagen Golf GTi 16v score 400.95.
- Martin Whitlock 1963 MG B score 398.65.
- Oliver Nuthall 1966 Ford Cortina Mk1 score 392.61.



Justin Maers 1956 Triumph TR3 2nd in class award

2nd in class awards went to :

- Jim Bayliss 1960 Austin Healey 3000 score 390.56.
- Mark Daniell 1958 MG A Twin score 386.83.
- The Justin Maers 1956 Triumph TR3 score 361.03.
- Theodore Hunt 1984 VW Golf GTi Mk1 score 379.61.



Craig Jones 1972 Fiat 124 Spider 2nd in class award.

Andy Newbound 1969 Morris Mini score 373.45.
Jacob Ebrey 1991 Porsche 944 score 366.71.
Craig Jones 1972 Fiat 124 Spider score of 359.72.
Geraint Lewis 1936/40 Frazer Nash TT Rep score 373.93
Robert Beebee 1932 Frazer Nash TT Rep score 368.02
Tim Kneller 1933 Riley TT Sprite score 365.54.

3rd in Class awards :

Mark Elder 1958 Turner 950S score 341.39.
Dougal Cawley 1997 Lexus LS400 score 354.68.
Andrew Winterton 2006 Alfa Romeo Brera score 348.4
Oliver Chilton 2007 Mazda MX5 score 345.01.
Timothy Dutton 2008 BMW 318 score 342.47.

Robert Moore 1997 MG F score 339.56.
David Wylie 1928 Frazer Nash AC score 356.83.
David Saxl 1933 Roesch Talbot AV105 score 355.1
Robin Lightwood 1928/30 Frazer Nash Fast Tourer score 351.3.
Edward Williams 1929 Frazer Nash Super Sports score 349.83
Tony Murray 1964 Alfa Romeo Coupe score 343.26.

Class 2 for Non Road Legal Cars,

Taking 1st in Class award:

Jonathan Gomm Ford Lotus Cortina score 399.62
Tom Waterfield Ford Capri score 398.35
Patrick Blakeney-Edwards BMW 3.0 CSL score 369.41.

2nd in class award:

Christopher Mann 1954 Alfa Romeo 199 CSS Zagato Coupe score 344.31.

3rd in class award:

Edward Harvey 2002 Porsche Boxster score 332.45
Luke Wos 1964 Reliant Sabre 6 score 332.43.

Non road-legal cars class



Christopher Mann 1954 Alfa Romeo 1900 CSS Zagato Coupe 2nd in class award



Mark Elder 1958 Turner 950s 3rd in class award

3rd in class award winners



David Wylie 1928 Frazer Nash AC



Andrew Winterton 2006 Alfa Romeo Brera



David Saxl Roesch Talbot AV105

Non road-legal cars class



Edward Harvey 2002 Porsche Boxster

© Simon Wright

© Simon Wright



Robin Lightwood 1928/30 Frazer Nash Fast Tourer

© Janet Wright



Dougal Cawley 1997 Lexus LS400

3rd in class award winners

© Janet Wright

Non road-legal cars class



Luke Wos 1964 Reliant Sabre 6

© Janet Wright



Edward Williams 1929 Frazer Nash Super Sports

© Simon Wright



Oliver Chilton 2007 Mazda MX5

© Janet Wright



Robert Moore 1997 MG F

© Simon Wright



Timothy Dutton 2008 BMW 318

© Simon Wright



Tony Murray 1964 Alfa Romeo Coupe



Mount Pleasant Classic Vehicle & Bike Show
Wombourne, South Staffs
5th March 2023.
By Simon Wright.

The first car show of the year at The Mount Pleasant public house in Wombourne took place at the beginning of March. The local car and bike shows are held regularly during the summer months on a field attached to the side of the pub. With an 11:30 am start, it gives people the opportunity to have a Sunday lie-in before coming out to display their vehicle and also to enjoy lunch out at the pub if they wish. There was an interesting mix of vehicles for the first meeting, which was only advertised on Facebook at the last minute.



It was plain to see, in black and white, that the Ford Escort Mk3 has always been a popular vehicle in Great Britain. The white 1982 Ford Escort Custom was one of many different special edition models sold by Ford with additional features included in the initial purchase price. The third generation model of the favourite Ford Escort was produced between 1980 and 1986. The biggest change for this generation was the switch from the traditional front

engine, rear wheel drive to the new model being front engine, front wheel drive. It was available in a range of body styles, the most popular being the 3/5 door hatchback style. It was also available as an Estate or van and a 2-door cabriolet. It was also supplied with a variety of engine options, starting with a 1.1 4 cylinder design. This is a 1.3 litre, with the largest models running a 1.6 litre turbo.



The fourth generation Escort was launched in 1986 and ran until 1992. Obvious changes included a redesigned, smaller front grill. The black 1987 3 door Cabriolet is powered by the 1.6 litre engine. The convertible version was developed by coach builder Karmann for Ford and was initially available in both XR3i or Ghia version but the Ghia version was soon dropped. It was the first drop-top car produced by Ford Europe since the Ford Corsair in the 1960s. The original XR3 had a twin-choke Weber carburettor, which was replaced with fuel injection in October 1982.



1990 Mercedes Benz 190 E 2.5 16



1972 Ford Capri 1600



1965 Volkswagen Beetle



1967 Austin Mini Countryman.



1966 Sunbeam Alpine.

British built 2 seater convertible sports car built by the Rootes Group at Ryton-on-Dunsmore, Warwickshire between 1959 and 1968. This series V is powered by a 1725cc four cylinder engine with twin Zenith-Stromberg semi-downdraught carburettors, producing 93 bhp and 103 lb ft of torque. It was connected to an all synchromesh manual gearbox. It could accelerate from 0-60 mph in 13 seconds, with a top speed of 102 mph. The car could average 25-30 miles per gallon.

It has coil and wishbone front suspension, with leaf spring rear suspension and a live axle. It has servo assisted front disc brakes with rear drum brakes.

The series V was manufactured between 1956 and 1968 during which time, 19,122 were built.

The Sunbeam Alpine has a claim to being the first James Bond car which was driven in the first Bond Film Dr No in 1962.

The Sunbeam Alpine has a claim to being the first James Bond car which was driven in the first Bond Film Dr No in 1962.



1979 Vauxhall Cavalier GLS 2000 Sports Hatch.

A large family car built between 1975 and

1995, the Vauxhall Cavalier was sold mainly in the UK based on a succession of Opel designs. This is a Mark 1 which was built between 1975 and 1981, using a conventional front engine rear wheel drive layout. The Cavalier was available with a range of engines ranging from 1256cc through to the 1979cc Opel four cylinder engine.

The Cavalier shared most body panels with the Opel Ascona, but had the 'droop snoot' front end similar to the Opel Manta.

In 1978 the 1.9 litre engine became the 2.0 Litre engine and a new three-door Sports Hatch model was launched (similar to the Opel Manta model). The 2 litre engine produced 100 bhp and 113 lb ft of torque. This gave it a top speed of 110 mph.





1980 Kawasaki 550



2004 Jaguar XJ6



1971 Reliant Scimitar



1989 Austin Mini Thirty



2003 BMW



1998 Suzuki 600

Archive Photo of the Month

By Pete Austin



With a recently published biography and an appearance at the recent Race Retro I thought it appropriate to feature Mike Wilds in this month's archive image. His Dempster liveried F5000 March is shown leading the field at Brands Hatch in 1974. Following in this photograph are Bob Evans, Teddy Pilette, Tom Belso, Peter Gethin, Ian Ashley and Brian Redman. Bob Evans would go on to win with Wilds finishing 6th. after suffering from fading brakes.

Jon MacKenzie Autotests.
British Autotest Championship.
Curborough sprint course.
12th March 2023.
By Simon & Janet Wright.



Reigning Champion Alastair Moffatt in a Mini Special took the Fastest Time of the Day (FTD) award



The first round of the Motorsport UK British Autotest championship was organised by Hagley & District Light Car Club at Curborough sprint course, near Lichfield. The Jon MacKenzie Autotests took place in the middle of March, a round of the BTRDA 2023 Autotest Championship. The twenty two drivers entered were split across three classes, with some driving specially prepared autotest cars. Reigning British champion Alastair Moffatt, having won the last two championships in 2021 and 2022 as well as 2019, was in fine form in his 1400cc Mini Special. Watching him in action was like watching poetry in motion. Before starting each test he would walk at least part of the course, working out the complex route required for each test. When driving, the car never seemed to come to a rest even



Champion Alastair Moffatt walks the course April 2023

when transitioning between forward and reverse movement. To see what we mean, watch our video of the event on our You Tube Channel Classic and Competition Car <https://youtu.be/RdxjByc5nEg> He dominated the event, taking the award for Fastest Time of Day (FTD) with a total time of 960.2 seconds across the sixteen tests.

The Mini Special is designed for Autotests, with only the original Mini front end recognisable from the original bodyshell. The rest of the body from the A-post back has been removed, apart from a safety roll bar behind the driver. This allows maximum visibility to negotiate the course.

The next most popular type of car are kit car replicas of the original Lotus 7. Again, these open top sports cars offer maximum visibility for the driver, while also offering fantastic handling and excellent power to weight ratio (Though power is not quite so important for Autotest action). Taking 2nd overall and 1st in Class C was Chris Chapman in a 1800cc Raw Striker, with a total time of



Chris Chapman 1.8 litre Raw Striker 1st in Class C, 2nd overall



Warren Gillespie 1.6 Vauxhall Nova, 1st Class B, 4th overall

995.8 seconds, over thirty five seconds behind Moffatt, despite having a penalty free event. In 3rd overall and 2nd in class was Willie Keating in a Sylva Striker with a total time of 1023.9 seconds. Moving to Class B, winner Warren Gillespie finished 4th



Sean Kell Mini Special took the award for 1st in class D, 12th overall

Martin MacKenzie 1.6 Lindsay Special was the best placed Hagley & District Light Car Club member. 3rd class D, 15th overall



overall with a total time of 1084.2 seconds driving a 1.6 litre Vauxhall Nova. Taking 2nd in class B was Dave Mosey in a 1.4 litre Vauxhall Nova with a total time of 1086 seconds, only 1.8 seconds behind the class winner. Taking the 1st in Class D award was Sean Kell in a 1.6 litre Mini Special, who set the 2nd fastest time in the class



Ben Haigh Westfield - Best Novice. 10th Class C, 16th overall



Willie Keating Sylva Striker 2nd in class C, 3rd overall

behind Moffatt with a total of 1162.3 seconds. Class D also contained the Best Hagley club member, Martin MacKenzie in a 1.6 litre Lindsay Special who was 3rd in class and 15th overall with a total time of 1236.5



Mark Thornton 1.6 litre Westfield SE 3rd in class C, 5th overall.

seconds. The Best Novice award went to Ben Haigh, who was 16th overall and 10th in class C with a total time of 1246.9 seconds. He was driving a 1.7 litre Westfield which he shared with Steve Haigh, who was 10th overall and 7th in class with a total of 1121.6 seconds.



Dave Mosey 1.4 Vauxhall Nova 2nd in class B, 6th overall.



Stephen Morten 1.8 Raw Striker 4th in Class C, 7th overall.



Chris Atkinson 1.6 Sylva Riot 5th in Class C, 8th overall.



Stephen Haigh 1.7 Westfield 7th in Class C, 10th overall



Lee Valentine 1.6 Westfield Carbon 6th in class C, 9th overall



Toby Cook 1.2 Nissan Micra 3rd in class B, 11th overall.



Ian Chapman 1.7 Xmoor Riot 8th in class C, 13th overall.



Chris Morrison 1.6 Vauxhall Nova 4th class B, 17th overall.



Dave Fox 1.8 Raw Striker 9th in class C, 14th overall.



George Harris 1.6 Vauxhall Nova 5th class B, 18th overall.



Dave Evans 2 litre Blitz Retired.



Class B Vauxhall Novas lined up for the start of Site B tests.



Phil Edwards 1.1 litre Hyundai Getz - Retired



Class D Specials ready to tackle Site D tests

Maserati GT2

Photos from Maserati





Maserati are back in GT racing.

The new high-performance Maserati GT2 made its track debut at the Autodeomo Varano de' Melegari at the beginning of March. The shakedown test at the Parma circuit is the start of a series of events marking the run-up

to the official unveiling of the car at the end of June at the 24 Hours of Spa, in Belgium. Maserati are ready to follow in the exploits of its forerunner, the victorious Maserati MC12.

The history of Maserati in motorsport spans almost a century, and the company now drives towards the future, in which racing is an essential component.

The new chapter for Maserati began in late 2022 with the announcement of its participation in the 2023 ABB FIA Formula E World



Championship for electric single seaters. This was complemented by its inclusion in the GT2 European Series, as part of the strategy to bring the Italian marque back to circuit racing. The Maserati GT2 has both style and innovation. It was designed by Maserati engineering together with the Centro Stile Maserati, to ensure the

quality standards typical of the brand. It used the same engine as the Maserati MC20, the 463kW/630CV Nettuno V6, but developed to an even higher level.

It includes the all-new patented Maserati Twin Combustion (MTC) technology based on an F1 engine. The ultra-light carbon-fibre central monocoque provides an excellent solution to give a good power to weight ratio as well as featuring high torsional stiffness. The Power to weight ratio is also



helped by the lightweight full composite bodywork, which is quick release to optimise component replacement. The aerodynamics have been exploited to the limit to improve vertical load while also ensuring the best efficiency in terms of drag. Attention has been given to the development of the correct balance of the aerodynamic load. The bottom of the car has been developed to work with the front splitter and the adjustable rear wing. The power steering is fully electrical, while the suspension components are all specific racing components. These include adjustable shock absorbers and adjustable front and rear anti-roll bars. The 6-Speed sequential racing gearbox has paddle shift on the steering wheel, with electrical rotary gearshift actuator. The carbon fibre dashboard and 10 inch display integrated in to the dashboard result in a futuristic cockpit. The shakedown tests were conducted by Maserati test driver Andrea Bertolini, who has won four titles in the GT1 World Championship for Maserati in the past. Early

feedback is positive and Maserati are focused on developing the car that is equal to the opposition and is also an ideal car for the gentleman drivers of the series in terms of handling, performance and comfort.





1997 MG F 2002 MG TF 2004 MG TF

Revs Enville meet at St Mary's Church, Enville, Staffordshire, between Stourbridge and Bridgnorth, every second Saturday of the month. The meets take place between 10 am and noon on the church car park. The March meeting took place on the 13th March 2023 and attracted a variety of cars. The MG owners were out in force in a range of models. With the TF being the most popular. The MG TF was a development of the MG F that was manufactured by the Rover Group, owned by BMW, at Longbridge between 1995 and 2002. It was a 2-seater convertible sports car with a mid-mounted transverse engine driving the rear wheels. The 1.8 litre K-Series 16-valve engine produced 118 hp while the more powerful VVC (Variable Valve Control) produced 143 hp. An interesting feature was it used the Hydragas suspension system as used on the Austin Allegro. A facelift version in 1999 introduced a 1.6 litre engine option producing 114 hp,

while the 1.8 litre now produced 160 hp. In 2002 the MG TF was launched, based on the MG F platform. It replaced the Hydragas suspension system with conventional coil springs. The engine was redesigned to increase power, ranging from 118 hp (120 model) to 158 hp (160 model). The 160 version could accelerate from 0-60 mph in 6.9 seconds and had a top speed of 137 mph. When MG Rover collapsed in 2005, almost 40,000 MG Tfs had been built at Longbridge. In 2007 when MG Rover was bought by the Chinese group Nanjing Automobile Group Production, the MG TF model was built at the Nanjing factory in China until 2011. In 2008 Complete Knock Down (CKD) kits were shipped over for assembly at Longbridge for the European market. The first TF model produced by NAC MG UK was the TF LE500. Due to the recession only 906 Chinese TF's were produced at Longbridge before it was stopped in 2011.

2002 Pontiac Trans Am

One of the most futuristic and unusual vehicles on display was a 2002 Pontiac Trans Am. The Trans Am is a special version of the Pontiac Firebird which included upgraded engine, suspension and handling. The Trans Am also featured minor body changes such as exclusive bonnet designs, spoilers, fog lights and wheels. The 2002 version also added power mirrors, and a powered radio aerial. This was a fourth generation model that was produced between 1992 and 2002 as a 2-door liftback or 2-door convertible. It was built on the F-body platform which it shared with the Chevrolet Camaro. This one is powered by a 5.7 litre LS1 V8 engine which produced 310 hp and 340 lb-ft of torque. This gave it a top speed of 160 mph and it could accelerate from 0-60 mph in 5.0 seconds. It could do a standing $\frac{1}{4}$ mile in 13.16 seconds with a terminal speed of 106 mph.





1948 Riley RMB 2 ½ Litre.

Designed as an executive level model, the RM series was produced between 1945 and 1955. This was the last Riley model produced before Riley merged with Austin to form BMC in 1952. Originally built in Coventry, assembly moved to the MG works at Abingdon in 1949.

The RMB was a longer version of the RMA, being 7 inches longer with a wheelbase 6 ½ inches longer. It was launched in 1946 and almost 7000 were built up to 1952.

Powered by the 2.5 litre, 4-cylinder twin-cam engine with twin SU carburettors, it produced 100 hp. These engines were developed from cars competing in the 24 Hours of Le Mans and the Monte Carlo Rally. This gave it a top speed of 95 mph and could accelerate from 0-60 mph in 16.8 seconds. It could travel 19.6 miles per gallon.

The body was hand made from sheet metal, fitted to an Ash wood frame. In 1948 it cost £1224 including taxes.

2007 Ford Fiesta ST150 2 litre.

The Ford Fiesta ST 150 was Ford's answer to the new Mini Cooper S and Renaultsport Clio in the performance hatchback market. Based on the fifth generation Fiesta, the ST performance version was unveiled at the 2004 Geneva Motor Show. The 2 litre Duratec petrol engine produces 150 bhp and 140 lb-ft of torque. This gives a top speed of 129 mph and it can accelerate from 0-60 mph in 7.9 seconds.

The springs, dampers and anti-roll bars are stiffer than the average Fiesta and 17 inch alloy wheels and 205/40 P Zero tyres improve the handling. It was fitted with disc brakes on all four wheels. The ST version also featured different front and rear bumpers, side skirts, body coloured door handles and bump strips. The interior featured partial leather seats, with optional heated full leather seats. In Australia it was sold as the Fiesta XR4.





2000 BMW Z3



1971 MGB GT



2008 Saab 93 TiD



2004 Mercedes Benz SLK 230



1996 Peugeot 205



1980 MG B Roadster



2006 Jaguar XK 4.2 V8



1979 BMW 729i



2001 Jaguar XK8



2012 Vauxhall Astra SRi



1956 MG A



2002 Chevrolet Corvette



1996 Saab 900S



1996 Toyota 4Runner



Triumph GT6 Mk1



2016 Nissan Leaf

Intelligent Money British GT Championship Media day.

Donington Park.

March 2023.

By David Goose of Motorsport Imagery.



Mike Price and Callum Macleod, Greystone GT, Mercedes-AMG

British GT Season opener 2023

149 days after the 2022 season decider at Donington Park, the next season of the British GT was formally announced at the series media day in March, again at Donington Park. It was announced on the day that the series would be stronger than ever in 2023 with a impressive line up of both GT3 and GT4 drivers and importantly very high profile names from world GT racing competing in the full series rather than just occasional races. British GT Racing like

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Lucky Khera and Euan Hankey, McLaren 720S , Race Lab

Touring cars has a very high profile on the world market and is attracting very strong car and driver combinations.

71 drivers have been named for the start of the season, with 18 of each class GT3 and GT4 listed. Emphasising the calibre of the series, 10 former or reigning GT champions are named and eight full factory driver are listed for the season.



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Ian Loggie confirmed his intention to fight hard to retain his GT3 title



Ian Gough and Tom Wrigley, McLaren Artura, Race Lab

2023 will be the 31st British GT season, Ian Loggie reigning 2022 GT3 champion was bullish about his chances for the 2023 crown, which would be the first time an amateur driver has retained the title in the series history. Partnered for the season by possibly the worlds most successful GT3



The young guns, Zac Meakin and Dan Vaughan, Porsche 718 Cayman RS CS, Team Parker Racing



Andrew Howard and Ross Gunn, Aston Martin Vantage AMR, Beechdean AMR

driver of the past 12 months, Jules Gounon, in what is without doubt one of the fastest cars on the grid, Loggie is certainly one of the favourites for this years title

But one thing is for sure, there are plenty of others in the GT3 field who are looking to win the 2023 crown. Rob Bell and Marvin Kirchhoefer in their McLaren's, Sandy Mitchell (Lamborghini), Dan Harper (BMW), Jonny Adam and Ross Gunn (Aston Martin) and new sign up Raffaele Marcielo



Barwell's two Lamborghini Huracan Evo's

2 Seas Motorsport, Mercedes AMG of James Cottingham and Jonny Adam

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Carl Cavers and Lewis Plato, BMW M4 , Century Motorsport of, if not the, fastest GT driver in the world at the moment.

(AMG Mercedes) all hope to standing the way of Ian Loggie retaining his title. New boy, Marciello, will be joining John Fergusson in one of the powerful Mercedes AMG GT3's, and as the reigning ADAC GT Masters and Fanatec GT World Challenge Europe titles last year, is regarded as one

No driver has ever won the GT4 title twice, with eighteen cars already entered for this season, eight manufacturers and two new cars, this class is no longer the poor mans slow option to GT racing. Three former champions, Daniel Vaughan (Porsche), Stuart Middleton (Ginetta) and Matt Nicoll-Jones (Ford Mustang) are all hoping to break that

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Erik Evans and Matt Cowley, Academy Motorsport, Ford Mustang

Aaron Morgan and Bobby Trundley in the Team Brit McLaren 570S



Darren Leung and Dan Harper, BMW M4, Century Motorsport

statistic in 2023. However two new kids on the block, the latest generation BMW M4 and the new McLaren Artura (five entered) will make life difficult for the the returning cars in the field. For the 2023 season, Aaron Morgan and Bobby Trundle will be returning in their modified Team BRIT McLaren 570S, driving for the team that promotes motorsport for disabled drivers and team members Racing for Team Parker in 2023 are returning champion from 2020, Daniel Vaughan and the youngest competitor in the field at 16 years old, Zac Meakin. Vaughan last raced in



Ian Duggan and James Townsend, Ginetta G56 Toro Verde GT

Series newcomer, Raffaele Marciello, very quick and successful in world GT3 series, bring this experience to the British Championship for 2023





**Freddie Tomlinson and Stuart Middleton,
Raceway Motorsport Ginetta G56**



Ian Loggie - Jules Gounon, 2 Seas Motorsport , Mercedes-AMG



Kavi Jundu and Tom Rawlings, McLaren Artura, Paddock Motorsport

a TF Sport Aston Martin Vantage GT4 but has changed for the new Porsche 718 Cayman GT4 Clubsport RS. Meakin enters the GT4 series having spent the last two years in Ginetta Juniors. Both drivers have goals to achieve, Vaughan is hoping to become the first ever two time champion, Meakin to become the youngest ever GT4 race winner, youngest ever to win a championship, or the youngest ever fastest lap setter



Josh Miller and Seb Hopkins, Aston Martin Vantage AMR , R Racing



Kevin Tse and Chris Froggatt, McLaren 720S, Sky Tempesta Racing

This years championship starts over the Easter weekend at Cheshire's Oulton Park circuit, with seven rounds in total with the final round at Donington Park in October. This years sees one round on the Algarve in Portugal, replacing



Shaun Balfe and Sandy Mitchell, Lamborghini Huracan Evo

the usual round at Spa in Belgium which has been replaced for a year due to a date clash with the new date for the Belgian F1 Grand Prix



If 2022 is anything to go by, this is the view most people will get of Raffaele Marciello in the RAM Racing Mercedes-AMG



Jack Brown and Charles Clarke, McLaren Artura, Optimum Motorsport

Josh Rowledge and Aston Millar, DTO Motorsport, McLaren Artura



© Motorsport Imagery

Mark Radcliffe and Rob Bell, McLaren 720S from Optimum Motorsport



© Motorsport Imagery



Mark Smith and Martin Plowman, McLaren 720S, Paddock Motorsport

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Richard and Sam Neary, Mercedes-AMG, Team Abba Racing



Michael Johnston - Chris Salkeld, BMW M4

© Motorsport Imagery



Morgan Tillbrook and Marcus Clutton's Enduro Motorsport McLaren 720S

Shenstone and District Car Club Members Sprint

Sunday 19th March 2023.

Curborough.

By Simon & Janet Wright.



The Fastest Time of the Day was set by Martyn Turner in an Empire Evo 2



2nd Fastest was David Large in a Radical PR6

Shenstone & District Car Club (SDCC) who own Curborough sprint course, held their annual Members only Sprint Meeting on Sunday 19th March 2023. The event is to allow members to shake down and prepare their cars before the season starts. Each competitor was allowed up to six runs on the day. The single lap event was timed, but it is not a competition, so no awards are given. We have



3rd fastest was David Bickley in a Radical SR1



The stunning Audi TT of Steve Barnard was 4th fastest.

listed some of the competitors best times, but remember, this was not a competitive event and should be viewed as an indication of how the competitors preparation is progressing before the 25th season of the championship starts with the first round of the 2023 Curborough Sprint Championship at the MGCC event on 2nd April 2023. The Fastest Time on the day was set by Martyn Turner in an Empire Evo 2 with a time of 30.91 seconds set during the morning runs, with a terminal speed of 105 mph.



James Thornton Caterham Seven Clubsport was 5th fastest



The fastest saloon was the Peugeot 106 of Liam Ulyatt in 6th.

The 2nd fastest time was set in the afternoon by David Large in a Radical PR6 sports racing car, with a best time of 32.75 seconds and a terminal speed of 97 mph. Just under a second behind with 3rd fastest time on the day was David Bickley in a Radical SR1 with a time of 33.71 seconds, set in the afternoon runs. The stunning Audi TT of Steve Barnard set the 4th fastest time on the day, with a best time of 33.91 seconds set in the morning.



Fastest Formula Ford was Jimmy Harris in a Van Diemen RF85

Proving that you don't need an expensive German sports car to have fun, the next fastest time was set by James Thornton with a Caterham Seven Clubsport who set a best time of 34.73 seconds in the afternoon.

The fastest saloon was a Peugeot 106 driven by Liam Ulyatt, who set a best time of 35.52 seconds in the afternoon.

There were couple of Formula Ford single seaters taking part, with Jimmy Harris in a Van Diemen RF85 fastest with a time of 35.98 seconds in the afternoon. Only just behind was David Owen in a Merlyn Mark 11 with a best time of 36.49 seconds, set in the morning.

The Southgate X of James Reynolds



An unusual vehicle was the Southgate X driven by James Reynolds who set the 11th fastest time of 37.43 seconds. Some of the other vehicles that caught the eye included a little Fiat 500 S driven by Gordon Peters, who set the 20th fastest time on the day with a 39.84 seconds run in the afternoon. Only 2 hundredth of a second behind was



Howard Davies Alfa Romeo GT 3.2 V6 25th



Karl Hodgkins Ford Escort Mk6 38th



Nicholas Christodoulou MG ZR 44th



Rosemary Collins MG ZS 35th



Keith Wilford Lotus Elan Sprint 14th



Ivor Williams Citroen C2 VTS 39th



Quick spin for Paul Harris FF Van Diemen RF85 17th



Steve Robinson Caterham Seven 7th



© Simon Wright

Fiat 500S of Gordon Peters, 20th.

Steven Walford in an Austin Mini who set a time of 39.86 seconds in the morning. These icon saloons beat a trio of Renault Clio with Michael White in a Clio 197 setting a best



© Simon Wright

Steven Walford Austin Mini, 21st.



© Janet Wright

Michael White Renault Clio 197, 22nd



© Janet Wright

David Smith Renault Sport Clio 182, 23rd



© Janet Wright

Tony Hubbard Renault Clio, 24th

time of 39.99 seconds, ahead of David Smith in a Clio 182 just behind on 40.03 seconds. Bringing up the rear of the Clio trio was Tony Hubbard with a best time of 40.09 seconds.

© Simon Wright



The best placed Clio, John Adams Renault Clio 197 in 12th

The best Clio was John Adams in a Clio 197, who set the 12th best time of the day with a 37.48 second run. Another popular sprint car, the Mazda MX5 saw Christopher Machell head the pack with a time of 40.84

© Janet Wright



Christopher Machell Mazda MX5 28th



Stuart Hadley Mazda MX5 29th

© Simon Wright



Andrew Ward Mazda MX5 Eunos 30th

© Simon Wright



Mixing it with the MX5s was 31st placed Harry Thompson in a Mazda 3



Matthew Dooner Mazda MX5 32nd.

seconds. Stuart Hadley was just behind with a time of 40.98 seconds, followed by Andrew Ward in 41.03 seconds. Harry & Alfie Thompson managed to crash the Mazda party with their Mazda 3 with a 41.04 seconds and 41.59 seconds, sandwiching Matthew Dooner in his MX5 on 41.20 seconds. Bringing up the rear of this Mazda party were Lee Turner in a Mk1 on 42.19 seconds and Alan Taylor on 42.50 seconds.



Lee Turner Mazda MX5 Mk1 34th

An unusual car was the Fairthorpe Electron Minor Mk2 of Andrew Winston who set a best time of 45.26 seconds. Another classic sports car was the Triumph Spitfire of Paul Cheshire, who set a best time of 46.18 seconds.



Alan Taylor Mazda MX5 36th



Alfie Thompson Mazda 3 33rd



Andrew Winston Fairthorpe Electron Minor Mark 2 43rd




David Owen FF Merlyn Mk 11 9th



Paul Cheshire Triumph Spitfire 45th



Jan Nycz Mallock Mk3 26th

A photograph showing three Maserati cars on a snowy track. On the left is a classic blue Maserati 3500 GT Touring. In the center is a modern red Maserati Gran Turismo Trofeo. On the right is a modern white Maserati Gran Turismo. The background features a snowy mountain range and a town of St. Moritz.

**International Concours of Elegance,
St Moritz.
24-25th February 2023
Photos supplied by Maserati**

Maserati 3500 GT Touring, the new Gran turismo Trofeo and the 2007 Gran turismo with St. Moritz behind

The second International Concours of Elegance (ICE) at St. Moritz in Switzerland was held at the end of February, with classic Maserati cars

the star of the show on the frozen ice lake. The Italian luxury brand are partners of the ICE event and displayed some of its most iconic cars.

These included the Maserati 420M/58 Eldorado which was created for the second 500 Miglia held at Monza in 1958. It took victory in the Open Wheels category of single seaters built between the '50s and '70s.

Other cars on display



Maserati Grecale Trofeo with Mai Ikuzawa



Maserati 450S

included the Maserati 3500 GT Touring and the Mistral. Even modern models like the Grecale SUV made an appearance at St. Moritz in its futuristic one-off "Mission from Mars" edition.



Maserati Tipo 61 Birdcage



Maserati at The I.C.E. Aerial view of the frozen lake



The new full-electric Maserati Gran Turismo Folgore



Maserati 250F



Maserati MC20 Cielo Fuoriserie with butterfly doors open



The Maserati 3500 GT Touring