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



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Front cover: MGCC Sprint : Ian Beningfield lock the brakes on his MG Midget © Janet Wright.

Pride of Longbridge © Simon Wright.

Classic Car & Restoration Show © Janet Wright.

Rally North Wales: Robert Gough/Paul Morris struggle for grip on the uphill launch at Big Ray © Syd Wall.

British GT James Cottingham put the 2 Seas Mercedes AMG GT3 on pol for the first GT race © Motorsport Imagery.

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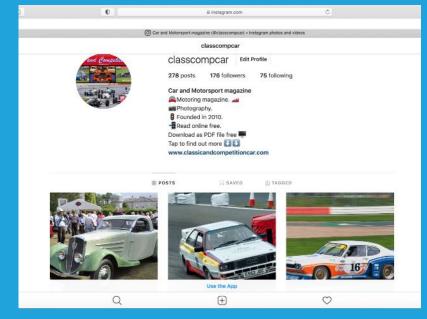
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Classic and Competition Can





Porsche 911 GT1 Evo to star at Heveningham Concours.

The theme for this years Heveningham Concours is 'Celebrating the 24 Hours of Le Mans. Two cars already

announced are the exWorks Porsche 911
GT1 Evo and the ex-FIA
World Champion
Mercedes Benz Clk LM.
The event will take
place on the 8th-9th
July 2023 at the
majestic Heveningham
Hall in Suffolk. For
more information see



100th Anniversary of MG at British Motor Museum.

A special event at the British Motor Museum on Saturday 27th May 2023 will celebrate the 100th birthday of MG. The MG



Owners Club, the Early MG Society, the MG Octagon Car Club, the MG T Society and the MG Car Club have joined together to organise this special event. It will feature a timeline of 100 MG cars plus the 1925 'Old Number One' which was the inspiration for the MG Sports car. Show tickets cost £14.50 per adult. More information and prices at www.britishmotormuseum.co.uk/whats-on/mg-centenary



James Cottingham, with Jonny Adam, enter Deer Leap to claim his first British GT race win at Oulton park in the Mercedes GT3. Report page 106

www.heveninghamconcours.com



1955 5 litre Austin A35 Special Saloon. This modified Austin A35 is the brainchild of Andrew Willis, Seen at the Classic Car and Restoration Show (Report on Page 34), it looks as wide as a pair of normal A35 saloons, It has a tube spaceframe chassis fitted with a modified A35 body. The aim is to keep the weight down to between 850-900 kilos. Powered by a 5 litre Ford Mustang V8 engine and Ford gearbox. The engine produces 310 bhp. It uses 10 inch wide Formula 3 rear slicks to put the power on to the track. The car will have one of the shortest wheelbase of any front engine, rear wheel drive cars. The car is almost square, with a wheelbase of 81.5 inches and a car width of 70 inches. The aim is to compete in both the **CSCC** and **HSCC** Special Saloon series, where the main requirement is that the side silhouette should be similar to the original car. It was planned to be ready

for its first race at HSCC meeting at Snetterton on the 22nd of April, but unfortunately did not appear at that meeting. Hopefully it will be out later in the season. This is a unique, one off project, where the original road going A35 was cut into pieces and the spaceframe chassis and bodyshell have been built from scratch. The design has been drawn on paper, with no Computer Aided Design (CAD), just like cars were built in the 1970s.

Inspiration has come from a Holden powered A30 built by Australian legend Peter Brock in the late 1960s. Having originally built an oval racing version of an A35 back in 2015, which Willis had raced successfully, the new car will probably be painted bright yellow, like the short Oval racer.



May 2023



Bentley Blower returns to racing.

The first of the Bentley Blower Continuation Series, known as Car Zero, will take part in a series of races during 2023. It will take part in races from April to September in the UK, France and Belgium. It will be the first Bentley works entry at Le Mans since the Bentley Speed 8 to victory there in 2008. It will race 93 years after the original car driven by Tim Birkins Team Car #2 took part in the 24 Hours of Le Mans race.

The Blower Continuation Series was created specifically for racing, with over 380 miles of tests completed at racing speed round the Goodwood circuit. It is the first pre-war continuation ever created. It has been built by hand using a combination of modern laser-scanned data and original drawings. Both the blue prints and the 3D data were taken

from the 1929 41/2 litre supercharged Team Car #2, the most famous Bentley in the World and part of the Bentley Heritage collection.

Minot modifications have been made to allow the car to go racing, all safety related. They include installation of a rain light, wing mirrors, towing points, a fire extinguisher and a battery isolation switch. The car holds a Historic Technical Passport (HTP) that certifies that the car is eligible to compete in FIA sanctioned events for historic vehicles.

Another twelve Continuation Series cars have been commissioned through Mulliner, with eight already delivered and four still being built.

After competing at Donington Park at the end of April, it will also take part at Le Mans in France at the end of June and the beginning of July and also at Spa in Belgium at the end of September.

To prepare for its racing debut, car Zero recently completed a six hour endurance test at racing speed at Goodwood Motor Circuit. It was driven by British driver Stuart Morley. It covered 380 miles during the six hours, averaging 83 mph



50 Years of Caterham.

To celebrate 50 years of production, Caterham will be hosting a 50th Anniversary Festival at Donington Park on the 2nd and 3rd of September 2023.

There have been over 100 variants of the Seven, with more than 22,000 sold to date. These include manySpecial editions, including the Silver Jubilee Edition from 1981, the 1989 Prisoner Edition that paid tribute to the 1966 TV series and the Vauxhall powered Beaulieu Edition of 2001. The model also holds many World records including the fastest accelerating production car from 0-60 mph in 3.4 seconds with the 1992 JPE model. It also has the fastest speed in reverse, 102.52 mph with a modified Honda Fireblade engined car. On a lighter note, in 2017 Sir Chris hoy set a World record for the number of donuts in 60 seconds at 19.

It all began in 1973 when Caterham started after a handshake between Graham Nearn and Lotus founder Colin Chapman at Pub Lotus in Primrose Hill in London. In May 1973, Caterham Car Sales & Coachworks acquired then tooling, designs and exclusive rights to the Seven. They commenced manufacturing in Town End, Caterham a month later.

The car has sold Worldwide, with ten of the first orders were overseas, including Germany, Angola and Guatemala. Since then they have been sold everywhere, including the Middle East, USA, South America and Japan.





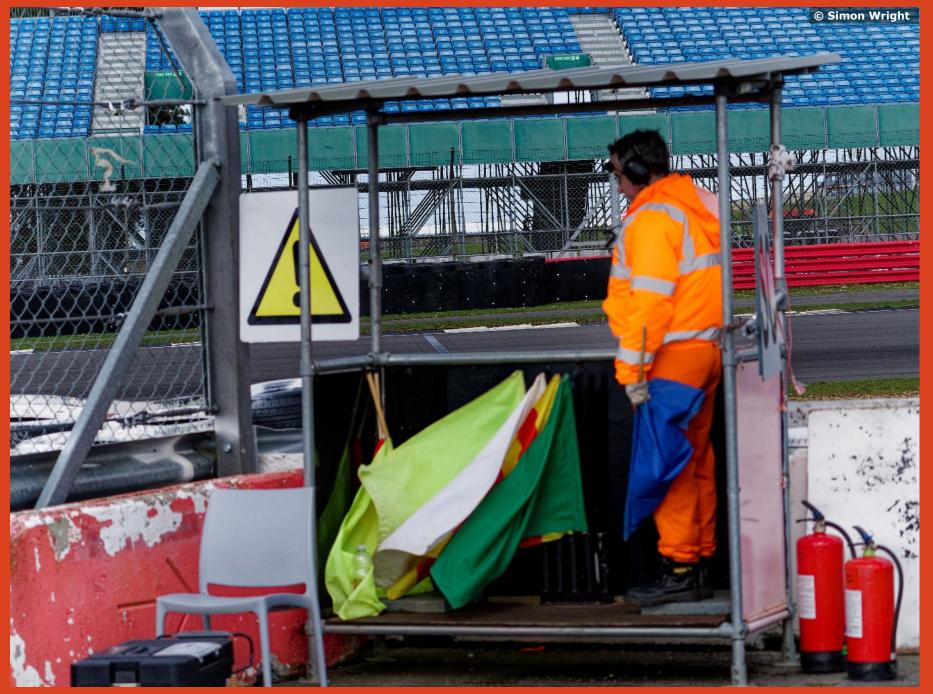
Lamborghini Revuelto.

The first super sports V12 Hybrid HPEV has been launched by Lamborghini in its60th anniversary year. The Hybrid plug-in High Performance Electrified Vehicle (HPEV) uses a naturally aspirated V12 engine combined with a 8-Speed double Clutch transverse gearbox (first time on a V12 Lamborghini) and three electric motors. They produce a combined 1000 bhp. Due to extensive use of carbon-fibre in construction, it has the best power to weight ratio of any Lamborghini at 1.75 kg/1 CV (0.98 bhp), This gives the Revuelto a top speed of over 217 mph (350

kph) and can accelerate from 0-62 mph in 2.5 seconds. The car features 13 drive modes and all-wheel drive, which is also available in fully electric mode.



The Marshals Post



The most important parts of any racing circuit are the Marshal posts located all around the circuit. This is typical of marshal posts at Silverstone. The Flags are a vital part of communicating with drivers during a race. Yellow flag stationary -Problem ahead, no overtaking Yellow flag waved, Danger ahead, slow down, no overtaking. Blue flag- you are about be be lapped. Yellow and red flag - oil or slippery circuit ahead. **Green flag - track** clear ahead, continue racing. White flag-Ambulance or slow vehicle on track, slow down. Red flag - race stopped.

Classic and Competition Car



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



Claude Bovet & David McDonald Mercedes GT3, winners of the BEC 3 Hour endurance race.

© Simon Wright

The British Automobile Racing Club (BARC) held their first race of the season at Silverstone using the full Grand Prix circuit layout, at the end of March. Top of the bill was the British Endurance Championship (BEC) on Saturday and the Britcar Trophy and Britcar Prototype Cup on Sunday. These were well supported by a series of Classic Touring Car Racing Club (CTCRC) races on both Saturday and Sunday.

Saturday was the best day of the Weeknd for the weather. being cold but dry apart from a few odd, short sprinkles of drizzle on parts of the circuit. Sunday was wet during the morning, drying out during the afternoon, bit still leaving the circuit damp in places. Saturday morning was taken up with qualifying for most of the races, just the Britcar Trophy qualifying session taking place on Sunday morning. The second race of the day was the three hour British Endurance Championship race. After a very close qualifying session, it was the PB Racing Audi GT3 of Peter Erceg & Marcus Clutton that took pole position by just 0.047 of a second. Starting next to them on the front row was the Blackthorn Mercedes GT3 of Claude Bovet & David McDonald. Over four seconds further back in third on



Pole position to 2nd in race Audi GT3 of Erceg & Clutton



the grid was the class B RNR Performance Cars Ferrari 488 Challenge car of John Seale & Jamie Stanley. Next to them for the rolling start was the class D Team Brit McLaren 570S GT4 of Chris Overhand & James Whitley. The rolling start took place on a bright, dry track with the Audi leading the first lap before the Blackthorn Mercedes GT3 went through to take the lead. They stayed nose to tail until lap 21 when the Audi got in front again. By this point in





the race, they had lapped the entire field. The order remained the same until lap 33 when the leading Audi made its pitstop. It was followed on the next lap by the Mercedes heading in for its scheduled pitstop. The Blackthorn crew made the best of the pitstop, coming back out with over a thirty second lead on the Audi and the Aston Martin Vulcan of Gleb Stepanovs & Steve Tomkins had managed to un-lap themselves in 3rd place. The Audi made another pitstop on lap 41, which resulted in them being lapped and the Aston Martin went in to 2nd place. On lap 47 the Aston headed in for a second pitstop and the Audi retook 2nd place. At this point the leading Mercedes was now lapped the whole field. After it made its second pit stop on lap 55, it still came out a lap ahead of the Audi, with the Aston Martin now 2 laps behind. However, after another pitstop on lap 58 the Audi closed the gap, uncapped itself





and closed to within 5 seconds. By lap 62 the Audi was back in the lead and pulling away from the Mercedes, which was in the pits again on lap 65. The Audi now gained a one lap advantage, which it held until lap 69 when it pitted again. This let the Mercedes close the gap, pulling back the lap and closing to ten seconds hind by lap 70. The Audi maintained the gap at around 10 seconds until it headed for the pits again on lap 75. This gave the lead back to the Mercedes which it held until the flag. At the end of the three hours, Bovet & McDonald in the Mercedes GT3 won by over a minute. The Audi GT3 of Erceg & Clutton took 2nd place, the only other car to complete the full race distance. In 3rd place was the Aston Martin Vulcan of Stepanovs & Tomkins, 4 laps behind the





winners. In 4th place at taking Class C was the Ferrari 458 Challenge of Chris Goddard, Charlie Hand & Charlie Hollings. In 5th place, and winning Class E was the SEAT Supra TCR of Ash Woodman & Martin Buford, 6 laps behind the winner. Completing the top six was Peter Montague & Stuart Hall, who won Class D in an Aston Martin GT4, 7 laps down on the winner.

Taking the Invitation class was 11th placed Ed McDermott & Will Twain in a Mercedes GT4, 11 laps behind. Class G was won by Owen Hizzey & Scott Symons in a Ginetta G55 Supercup. The final class winner was the Ferrari 488 Challenge of John Seale & Jamie Stanley who took Class B in 20th position even though it only completed 13 laps.



Pitstop time for the McLaren 570S GT4 of Overend & Whitley 15th





Bovet & McDonald on top of the podium







Porsche 911 Cup of Thurston & Hatfield 13th







© Janet Wright

Figures

Figur

BMW GT4 of Cox & Haynes 14th and the Audi TCR of Beeson & Heler 7th

May 2023



First race at 9am on Sunday was the first of two twenty minute Britcar Prototype Cup races, with the meeting completing with a third, fifty minute Britcar Prototype Cup race. These races had the smallest entry of the weekend, with just six cars taking part. After qualifying it was the Mittell Cars Praga R1 of Charles Hall & Scott Mittell on pole position by just 0.653 of a second. The first race was run in



2nd race winners Kelly & Hawkins University of Wolverhampton Praga R1

the rain with the Mittell Cars Praga leading the first Half of the race. But it was the Idola Motorsport Praga R1 of Ruben Stanislaus & Rodolfo Gonzalez that dominated the second half of the race, to win by just over four seconds. The Mittell Cars Praga of Hall & Mittell was 2nd and the University of Wolverhampton Praga R1 of Shane Kelly & Jess Hawkins was 3rd. The winner of the P1 class was the DW Racing Radical SR3 RSX of John Davis that finished 6th, one lap down at the end.

The second race was on a damp circuit and was lead from start to finish by the University of Wolverhampton Praga of Kelly & Hawkins. The winning margin was nearly fifteen seconds. The Mittell car of Hall & Mittell too another 2nd place while in 3rd place it was the TGM with Private Leads Praga R1 of Ben Stone & Teddy Wilson. The DW Racing Radical took another class win in 6th, two laps behind the winner.



The final long distance race was run on a dry track and the first part was led by the Mittell car. But by lap eight the TGM with Private Leads Page took the lead and stayed there to the flag. Stone & Wilson won by over eleven seconds from Hall & Mittell with the Idola Motorsport car taking 3rd for Chris Bridle & Will Stowell Davis took his third P1 class win in the Radical, finishing 5th, three laps down at the end.



Axel Van Nederveen's Ginetta G56 GTA won both Britcar Trophy races

After morning qualifying, the first of two fifty minute Britcar Trophy Championship races took place before the lunch break on Sunday in the rain. Claiming pole position on the wet track was the SVG Motorsport Ginetta G55 Academy car of Neil Wallace & Ian Ashley. Almost half a second behind was the Datum Motorsport Ginetta G56 GTA of Mauizio Sciglio. The first fifty minute race took place just before the lunch break on Sunday on a wet track. The SVG Ginetta took the early lead, slowly pulling away from the Assetto Motorsport Ginetta G56 GTA of Mike West & Jade Edwards. Then on lap six the Intersport Racing BMW M3 E46 of Jas Sara & Bryan Branson shot through from 3rd place to take the lead, with the SVG Motorsport Ginetta dropping down to 7th by lap eight before pitting. The Intersport Racing BMW held a good lead over the Assetto Motorsport Ginetta, until it headed for the pit lane on lap eleven. The Intersport Racing BMW took their pitstop on

lap fourteen with over two minutes lead. They rejoined the race still in the lead with the Rob Boston Lotus Elise of William Stacey only thirteen seconds back as they took their pitstop. With only around 5 minutes remaining the Intersport Racing BMW was back in to the pits to retire



May 2023 Trophy race 16



Rhys Lloyd & Jack Meakin's Dragon Sport Clio won the Clio class in the first race.

from the race. This handed the lead to another Datum Motorsport Ginetta G56 GTA of Axel Van Nederveen who completed the race to take the chequered flag. His winning margin was over twenty eight seconds from William Stacey in the Rob Boston Lotus Elise. In 3rd place was the Datum Motorsport Ginetta G56 GTA of Maurizio Sciglio, who was only 0.311 of a second behind the Lotus at the flag. The T2 class was won by Simon Clark in the FormEvo Clark racing Porsche 997 Carrera S, who finished 8th. The Clio class winner was won by the 10th placed Dragon Sport Renault Clio Cup Gen 4 of Rhys Lloyd & Jack Meakin. The final class winner was Brendan Haffner in the Raceway Ginetta G40 in 23rd place, two laps behind the race winner. The second race started in finishing order of the first race. By its mid-afternoon start, the track was dry. The first race winning Intersport BMW led away from the start with Lotus Elise of William Stacey right on its boot. The Ginetta G56 GTA of Van Nederveen was the first to pit on lap 9, with the Elise in the following lap. This brought the Intersport Racing BMW M3 E46 of Jas Sara & Bryan Bransom to the front, having already pitted on lap 9. They stayed in front all the way to the chequered flag, chased by the Ginetta of Van Nederveen and the Elise of Stacey. However, after the race the Intersport BMW was disqualified for Contravention of Motorsport UK Regulation C5.3.1 Eligibility. This handed

the victory to the Datum Motorsport Ginetta G56 GTA of Axel Van Nederveen. His winning margin was just 1.27 seconds from the Rob Boston Lotus Elise of William Stacey. In 3rd place was the FormEvo Clark Racing Porsche 997 Carrera S of Simon Clark, which also took the T2 class win. The Clio class was won the other Dragon Sport Renault Clio Cup Gen 4 driven by Travis Clyne & Jack Hewlett in 6th position. Taking a second G40 class win of the day was Brendan Haffner in the Raceway Ginetta G40 in 21st position.



May 2023













Jason West BMW E46 M3 won first Thundersaloon race. The first race of the weekend was the first of two twenty minute CTCRC Edmundson Electrical Classic & Historic Thunder Saloons/Burton Power Blue Oval Saloons/ Berkshire Jags Jaguar Challenge races. This had a full grid of forty five cars taking part in qualifying. Pole position





went to the Ford Falcon of Andy Robinson by over a second from the BMW E46 M3 of Jason West. From the start it was the BMW of West that stormed off in to the lead but the safety car was deployed at the start of the second lap as the Jason Collier Peugeot 206CC had caught fire at the side of the track by the pit lane entry at Woodcote on the first lap. Also out on the first lap was Neil Philpott's in the Mitsubishi Station after contact on the first lap. At the restart Nick Vaughan in an Audi A3 dived in to Copse to take the lead from West in the BMW, but ran wide and out





Neil Philpotts Mitsubishi Starion showing first lap damage. The car was later disqualified

on to the gravel and out of the race. This left West in front with about seven minutes remaining in the race. Having maintained his lead and with about one minute remaining, the red flag was shown due to Jason Rudge in a Ford Fiesta stuck off the track at Vale, bringing the race to a premature finish. So the race and Classic Thunder class B was won by Jason West in a BMW E46 M3. He was only 1.652 seconds ahead of Bryan Branson in another BMW





CT C class winner AJ Owen Honda Civic Type R EP3 12th

M3, who took the Classic Thunder Class A win. In 3rd place was Sam Wilson in the Aston Martin V8 Vantage X Pack who won the Classic Thunder H1 class. Pole man Robinson finished 4th. In 5th place was the Ford Sierra Cosworth RS500 of Mike Manning, winner of the BOSS class S. The next class winner was AJ Owen in a Honda Civic Type R EP3 who won class CT C in 12th overall just over a second and a half ahead of David Jefferson in a BMW M3 who was 2nd in class CT C. The first Jaguar home was Mike Sebourne in a Jaguar XK. He won the Jag C class in 17th overall. The class winners were coming





thick and fast now with Sam Daffin in a Ford Fiesta taking BOSS class C in 19th. In 20th place was Guy Connew in a Jaguar XJS who was 1st in Class Jag D. William Hunt driving a Ford Fiesta finished 21st and won the BOSS D class. Back to Jaguars, Jack Robinson in a Jaguar XK was 23rd overall and 1st in class Jag B. The final Jaguar class winner was Andrew Harper in a Jaguar S-Type R who





finished 27th overall and 1st in Jag A class. The final class winner in the race was Saad Qayyum driving a Ford Fiesta ST 150 who won the BOSS W class in 37th position. The second BOSS/Thunder/Jags race took place on Sunday morning in the rain. This had little effect on the overall results as West took a second race victory of the weekend in his BMW E46 M3. Branson was 2nd again, taking another Classic Thunder A class win. Completing the double podium was Wilson taking another 3rd place and Classic Thunder H1 class win of the weekend. Also in



JAG B class winner Jack Robinson Jaguar XK leading JAG A class winner Andrew Harper Jaguar S-Type R



BOSS W class winner Saad Qayyum Ford Fiesta ST 150 37th

5th place again was Manning in the Texaco Ford Sierra Cosworth RS500, taking another BOSS S class win. AJ Owen also repeated his Classic Thunder C class win in the Honda Civic Type R EP3, but in the rain had worked his way up to 6th overall. Taking his first class win of the weekend was 16th placed James Dunkley In a Ford Fiesta who was 1st in BOSS D class. Mike Sebourne was again the top Jaguar in 18th, his XJS winning class JAG C. Daffin





in a Fiesta (BOSS C), Robinson in a Jaguar XK (JAG B), Connew in a Jaguar XJS (JAG D), Qayyum, Ford Fiesta (BOSS W) and Harper in a Jaguar XJS (JAG A) all took second class wins of the weekend.



Ian Craig BMW M3 CSL





















Straight after the endurance race on Saturday was the first of two twenty minute races for the Laser Tools Pre93 & Burty Haulage Pre 03 Touring Cars & Super Tourers. Pole position went to Jason Hughes in a Vauxhall Vector, who was only 0.025 of a second ahead of Richard Wheeler in a Nissan Primera. The other Super Tourer of Anthony Reid in another Nissan Primera was on the second row of the separate super Tourer grid. Two rows were left clear before the rest of the grid formed up behind Gary Prebble in a Honda Civic. The first half of the race, Hughes in the





Vector had the lead, but by lap five Stuart Waite in a BMW E36 M3 had caught the Super Tourer and gone through in to the lead, which he maintained until the chequered flag. As well as the overall win, he also took the Pre 93 class B victory. Almost two seconds behind was 2nd placed Prebble in the Civic, taking the class win for the Pre 03 C class. In 3rd place was James Everard in a BMW M3 E30 Group A, taking the Pre 93 C Class victory. Hughes finished 4th in the Vector, taking the TC1 class win. The





Jason Hughes Vauxhall Vectra TC1 Super Tourer class winner 1st race

next class winner was 8th placed Oliver Owen in another BMW E36 M3, taking the Pre 93 W class. The Pre 03 A class was won by Cavan Grainger in a BMW E436 in 11th, followed by the Pre 03 B class winner William Hunt in a Ford Fiesta in 12th. The rare Renault 5 GT Turbo of David Clark took the Pre 93 Class D win in 13th and the final class winner was Eddie O'Kane in a Hyundai Coupe, who was 1st in the Pre 03 W class, 22nd overall.

The second race took place on Sunday morning and with all three Super Tourers not competing, there was just a





single grid in race 1 finishing order, to taking a standing start for a wet race. After a couple of sighting laps in the rain we lost the Simon Mann Cadbury BMW 328 which stopped out on the circuit. This caused the start to be delayed while the car was recovered. This reduced the race to a twenty minute race instead of the scheduled twenty five minutes. After another warm up lap, the grid



Pre 03 A class winner Cavan Grainger BMW E436 © Simon Wright



Pre 03 W class winner Eddie O'Kane Hyundai Coupe in first race

formed up. From the start Waite led through the first corner but by Becketts James Everard in the iconic liveried BMW M3 took the lead. Meanwhile O'Kane went off in to the gravel trap at Becketts in the Hyundai. With Everard in front and Prebble and Waite right behind, we had a 3 car battle for the lead. Waite soon passed Prebble in Vale and did a stunt ing overtake on Everard round the outside at Luffield to take the lead of the race. Then disaster struck as Joe Dorrington spun his Honda Civic ion the exit of Becketts and was struck hard in the rear by Mark Fynney in the



Ross Craig Honda Civic 2nd Pre 03 Class C

Vauxhall Astra GTE 16v, which was then stranded in the middle of the track. This resulted in a red flag and the end of the race. So after just three laps Stuart Waite in his BMW E36 M3 took his second win of the weekend, just half a second ahead of James Everard in his BMW M3 E30 Group A, who also took his second Pre 93 C class win of the event. Continuing this trend, Gary Prebble in the Honda Civic was 3rd, winning the Pre 03 Class C for a second time this weekend. The other who also won their class again from Saturday included Oliver Owen - BMW M3 (Pre 93 W) 4th, William Hunt - Ford Fiesta (pre 03 B) 8th, David Clark - Renault 5 GT Turbo (Pre 93 D) and finally Cavan Grainger BMW E436 (Pre 03 A) 9th.





















The final race of Saturday was the first of two twenty minute races over the Weeknd for the **Poultice Classic Race Engines Pre 66 & Orange Aero Pre 83 Touring Cars.** After qualifying it was No. 1 Stephen Primett in pole position in his Ford Escort Mk1 by just over half a second from the Datsun 510 of Jonathan Corker. Although Primett dominated the race from start to finish, he didn't have an





Pre 83 D Class winner first race Don Hughes VW Golf Gti 8th

easy race as chasing him the entire race was William Davison in a BMW E30, who finished only 0.715 of a second behind at the flag. Corker took 3rd in the unusual Datsun, just over seven seconds behind. Taking the Pre 66 class A was Peter Hallford in a Ford Mustang in 7th place. Just behind him was Don Hughes who took the Pre 83 Class D in his Volkswagen Golf GTi in 8th. In 12th place was the Pre 66 Class F winner John McGurk in a Ford



Pre 66 F class winner John McGurk Ford Lotus Cortina 12th



Pre 83 B Class winner David Thomas Ford Capri 3.0 Mk 1 13th

Lotus Cortina 1600. Two more class winners were next over the line, David Thomas in a Ford Capri 3.0 Mk1 to take Pre 83 class B and Billy Kenneally in a Ford Anglia, winning Pre 66 Class C. In 18th place was Mike Davies in an Austin Mini Cooper S who took the Pre 66 Class W win, while Will Eggy in a Hillman Imp took the Pre 66 Class E award in 23rd position. The final class winner was Jim



Pre 66 C class winner Billy Kenneally Ford Anglia 14th



Pre 66 E class winner Will Egby Hillman Imp 23rd

Henshaw in a Morris Minor who finished 26th and claimed the Pre 66 Class D award.

The second race took place on Sunday afternoon, after the lunch break and the track was drying after the morning rain. In the different conditions Primett was beaten from the start and the first couple of laps were led by William Davison in his BMW E30, with Primett on his boot lid. Then Corker in the Datsun jumped from 3rd to 1st to lead a lap before Primett re-established control at the front and took the race win by just one second from Corker. Davison was



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Alassic and Competition Car

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Pre 66 D class winner Jim Henshaw Morris Minor 26th

just over two seconds behind to claim 3rd. Hallford in the Mustang (Pre 66 Class A), Thomas in the Ford Capri (Pre 83 Class B) and Billy Kenneally Ford Anglia (pre 66 Class C) all took second class wins of the weekend in the second race. The other class winners were 15th placed Pat Kenneally in a Ford Lotus Cortina taking Pre 66 Class F, 18th John Davis taking Pre 66 Class W in an Austin Mini

© Simon Wright



Pre 66 Class winner second race Pat Kenneally Ford lotus Cortina



Pre 83 D Class winner second race Anton Martin Ford Escort

Cooper S, 20th position Anton Martin in a Ford Escort winning Pre 83 Class D and finally 22nd placed Luc Wilson in an Austin A40 taking Pre 66 Class D.









© Simon Wright





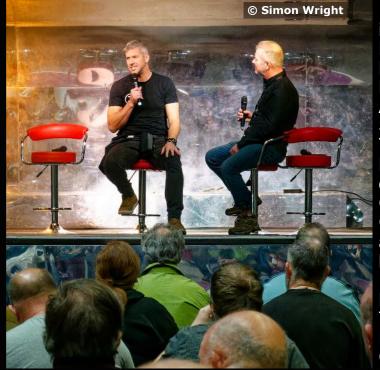




The Practical Classics Classic Car & Restoration show, with Discovery +, is the smaller of the two annual classic car shows that take place at the National Exhibition Centre (NEC) during the year. Held at the end of March, the Restoration show just uses 3 of the original 5 large halls at the NEC. Unlike the main show in November, this show doesn't just feature pristine vehicle on display. This year saw an increase in attendance up from just over 25,000 in 2022 to 26,872 in 2023. Around 160 car clubs from across the UK displayed members vehicles. Most of the car clubs have restoration project vehicles actually being worked on during the show. These tasks can vary from relatively simple projects like replacing the brake pads and shoes, to major body panel restoration.



From the main entrance, Hall 5 features many of the car club stands, along with the main Classic World stage, where various famous faces from TV in the restoration industry gave talks over the three days of the show. These



included Wheeler **Dealers Mike** Brewer, Master Mechanic Ant Anstead and Car SOS Fuzz Townshend. Making his show debut was Classic **Obsessions host** Gary Mavers, who also had two of his cars on the Footman James Barn Find display. These were a Rolls Royce Corniche and a





barn find Lotus Elite.
Next to these was the restoration project
Porsche 356 owned by Dominic Chinea from the BBC TV Repair
Shop programme.



Next to the stage a team from Practical Classics restored a Reliant Scimitar. At the back end of the Hall, the Sporting Bears Motor Club were giving their usual Dream Rides for charity and raised nearly 22,500 over the weekend. They also picked up an award for Charitable Endeavour's in this years National Car Club Awards.



In Hall 4 was another stage area demonstrating various restoration techniques, ranging from body panel and welding through to engine rebuilds and wiring systems. There was also an area of trade stands selling almost anything that the

enthusiast might require.

One of the main display areas of the show was the Footman James Barn Find display. There were twenty vehicles displayed exactly as they have been found in garages and barns. The state of these vehicles can vary from some slight rust and covered in dust to vehicles that you are frighted to sneeze near incase they crumble in to a pile of rust. People could vote for their favourite barn find and the winner was the 1960 Austin Mini 850 belonging to Andy Longfield.























Classic and Competition Can

May 2023





















The National Car Club Awards celebrate the work of car clubs both at the show and throughout the year. The Jowett Car Club got the Best Live Working on vehicle at the Show and also the coveted Car Club of the Year award.

The award for Support of the Next Generation went to the Morris Marina Owners Club for restoring and presenting a car to the Classic Car Loan Project.





The Best Restored Car at the show was won by Andy Mason's 1939 Series III Wolseley 12/48 on the Wolseley Register stand. Best Large Stand award went to Klasyczna Polonia UK and small stand award was won by Racing-Puma.co.uk The Ford Corsair owners Club took the Best Live Demonstration on a Car Club stand. The Best Barn

Find/Unrestored award went to John Reed's Austin A70 Hereford on the Austin Counties Car Club Stand.

The Madam Curie Morris Minor 1000 on display.



May 2023









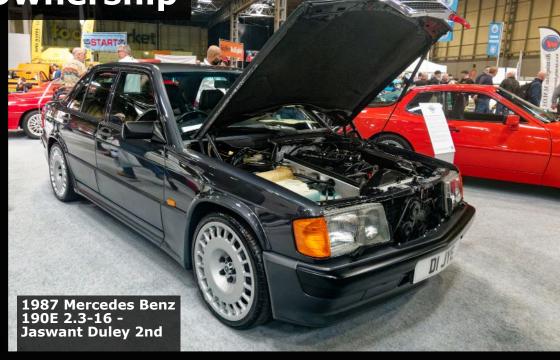




Awesome Mazda MX5 Upgrade to a Tipo 184



© Simon Wright



© Janet Wright

The Lancaster Insurance pride of Ownership award was contested by twenty selected vehicles. Visitors were asked to vote for their favorite from the twenty cars on display. The winner was the 1989 Porsche 944 of Paul Clappison, who also won five years ago with a 1972 MG B. The Porsche 944 was built in Germany between 1982 and 1991. It is one of the more conventional Porsche models, with a water-cooled front/mid-engine design driving the rear wheels. The 2.7 litre 4 cylinder engine develops 163 hp. Over its ten year production run, over 163,000 cars were built, including the Porsche 944 Turbo, making it the most successful sports cars in Porsche history at the time. When introduced in 1982, it could accelerate from 0-60 mph in under 9 seconds, which improved to 6.5 seconds from 0-62 mph, with a top speed of 144 mph.

In 2nd place was the 1987 Mercedes Benz 190E of Jas Duley, while 16 year old Alex Mills took 3rd place with his 1998 Rover Mini Cooper.



May 2023

© Janet Wright 1997 Toyota Paseo - Paul Edwards

1985 BMW 525e - Steve Poulton



Classic and Competition Car

Lancaster Insurance pride of Ownership





1981 MG B LE Roadster - Richard Weaver
May 2023









Leyland P76

Making an appearance on the Rover Sports Register stand was the Leyland P76 Targa Florio. Produced by Leyland Australia, who were given the go-ahead in 1969 to produce a large car for the Australian market. Styled by Michelotti, it was nick-named "the Wedge", with a large boot which could easily hold a 44 gallon drum. A station wagon and coupe were also designed but never made it to production. Over

easily floid a 44 galloff druff. A station wagon and coupe were also designed but never made it to production. Over

18,000 were built between 1973 and 1975 with either a 2.6 litre straight six engine or a 4.4 litre V8 engine derived from the Buick V8, which produced 192 bhp. It also used Borg-Warner transmission, and power-assisted front disc brakes, plus rack and pinion steering. British Leyland had plans to launch the car in the UK under



the Vanden Plas brand but production stopped before the plans came to fruition.

Some styling aspects are similar to the Rover P8 and the Rover SD1 which was launched in 1976 shared several engineering features from the P76, including MacPherson strut front suspension, a live rear axle and the aluminium V8 engine.

This is a Targa Florio limited edition which was released to celebrate the success the P76 achieved in the 1974 World Cup Rally, where it won the Targa Florio section and finished 13th overall. The Targa Florio edition sported a Limited Slip Differential (LSD), sports wheels and steering wheel as well as a special paintwork including side stripe.



Classic and Competition Car













The Frisky Sprint.

A prototype sports racing car built by Henry Meadows Ltd at Fallings Park in Wolverhampton. The firm manufactured the Meadows Frisky range of cars between 1958 and 1961. The Frisky Sprint had a top speed of 90 mph and the prototype was finished in American national racing colours of white with a blue stripe. It is powered by a 3-cylinder air cooled 492cc **Excelsior engine mounted transversely in the frame,** with the final drive is roller chain driven. Unlike other Friskys, the rear axle is full width and fitted with a differential. It is independently sprung using a swing axle layout. The body features two bucket seats. It was planned to go in to production at the Vickers-Armstrong (aircraft) factory at South Marston and was to sell for between £675 and £750 including purchase tax. Unfortunately it never reached production.

Fend Flitzer 1950.

This is a modern reproduction of the original 1950 Fend Flitzer. The original was powered by a 98cc two-stroke engine with a 3-speed gearbox. It was available in either dome top, convertible or roadster versions, A total of 154 were built in period. These vehicles stem from vehicles for disabled war veterans, originally with manual propulsion. Later, small petrol engines were added, many the work of designer Fritz Fend. These developed in to the Fend Flitzer from which the Messerschmitt bubble car was based on. This reproduction is powered by a 175cc engine built in 2021





















1952 MG YB - Keith Buckley

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1972 Stimson Safari 6

From the drawing board of Barry Stimson, this 6 wheeled Mini Pickup truck kit car was produced by Barry, who built the moulds and a prototype in just a few weeks, single handed. The fibreglass body is fitted to a tubular steel space frame chassis with a Mini front subframe, The rear suspension consists of a pair of Mini rear trailing arms. This vehicle is powered by a 850cc A series engine. Standard equipment included 6 special chrome wheels, six inches wide, stainless steel bumpers and handles, a leather steering wheel, oil and water gauges, rally type seats with seat belts, stone guards, mud flaps and a folding rear seat. It was offered for sale at £800 by Design Developments, complete with a hood which covered the whole body from the rear of the windscreen, with a side zipped screen, that doubled as the drivers door It was also available without engine or gearbox, for £600. It was also sold in kit form from £270, depending on the level of finish required. Design Productions went in to receivership in 1974. Only five examples of the Safari Six were built.

2001 Plymouth Prowler.

A retro styled production sports car manufactured by Daimler Chrysler between 1997 and 2002 It was later named the Chrysler Prowler. It was a conventional front engine, rear wheel drive configuration, with a rear mounted transmission. It was powered by a 3.5 litre 24 valve Chrysler SOHC V6 engine which produced 214 hp. From 1999 the engine was upgraded to an aluminium block V6 which produced 253 hp. Connected to a 4-Speed automatic transmission that was located at the rear of the car and connected to the engine by a Torque Tube. This gave a 50/50 front-rear weight distribution. It had a top speed of 126 mph and could accelerate from 0-60 mph in 5.9 seconds. It was designed as an every day vehicle and included keyless entry, power windows and door locks, dual airbags, air conditioning, leather trimmed bucket seats and an AM/FM stereo radio with cassette player. A multi-disc CD changer was available as an optional extra.

















1952 Morgan Plus 4 Drop Head Coupe - Triumph 2.1 litre engine

1960 Saab 93 Two stroke



Triumph TR7 Tracer.

When Crayford Engineering decided to work on the Triumph TR7 in the mid-1970s, people expected them to produce a convertible. However, the company realised that Triumph would eventually produce a drophead version and so instead they made an interesting sporting Estate called the Crayford TR7 Tracer in 1976. Potentially practical, the extended roofline and narrow opening hatchback along with a folding rear seat was supposed to give increased luggage capacity, but the coupe and convertible models actually had more carrying capability. The 2+2 was very similar to a factory design named Lynx for a 3-door version of the TR7, but the factory car never went in to production. Crayford had hoped to build the Tracer in reasonable numbers, having been commissioned by BL dealer Page Motors Limited. However, despite several Motor

show appearances and features in various car magazines, the project never really got off the ground. Only one car was built. The car is owned by the Chairman of the Triumph TR Drivers club, Chris Turner. It was making its show debut on the Triumph TR Drivers Club stand at the 2023 Classic car and Restoration Show. The car has undergone a complete restoration during 2022 and it has been re-painted in the correct shade of Inca Yellow. It was not built with a sunroof, but the second owner had a Tudor Webasto sunroof fitted, which has been retained. There were stories that two were built, as photos exist showing a red car, but it was this car that was repainted red by oner of the previous owners.



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To improve handling, the cylinders are inclined at 45 degrees so that they are only just behind the back axle line. The rear wheels were driven by an unsynchroised 4-Speed gearbox. From late 1962 a 598cc air-cooled engine was fitted, which produced 30 hp. In 1960 the Prinz III chassis was used with an additional front stabiliser bar and air cushions in the coil springs on the rear swing axle. Unassisted Drum brakes were fitted to all four wheels. In 1962 front disc brakes were fitted.



The Prinz Sport coupe also led to the NSU Spider, which was the World's first production car powered by a rotary Wankel engine. This was followed by the Ro80 executive saloon which was also powered by a rotary Wankel engine.

1967 NSU Prinz Sport.

After a break of 28 years, German firm NSU returned to passenger car manufacturing in 1957 with the launch of the rear-engined air-cooled Prinz saloon. In 1958 they added a stylish 2-door Sport Coupe designed and initially constructed by Bertone in Turin, Italy. The first painted bodies were built in Italy then transported to the NSU factory in Neckersalum for final assembly. Then Production moved to Heilbronn at Karrosseriewerke Drauz which was later bought by NSU. Production continued until 1968, with almost 21,000 vehicles built.

The Prinz Sport was powered at first by a rear mounted 583cc air-cooled Prinz 50 straight-twin engine which produced 20 hp. This gave a claimed top speed of 99 mph, though 80 mph was probably more realistic from tests at the time. It could accelerate from 0-50 mph in 14 seconds and would do the standing ½ mile in 23.3 seconds.



y 2023





Classic Car Auctions held a sale during the Classic Car and Restoration Show. Cars from the 80's and 90's proved to

Restoration Snow. Cars from the 80's at © Simon Wright

895 F

be very popular. The Auction achieved an 80% sales rate with sales totalling £2.6 million. The auctions were held on both Saturday and Sunday. The highest price achieved on Saturday was £63,562 for a 1992 Audi Quattro Turbo 20V (RR). This was



one of only 295 right-hand drive 20V (RR) models built. This was a late production run model which has undergone a full restoration a few years ago.

The Sunday sale saw the highest price achieved over the weekend. A 1970 Ferrari 365 GT 2+2 sold for £119,250. This right hand drive four seater GT has covered less than 40,000 miles having been part of a privater collection for many years. Other high prices achieved were a 2006 Aston Martin V8 Vantage that sold for £45,562, a DeLorean



DMC-12 manual which sold for £42,187, though both were upstaged by a 1979 Ford Escort RS 2000 Mk2 Custom that sold for £47,250. An unusual 1985 Range Rover V8 convertible, modified in Italy, sold for £31,500

1979 Ford Escort RS2000 Mk2 sold £47,250



An interesting seller was a 1963 Ford Consul Capri which has been restored and modified. It is powered by a 2 litre Ford Pinto engine and 5-Speed gearbox. The interior has been redesigned with

a bespoke dashboard, a Moto-Lite steering wheel, new bucket seats and a Kenwood sound system. The exterior has been painted with a deep coat of metallic British Racing Green and Minilite-style alloy wheels. It sold for £23,625.

Another highly modified car was the 1959/2004 Austin Healey Mazda Special. The fibreglass bodied special is

powered by an engine and running gear from a 2004 Mazda MX5 including the differential and 6-Speed transmission. Ideal car for AutoSolo, hill climbs or track days. Sold for £1.069





Found in 1974 in a fully dismantled state. This 1925 Jowett Short Two Tourer was fully rebuilt by a well known specialist, with very rare Brolt electrics. It was then rebuilt again in 2012 by current owner, including new paintwork and new hood.
Sold for £14,062

An interesting pair of former wedding cars cars. The Daimler Consort DB18 Saloon with a six cylinder engine and pre-selector gearbox. On the left was a 1951 version with almost 100,000 miles on the clock, which sold for £2,362, in need of some minor cosmetic and mechanical work and sold as a non-runner. The car on the right car is a 1952 version in good running order, which sold for £3,375.













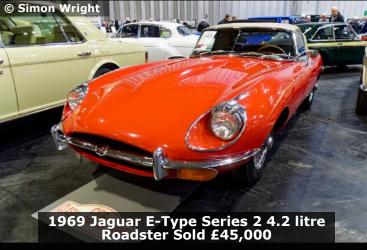








1967 Chevrolet Corvette Stingray Sold £48,375





© Simon Wright

© Simon Wright

1963 Fiat 600D Sold 11,025













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1999 Isuzu Vehicross Sold £2,700 Way 2023





Pre-Season Practice Day at Prescott Hill ClimbWith the start of the 2023 British Hillclimb Championship only three weeks away – it begins, at Prescott, over the



weekend of 22/23 April – several contenders, including multiple champion Scott Moran in his 4-litre Gould GR59J – were among the drivers taking advantage of the Bugatti Owners Club's practice/test day at the Gloucestershire venue. At the other end of the scale, some drivers were







having their first experience of competitive speed hill climbing and many others were simply getting back into the swing of things ahead of their own championship seasons. All the runs were timed but, on this occasion, there were no 'results' or prizes to be gathered. The day started wet and





although the hill dried steadily throughout the day, especially when the sun made an appearance midafternoon, damp patches remained and, as Gould singleseater driver Edmund Burgess remarked "all day, slippery through the Esses and that stream at Rolt! ".

All types of cars took part, grouped roughly according to





the championships for which they will contest, ranging from road-going saloons and sports cars, historic cars and rally cars up to the many championship contending single seaters and even a grass track racer.

What would probably have been the oldest car entered,





Peter Baker's 1954 Daimler Conquest saloon which competed in this year's Monte Carlo Historique rally, was an unfortunate absentee, its owner away on other business. Robin Butler, however, brought an interesting single seater looking for all the world like a world championship Alfa Romeo 158 of the early 1950s but in





fact a Special which he and a friend constructed using the engine and gearbox from a a Triumph 2000 and an MGA rear axle. It certainly looked the part.

After events at Prescott and Craigantlet, N Ireland in April, the British Hillclimb Championship moves on to Harewood





in Yorkshire and Gurston Down, Wiltshire in May before coming to Shelsley Walsh, Worcestershire on 3rd/4th of June eventually returning to Prescott for the penultimate round of the 15 round series on the 2nd/3nd September.

At the end of the day, the fastesst time in practice went to Clas 1 Scott Moran driving a Gould GR59J with a best





time of 39.23 seconds. The second fastest practice time went to Matthew Ryder in another Gould GR59, with a best time of 41.02 seconds.

In Class 0 the fastest time went to Eynon Price driving a



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Force TA with a best time of 41.95 seconds. The 2nd fastest time was a 42.02 second run from Darren Gumbley





in another Force TA. Edmund Burgess in Gould GR55 was 3rd fastest with a time of 45.20 seconds.









Now the hour has moved forward and the days are getting longer, the Black Country Cruisers regular monthly Tuesday evening meetings at the Hinksford Arms can now by enjoyed outside on the car park.

The April meeting at the beginning of the month had a pleasant spring evening and a great turnout of attractive American cars on display. The most popular model in attendance was the Ford Mustang of various vintages, which would be a perfect reflection on American car sales in the Great Britain over the last generation. The first Mustang rolled off the production line in 1964 and is currently the longest running model in the Ford range. It is currently in its sixth generation. It is the sixth top selling model range in Ford history, behind the top Ford F-Series pickup truck, the Ford Escort in 2nd, The Ford Model T in 3rd, the Ford Fiesta 4th and the Ford Focus in 5th

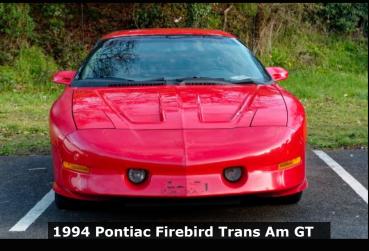


1998 5.0 litre Ford Mustang GT



















1968 Plymouth Satellite.

Always popular at shows are American Police squad cars. This is a representation of the Sheriff's car from the City of Portland, the largest city in the state of Oregon. Situated just off the east coast of America, not far from the Canadian border and Vancouver.



The Satellite is a mid-sized car, launched in 1965 as the top of the line model in the Belvedere line. This is a second generation model which ran from 1968 to 1970. It added the four door saloon option for the first time. The Satellite was offered with a range of V8 engines, ranging from 4.5 litre to 7.2 litre. This car has a 3.7 litre Slant 6 engine which became a standard option on the third generation model. It

produced 147
hp and
usually
connected to
a 3-Speed
Automatic
transmission,
though a
manual 4Speed option
was available.
They had the
typical



Chrysler chassis with upper and lower A-arms and longitudinal torsion bar front suspension and power assisted front disc brakes. The rear suspension was a live rear axle on semi-elliptic leaf springs.



















Not American, but an interesting visitor - Hillman Avenger 1300DL

1984 Cadillac Fleetwood



1951 Buick Eight Super.

In production since 1940, the Buick Super was built by General Motors up until 1958, with a brief gap during the Second World War. This is a third generation model that was produced between 1949 and 1953 and plants all across America. It was available as a four door sedan, a two door sedan and convertible and a four door station wagon. Engine options ranged from a straight Eight 4.1 litre or 4.3 litre or a 5.3 litre V8. This is a 4.3 litre version. The body design was shared with the Roadmaster but with a



The dummy side vents in the front wing were meant to represent the side exhaust ports on fighter aircraft.

smaller wheelbase. The 1951 model included the full length "Sweepspear" chrome body moulding along the side of the car. The 4.3 litre Fireball



The bonnet embelishment was supposed to represent the gunsight on a fighter aircraft.

straight eight engine came with a single two-barrel carburettor and produced 112 hp. With the optional Dynaflow automatic transmission which used a torque convertor to produce a single gear ratio, instead of having to change up through the gears. This gave it a top speed of over 90 mph and due to the torque convertor it took 14.5 seconds to do 0-60 mph.

The model featured a one piece curved front windscreen while the rear windows contained tow splits. An optional AM radio could be fitted with a centre radio antenna which could be adjusted by a knob inside the car in the centre above the windscreen. Nearly 170,000 were sold in 1951.







After a two year hiatus the Measham Night Rally returned in 2023. Based at Leominster there would be a 190-mile route to be negotiated. A shorter route, with lower average





speeds, is available and designed to be suitable for Light Cars, Edwardians, and those with 2-wheel brakes. A Champagne class, for those who want simpler route



Now the hard part starts



instructions, for which all pre-war cars was also available.

During the few days leading up to this years Measham all the weather Gods made it difficult for the organisers to finalise this year's route. A few days prior it had snowed then cleared but then on the Friday morning it came back heavily. At one stage it must have been touch and go whether the event took place. Like most places that had the



Classic and Competition Can



heavy fall it thawed as quick as it arrived, by Saturday morning the worry for the drivers would be lots of standing melt water and not knowing how deep it would be. Still, at least it was forecast to stay above freezing! Even late on Saturday afternoon, the route needed to be amended hastily, but organiser Annabel Jones had





everything under control and as the competitors started arriving at Rally HQ all was good to go. It became very obvious walking around the assembled cars, that some competitors would be having a very long,





cold and wet rally. The only thing above their heads was the stars, whilst others had the luxury of a hard top, and dare we say a heater.

As the time approached for Car 1, Jonathan Farman and



The most hardy of competitors, James Edwards & Patrick Teague with the Morgan Sports Family



Ian Dobinson in the Alvis 12/60TL Saloon to depart, it was still raining heavily and showing no sign of easing.

It didn't take long for some to run into difficulty with the adverse conditions. Jolyon Harrison and James Baxter

© Motorsport Imagery



Classic and Competition Car

hitting water so deep the electrics in the HRG got wet along with their feet and legs. All this with the start almost still in sight, not a great start as James commented!

The Bentley Drivers Club were represented by Martin Trentham along with his regular navigator Anji Martin, and Theo Hunt who's navigator for the night was Jimmy Galliver. Both were driving 4.5 litre models from the late 1920's. Martin (competing in the Clubman category) and Theo (Trophy Fast) were hopeful of good results after

© Motorsport Imagery



running as high as second in their respective classes early

on.

Martin Trentham was forced to retire due to a leaking radiator, this meant missing the whole of the second half of the rally. At least he was still classified fifth in class (out of eight). Managing to complete the event despite a faulty alternator, Theo Hunt finished seventh in class (out of



The second HRG taking part, William Mahany & David Kirkham twelve).

Another crew to fall foul of the adverse conditions were Charlie Martin and Wilf Cawley who's Fraser Nash Super Sports went off road, but thankfully they still finished.

It cannot go without a mention for James Edwards and Patrick Teague in their Morgan Sports Family, which had to be the most inappropriate car on the night.

Given the short amount of time the organisers had to event up and running, the team need a big round of applause, I'm sure everyone is looking forward to 2024.

Final Results

Class 1f Trophy Class Fast

6 Peter Dodds, Duncan Wood & Andrew Mortimer, RILEY MK III 4STR TOURER The Measham Trophy 1st Class 8 Tim Jones, Mitch Millar VAUXHALL 30-98 WENSUM,

2nd Class

1 Jonathan (Jake) Farman, Ian Dobinson ALVIS 12/60 TL SALOON. The Richard Dames-Longworth Trophy 2nd Class 3 Jolyon Harrison, James Baxter HRG Standard car, 3rd Class

Class 1s Trophy Class Slow

20 James Edwards, Patrick Teague, MORGAN SPORTS FAMILY. 1st Class

Class 2v Clubmans

25 Adrian Ducker, Peter Hanna RILEY 9 SPECIAL. The Jeddere-Fisher Trophy 1st Class 30 Thomas Castle, Peter Castle AUSTIN 7 CHUMMY. 2nd Class 27 Harry Colledge, Andrew Tongue FORD MODEL A TUDOR. 3rd Class



Austin Healey Sprite for Scrutineering



Tinkering time on the Ford Model A Tudor, Harry College & Andrew Tongue

Class 3v Champagne

33 David Gregory, Johnathan Gregory, VOLVO Amazon 2000, 1st Class

Class 4f Invited Trophy Fast

18 Ms Carrie Northmore, Bernard Northmore, AUSTIN HEALEY 3000, The Measham Challenge Trophy 1st Class

Class 5i Invited Clubmans 19 Dood Pearce, Dave Harris, AUSTIN HEALEY Sprite 1st Class







Cannock and District Car Clad (CCDC) held the latest round of their Wheelspin series with the Easter Bunny StreetCar AutoSolo over the Easter weekend, Easter Sunday dawned bright and sunny at Curborough, near Lichfield and the club had attracted a great entry for the Motorsport UK Streetcar event. Proving that you can tackle at AutoSolo in any type of car, the event had attracted not



one but three Ferrari owners to take part. The rest of the entry consisted of more usual contenders, with a multitude of the popular Mazda MX5 sports car and a fleet of hot hatchbacks.

First car off to tackle test B (The Start line Test) was the red Ferrari 488 of Steve Pepperell, who went slightly off course in his first attempt, getting slightly confused on the exact route round the marker cones.

The event took part with each competitor having a series of runs over the two separate courses laid out round the Curborough sprint track. Test A used the main part of the



circuit, starting from by the commentary box. Test B started at the Paddock gate and ran up and around the start line. After an exciting day of motorsport action, the clear winner was Steve Dolby in his Manoeuvrable Mazda MX5, who took the Award for Fastest Time of the Day (FTD) with a total time of 746.5 seconds. Over thirteen seconds behind was 2nd placed Tom Bishop in his nimble Nissan Micra, who took the award for 1st in Class C with a total time of 760.1 seconds Coming in 3rd place was James Holt in another Mazda MX5, who took the award for 1st in class E, with a total time of 770.5 seconds.



There was a tight battle for 4th overall, with Oliver Janes just snatching the place by 0.3 of a second from Oliver Michaels, both in a Mazda MX5. They also took 2nd and 3rd place awards for class E.

The next award winner was a long way back. Over twenty five seconds behind in 7th place was Chris Cowles in a Mini Cooper S, who took the award for 1st in class B with a





total time of 802.6 seconds. Only 5.8 seconds behind was Dan Lister in a Renault Clio, 2nd in class B with a time of 808.4 seconds. Completing the class B award winners was Michael Bennett who was 9th overall in a Mini Cooper, 3rd in class B with a time of 809.4 seconds, only a second behind Lister.























There was a tight battle for Class A with less than a second between 1st and 2nd in class. It was won by James Crudgington in a Nissan Micra, who finished 10th overall with a time of 819.4 seconds. In 11th was Daniel Pearce in another Nissan Micra, 2nd in class A on a time of 820.3



Fastest Lady award went to Samantha Berry in her shared Ford Fiesta

seconds.

The Fastest Novice award went to Ken Worf driving a BMW 318Ti who finished 13th overall with a time of 836.3 seconds. In 14th overall was Rachel Faulkner, completing the Nissan Micra podium lockout in class A. She was 3rd in class A with a time of 838.7 seconds.

Taking 2nd in class C was the Renault Clio 172 of Barry Mansell, 17th overall with a total time of 844.6 seconds. In 3rd position in class C was Tom Berry with a time of 847 seconds driving a Ford Fiesta, 19th overall.



The Fastest Lady award went to Samantha Berry driving a Nissan Micra in 20th overall, with a time of 849.9 seconds. The 1st in class F award went to Archie Holt in a BMW 318 with a time of 852.3 seconds, taking 22nd overall. The closest class battle saw the final class winner take

The closest class battle saw the final class winner take victory by just 1/10th of a second. Keith Winter in a Mazda MX5 took the class D win with a time of 859.6 seconds just ahead of the fabulous Ferrari SF90 of David Snelson. His total time of 859.7 seconds just missed out on victory by 1/10th of a second. This was quite a performance from the

Ferrari, which is a wide car for the tight tests round Curborough. The Fastest Junior award went to Daniel Taylor in a Citroen C1. He finished 28th overall with a total time of 861.9 seconds.

The final award winners were spread right across the entry list. Taking 3rd in class D was Bradley Bennett in a BMW 3 Series, who was 32nd overall with a time of 867.6 seconds.

Kyle Makin in a Citroen Saxo took 2nd in class F in 44th place, with a total time of 1013.9 seconds. The car was shared with Liam Farr who was 3rd in class, 47th overall with a time of 1036.6 seconds.

Class B saw Liam Brotherhood in a Suzuki Swift take 2nd in class B in 48th overall with a time of 1078.3 seconds.

The final award winner was Joseph Plowright in a Citroen C1 who finished 52nd overall and was awarded 3rd in class A with a time of 1180.6 seconds. And what of the three Ferrari entries. Well David Snelson finished 27th overall and almost won class D in his Ferrari SF90. He was just beaten by 1/10 of a second by a Mazda MX5. John Kennedy in the Ferrari California finished 34th overall and 4th in class and finally Steve Pepperell in the Ferrari 488 finished 51st overall and 11th in class.









Michael Bennett Mini Cooper 3rd class B



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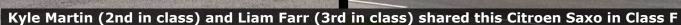














Josephn Plowright Citroen C1 3rd Junior





The cream of Britain's historic Ford Escorts (and a few other marques!) assembled in Welshpool for an assault on the classic stages of North Wales for Round 2 of the British Historic Rally Championship. The first stage, 8 miles of Dyfnant, went to the Fiat 131 of Nick Elliott and Dave Price, 2 seconds ahead of

SECURÇOM Danfords Roger Chilman/Patrick Walsh finished top registered crew in the BHRC

Roger Chilman/Patrick Walsh and Robert Gough/ Paul Morris, both in Mk2 Escorts. Just a couple of seconds further back was rally returnee Joe Price and co-driver Chris Brooks. For only his second rally since 2019, Price was a late entry at number 113 but was reseeded before stage 1 to run 13th on the road. In trouble on stage 1 were Marty





McCormack/Barney Mitchell and Richard Tuthill/Stefan Prevot. McCormack's Escort Mk2 punctured half way through and running at number 2, was caught by top seeds Jason Pritchard/Phil Clarke just before the end. McCormack lost about a minute, coming in 71st and the held up Pritchard 5 to 10 seconds. For Richard Tuthill and veteran World Championship co-driver Prevot in a 3 litre Porsche 911 SC (just built and running in for November's

© Syd Wall

One of six BMW 325s competing, Dan Chester/Paul Barbet finished 56th

Roger Albert Clark rally), it all went pear shaped with a spin off on a tight hairpin, losing about 6 minutes. He was also running himself in as this was his first historic rally since 2011!

Richard Tuthill must have been well and truly run in by the



There aren't many Escort G3s in historic rallying - Ian Roberts Jr/Daniel Jones came home 37th



end of stage 2 in Gartheiniog where he was fastest by 3 seconds from Roger Chilman and 5 ahead of Robert Gough, ahead by a further couple of seconds of Joe Price and Marty McCormack. Moving onto Big Ray, it was Chilman heading the field from Jason Pritchard with Seb



Perez/Gary McElhinney poking their Porsche 911 RSC in front of Joe Price.

Into Dyfi Main it was Price fastest again, from Tuthill by 3 seconds, McCormack a further second back and Chilman



and Perez tied on 2 seconds back. Certainly, nobody was dominating and the competition was fierce between 7 or 8 frontrunners.

After service at Dolgellau, the second run through Gartheiniog was cancelled with the top 12 left to run after a nasty accident for Craig Jones/lan Taylor who put their Mk1 Escort into a very solid rock. Late news is that Craig has



left hospital and the crew plan to be back in action as soon as they can - they have a confirmed Roger Albert Clark entry so November is their target!

Back to the rally and Richard Tuthill was really in the groove, winning stages 6 and 7 and second in the final





stage but of course, his big off on stage 1 meant he had no part in the frantic fight for the win. On stage 6, Joe Price headed a tied McCormack and Chilman by 1 second, going into the penultimate stage 4 seconds behind Chilman. A big push by Price took 7 seconds out of Chilman and now he headed to the final stage 3 seconds ahead. A reverse run through Dyfnant saw McCormack, Tuthill and Jason Pritchard take the leading times and Chilman and Price



Richard Tuthill must be happy that he has a prover car and champion co-driver for this year's R.A.C.



sharing 4th position. So standing atop the podium was a Joe Price and Roger Chilman in 2nd. Nick Elliott and the Fiat 131 had dropped off the pace slightly after his first stage win thanks to a throttle problem but his consistency still rewarded him with 3rd overall, 31 seconds behind





Chilman. Jason Pritchard's final stage 7 second gain over Robert Gough swapped their positions at the end to finish 4th and 5th.



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In the modern rally, Matthew Hirst/Declan Dear finished ahead of Alan Carmichael/Claire Williams in Ford Fiesta R5 and Hyundai i20 R5 respectively with Kevin Procter/Jamie Edwards 3rd in their older Ford Fiesta S2000T. We have to thank Matthew Hirst for his sense of fun. In a pre-event chat with Motorsport News reporter Paul Lawrence, Matthew learned that on stage 1, we would be on the hairpin just before the finish boards so he decided to put on a bit of a show. At full chat, he threw the Fiesta R5 completely sideways on the entry to the hairpin, showering our lucky colleagues on the outside of the bend! In the photos, compare his position to Alan Carmichael's Hyundai! There was also a Mini Challenge event for Mini Coopers which ran through just the first 4 stages of the main rally. The winners were Mick Smith/Paul Stringer followed by Jacob Neal/Russell Thompson.



Final Results: - (Class winners in yellow.)

1st Matthew Hirst/Declan Dear Ford Fiesta RS W14 Interclub Class

2nd Alan Carmichael/Claire Williams Hyundai i20 RS 3rd Joe Price/Chris Brooks Ford Escort RS 1800 Mk II D5 Category 3 National . 4th Roger Chilman Jr/Patrick Walsh Ford Escort RS 1800

Mk II 1st Registered British Historic Rally championship



5th Nick Elliott/Dave Price Fiat 131 Abarth **G2 Category K National.**

6th Kevin Procter/Jamie Edwards Ford Fiesta S2000 Turbo

Class winners:

13 Simon Rogers/Jack Bowen Mitsubishi Lancer Evo VI W13 Interclub

18th Boyd Kershaw/Keegan Rees Ford Escort Mk2 W11 Interclub - ANWCC Forest.

23rd Mike Stuart/Sinclair Young Ford Escort RS2000 Mk1

C3 Category 2 National 25th Benjamin Smith/Steven Smith Ford Escort RS2000 Mk1 - HRCR Rally Masters - C3 Interclub

26th Jonathan Brace/Paul Spooner Ford Escort RS1600 Mk1 - W8 Interclub.

31st Paul Thompson/Josh Davison Ford Escort RS 1800 Mk II - H2 National.

32nd Barry Stevenson-Wheeler/John Pickavance Ford Escort RS1800 Mk II W9 Intercub. 33rd Jeremy Easson/Mike Reynolds Ford Escort RS2000

Mk 1- C5 Category 2 National.

34th Tony Simpson/Glyn Thomas Ford Fiesta Rally4 W4 Interclub.

42nd Andrew Fox/Jamie-Lee Fox BMW 325i E30 W12 Interclub.

43rd Ben Jemison/Dean Kellett Vauxhall Chevette HSR **D4 Category 3 National**

47th Chris Davies/Remy Thomissen Ford Escort RS2000 Mk1 - W6 Interclub

49th Dan Jones/Cyril Jones Vauxhall Nova GTE W10 Interclub

53rd Steve Benton/Oliver Benton Ford Escort RS2000 Mk II D3 Category 3 National

59th Chris Squires/Shaun Hughes Ford Escort 1600 Mk II D2 Category 3 National.
60th Gordon Davies/Jack Morris Mini Cooper S

Mini Cooper Challenge.

70th Ian Beveridge/Paul Price Toyota Corolla Levin TE27 C2 Category 2 National.

74th Gethin Price/Steven Brown Nissan Micra W2 Interclub

84th Julian Birley/Emyr Hall Talbot Sunbeam Ti W5 Interclub.

85th Jonathan Whalley/Peter Dennis Ford Escort RS2000 Mk II- W7 Interclub.

92nd Brynmor Pierce/Matthew Baddeley Peugeot 309 GTi F2 Category 4b National.

There was also a seperate Mini Challenge which was run over just 4 of the special stages. This was won by Mick Smith and Paul Stringer, with Jacob Neal and Russell Thompson 2nd.





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The annual Pride of Longbridge (POL) event took place as usual in early April. It takes place on the Saturday nearest the date that Longbridge was closed after almost 100 years of motor vehicle production. The free event takes place in Cofton Park, which is literally just over the road from where the factory used to exist. In its prime, the Longbridge factory site was the size of a small town, and that is what it has become now. Most of the original factories and office blocks have been demolished and replaced with many new housing developments and a small shopping centre. Some parts are still under development.



1928 Austin 7. RK Fabric saloon built at Longbridge. 750cc side-valve engine. Top speed 55 mph.

engine. Nearly 300,00 were built up to 1939. The design of the Austin 7 was also used to produce the first BMW - the Dixi. They were also built under license in France as the Rosengart and they were also built in America by the American Austin Company. In 1952 Austin merged with

Morris Motors to form the British Motor Corporation (BMC). Morris also owned the M.G. Car company, Riley Motors Ltd, Wolseley Motors Limited and the SU Carburettor



Badge Engineering became popular in the group with minor changes to a model sold under another Brand Name. Here the Wolseley 1300 and Austin 1300 have different front grille designs.

company plus others. In 1966 a holding company was formed called British Motor Holdings Limited after BMC took over both Jaguar Cars and the Pressed Steel Company. Jaguar already owned Daimler and Coventry Climax industrial engines, plus Guy Trucks.

In 1967 it became British Leyland Motor Corporation Ltd (BLMC) following the merger of Leyland Motors and British Motor Holdings. The Levland



Wolseley/Riley still had their own vehicle in the 1960s. These are the Wolseley 1500

The original site was the

home of the

Company,

founded in

December

1905 by

Herbert Austin.

Between

1923 and

1939 it was

home to the

Austin 7, an

powered by

side valve

economy

a 750cc

saloon

that was

Austin

Motor



Motor Corporation already owned Standard-Triumph, Rover and Alvis Cars. Leyland Trucks and Buses, plus Alvis Fighting vehicles. This merger was from direct pressure from the Harold Wilson Labour

Government, as the British motor industry was in decline and BMC had suffered a dramatic drop in its share of the home market.





Austin continued with its front engine - front wheel drive configuration with the Austin Allegro. This is the Innocenti Regent version built in Italy.

The new Group was split in to seven different divisions: *Austin-Morris* - volume car division consisting of Austin, Morris, MG, Riley and Wolesely.

Specialist Division - Sports and luxury marques, Rover, Land Rover, Alvis, Triumph and Jaguar.

Leyland Truck and Bus - The original Leyland commercial vehicles division. Pressed Steel Fisher producing car bodies for various



The Triumph 1500 TC was a more upmarket rival to the Morris Marina/Ital



The Austin Mini Metro 1.3 HLS was a modern hatchback design to replace the Mini, using the same A Series FWD engine and transmission. The Rover Metro was launched in 1990 with the new K-Series engine of 1.1 or 1.4 litre. In some markets it was sold as the Rover 100 Series, with the Rover 111 and the Rover 114.

manufacturers.

Overseas division - Consisting of BLMC's manufacturing operations around the World.

Construction Equipment.
General Engineering & Foundries.

HGC 794T

By 1979 the Maxi had lost the Austin badge and was just badged as a Maxi 1750 HL

Leyland Cars.

Leyland Truck and Bus. Leyland Special products and Leyland International. In 1975 the
British
Government
restructured
and effectively
Nationalised
the company
as British
Leyland
Limited (BL).
The previous
seven divisions
now became
four,

In December 1978 British Leyland Limited was renamed BL Limited.

In 1982 the company was split in to two divisions under BL PLC :

The *Car Division* consisted of Austin-Morris, Rover and Jaguar.

The *Commercial Vehicle Division* consisted of Land-Rover, Leyland Trucks, Leyland Buses and Freight Rover. The BL Car Division then became Austin-Rover. Jaguar Cars was de-merged from BL in 1984 and was privatised in 1984. Jaguar was later sold to Ford.



The 1986 Maestro was one of the last models to be branded Austin

In 1986 the group was renamed to The Rover Group plc and was sold to British Aerospace and by 1988 the Austin badge was phased out. Most Austin models still in production did not display a marque badge, just the name of the model. In 1990 a revised Metro was launched using the new K series engine and was branded as the Rover Metro.



In 1994 the car business was sold to BMW, who launched the Rover 200 (R3) in 1995 using the K-Series engine from 1.1 to 1.8 litre. BMW also hived off

the Mini brand in to a separate entity.

In 2000, Land Rover was sold to Ford, to join Jaguar while the Rover and MG margues became the MG Rover Group which was sold to the Phoenix Consortium. BMW kept the Mini brand and the Morris Motors plant at Cowley, where it

Land Rover was sold to Ford in 2000

rebuilt the factory to produce the new Mini. They also retained the brand names Rover. Triumph and Riley, plus the names Mini and Maxi.



Longbridge it cost £83,000 in 2004.

They licensed the Rover name to the Phoenix Consortium. In 2004 the Consortium signed a joint venture agreement with Chinese manufacturer Shanghai Automotive Industry Corporation to develop new MG models. After a financial crisis, the MG Rover Group went in to administration on the 7th April 2005. From this event, the Pride of Longbridge show was born.

Nanjing Automobile Corporation bought up rights to the MG marque, while Ford bought the rights to the Rover name

from BMW to protect the Land Rover brand. They all transferred to the Indian firm Tata Motors in 2008 when they bought the Jaguar and Land Rover business from Ford.



The Chinese backed MG6 and MG3

















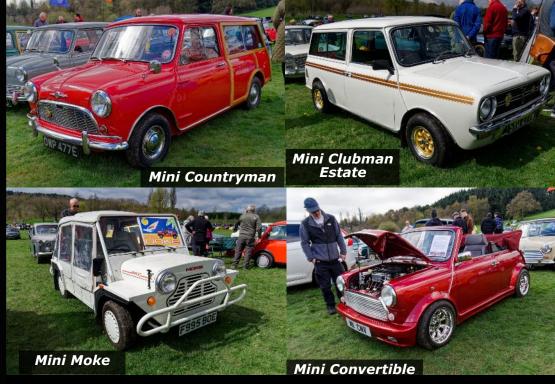


Classic and Competition Car



Although Austin cars were built at Longbridge until the 1970s, the majority of cars at POL 2023 seemed to be Rover models, with a large number of MG cars also on display, from more recent years. Longbridge was the home of some of the most memorable cars in British motoring history, with the Austin 7 being the first mass produced car in the UK that was affordable for the general public. For most people, the most iconic car to have come out of Longbridge has to be the original Mini. Launched in 1959, it was a breakthrough in car design. A small four-seater family saloon using the economical A-Series engine, it became an instant success with the public and celebrities. The original 850cc engine was soon joined by a 998cc and





then an 1100cc engine. Then the sporty 1275cc engine Mini Cooper S increased its motorsport heritage, which still continues today. The Mini won races and rallies, including the Monte Carlo Rally of 1964 and 1965.

There were quite a few Minis at POL, including the original saloon design, the later Clubman and even some of the more rare Mini Countryman Estate models complete with



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wooden frame. The Mini was also made available in different trim levels under different manufacturer names such as the Wolseley Hornet and the Riley Elf. BMC/British Leyland were experts at badge engineering, with many models produced in different specifications and sold under a different brand name. Could this have been part of the problem with sales, no brand loyalty? If you bought a Riley Elf Mini and then wanted a medium sized family saloon, there was no Riley Allegro. If you wanted to upgrade to a luxury model you had to switch to Rover or Jaguar, so why not switch to Ford or Vauxhall? If you bought a Ford Fiesta and wanted to move to a medium sized saloon, you could



get a Ford
Escort or Ford
Cortina. Want a
luxury saloon,
then get a Ford
Granada. The
same applied
to Vauxhall,
Vauxhall Astra
to Vauxhall
Cavalier or
Vauxhall Vectra
to Vauxhall
Carlton.



The Rover 45 and Rover 75,

A facelift to the Rover 400, the Rover 45 was marketed against the Ford Focus and Vauxhall Astra. Built between 1999 and 2005, it was powered by the 1.4 to 1.8 litre K-Series or 2 litre V6 petrol engine or a 1.6 litre Honda diesel engine. It was also offered with Continuously Variable Transmission (CVT) from ZF Sachs AG as used on the MG-F. Although the price was lower than the previous Rover 400, the older design was not able to compete with the newer designed Ford Focus and Vauxhall Astra.

The Rover 75 was a large family car built at Longbridge and Cowley between 1998 and 2005. It was available as a four door saloon or a a five door estate. It was powered by the 1.8 litre K-Series engine in Front engine, Front wheel drive configuration or the 2-2.5 litre KV6 engine. The 2.5 option was later dropped in favour of a 1.8 litre turbo. There was also the option of a 2 litre BMW diesel engine (BMW owned Rover at this point). It was also available with a 4-Speed manual or 5-Speed automatic transmission system, one of the first transverse engines with this option.

















1989 Rover 800 Vitesse EFi

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Bryon Yates and Sharon Davies with their MG ZR and MG ZS 'Veronica'

Veronica is the MG ZS Mk2 belonging to Sharon Davies. She wanted a project car to save and built to her own specification. The car was a barn-find with a clean MOT history, no corrosion. It was a non-runner for 5 years with a broken clutch and various electrical problems. The body work needed attention with paint chips, a cracked front window and a broken gearbox. After seven months of hard work they got her up and running. She now looks pristine.



1961 Austin Healey 'Frogeye' Sprite.

This immaculately restored and eye-catching yellow Austin Sprite sprite has the typical smily face of the model. The Austin Healey Sprite was built at Abingdon between 1958 and 1971. The Mark 1 quickly became known as the "Frogeye" or "Bugeye" in America because of the high mounted headlights. The original plan was to have them retracted in the bonnet, lens facing skywards, and flip up to use. But cost-cutting removed the flip up mechanism. Powered by the 948cc A-Series engine as used by quite a lot of BMC models. It produced 43 bhp and gave a top speed of 82 mph with a 0-60 mph time of 20.5 seconds (As tested by Motor magazine in 1958. This car has the 1098cc engine fitted.





















Classic and Competition Can

May 2023



Austin Ambassador

An unusual sight on the road these days is the Austin Ambassador. Built between 1982 and 1984, only just over 43,000 were produced and from records online it would appear that there are only 17 left on the road in the UK. The Ambassador was the replacement for the Austin Princess, a large family saloon. The main improvement was to fit a rear hatchback, which the Princess did not have. The 2.2 litre E-Series engine option was also dropped. The car used the 4-cylinder O Series 1.7 or 2.0 litre engine. The 1.7 litre engine produced 82 hp, while the 2.0 litre engine produced 92 hp. There were 3 trim levels available, L, HL and HLS. The HLS also offered a 2 litre twin carburettor



Classic and Competition Can

version of the engine, which increased power to 100 hp. All models had the option of either a 4-Speed manual or 4-speed automatic transmission system.



This used to be a Rover 200. Now its a V8 powered Hot Rod, producing 1100 bhp normally aspirated and 1600 bhp on Nitro. Driven by Maek Beswick.





















1969 Modified 2 litre Austin Mini





Jules Gounon in the 2 Seas Mercedes leads from the start as the rest of the field struggle with visibility

Over the Easter weekend, the opening round of the 2023 season, the Intelligent Money British GT Championship visited its now customary slot at Oulton Park. The 2023 season promises to be a stunner with ten reigning or former champions, eight full factory team drivers, a full grid entry for both the GT3 and GT4 classes and the strongest season entry for over ten years.

Qualifying for the meeting was held on Easter Saturday, Sunday being a rest day for all teams with no circuit activity, with the races being held on Easter Monday.



Optimum Motorsport McLaren Artura GT4 and Academy Motorsport GT4

Mustang go head to head across the finish line

May





Qualifying gave an insight to everybody as to what might follow for the rest of the season. James Cottingham in the 2 Seas Motorsport Mercedes AMG led the way in the first session by setting three consecutive fastest laps, but stars of qualifying were Jules Gounon, also in a 2 Seas Mercedes who set the fastest ever lap in a GT car around Oulton Park, and Charles Clark in the brand new McLaren





Artura GT4 set a new GT4 lap record also during the qualifying sessions. The Optimum Motorsport McLaren Artura GT4 proving unstoppable on its debut in the GT4 class, whilst the two 2 Seas Motorsports Mercedes shared pole positions for the two GT3 races.

Race one started as the morning showers were drying up, and saw Jonny Adam in his 100th race in the GT class take his seventeenth victory and team-mate James



continued in the race despite significant damage



Middleton Cottingham's maiden victory in the 2 Seas Mercedes AMG GT3. In the wet/dry conditions the result didn't really tell the

Raceway Motorsports Ginetta G56 GT4 of Freddie Tomlinson and Stuart

full story with the top four in GT3 separated by just 1.3

seconds at the chequered flag.

At the start, the wet conditions prompted most teams in GT3 and GT4 to opt for wet tyres, two teams did however take a gamble on slick tyres. One of them, Simon Orange in the McLaren 720S GT3 spun into the gravel after five minutes on the drying track and this led to the first of the races two safety car periods. The second safety car was towards the end of the race and led to a very close fought final few laps. After the safety car James Cottingham led from Ian Loggie and Richard Neary in third, all three in Mercedes AMG GT3's.

The second safety car was despatched when Sam Neary beached his Mercedes in the gravel, the car needing recovery before the racing could continue. At the restart, on a now dry circuit, the leaders continued their fight and with less than ten minutes to go a quick shower gave the slick















Dan Harper put the new Century Motorsport BMW M4 GT3 on the front row for race two May 2023

Team Parker Racing Porsche 718 Cayman GT4 RS CS

shod leaders something else to think about. Ross Gunn in the Beechdean Aston Martin was in second place pushing his fellow Aston Martin factory drive team mate, Jonny Adam hard in his Mercedes, but couldn't find a way through. Both cars ran wide on the last lap on the way into Lodge corner but there was no way through for the Aston. Marcus Clutton and Jules Gounon finished third and fourth less

Sky Tempesta Racing's McLaren 720S GT3

than a tenth of a second apart. Century Motorsports new BMW M4 GT3 looked very quick and finished sixth.

The GT4 race saw a one-two finish for Academy Motorsports Ford Mustangs driven by Will Moore and Matt Nicoll-Jones taking victory from team mates Matt Cowley

© Motorsport Imagery

O Total Residence

O Total Re

Alex West and Marvin Kirchhofer, Garage 59 McLaren 720S GT3

and Erik Evans. The team opted to start both cars from the pitlane to allow them the maximum time to choose between wet or slick tyres. The decision to go for slicks proved to be an advantage as the race approached half distance on a drying track. Again at the round of pitstops the two Mustangs pitted at the end of the window to again make tyre selection easier. At the time of the pit stops, the Mustangs were

already in the top two for the GT4 class. Again this was a fortuitous time to stop as it coincided with the safety car period meaning the minimum time was lost stationary.

At the start of the race, Raceway Motorsports Ginetta was



John Fergusson and Raffaele Marciello in the RAM Racing Mercedes AMG GT3



also put on slick tyres but the Ginetta struggled on the damp surface, but at the end of the race it all paid off for the Ginetta pairing of Michael Crees and Thomas Holland

who finished third in GT4

A wet start to race two and intermittent rain throughout the second race made conditions tricky for the drivers, and the fans watching as well. GT3 victory went to reigning Champion Ian Loggie and Jules Gounon, in the 2 Seas Motorsport Mercedes AMG. Starting from pole position, factory driver Gounon fought off the attentions of the RAM Racing Mercedes driven by series newcomer but factory team driver, Raffaele Marciello when the latter ran wide at Island Bend. The two continued to battle hard and were in a league of their own in the wet conditions, Marciello's teammate John Fergusson bringing home the RAM Racing Mercedes in second place ahead of the Garage 59 McLaren 720S GT3 of Alex West and Marvin Kirchhofer in third. James Cottingham and Jonny Adam in the 2 Seas

Mercedes finished fourth ahead of Ross Gunn and Andrew Howard in the Beechdean AMR Aston Martin.

The GT4 class victory in the second race went to Ian Gough and Tom Wrigley in the Racelab McLaren Artura GT4 at its debut race weekend. Second and third places also went to the new Artura, with Jack Brown and Charles Clark of Optimum Motorsport in second and Aston Millar and Josh Rowledge in the DTO Motorsport Artura in third. Josh Millar and Seb Hopkins were in fourth in their GT4 Aston Martin.

Overall a stunning weekend of GT racing and if the action continues in a similar manner at future rounds, surely the Intelligent Money British GT Championship will at some point in the future be given national TV coverage similar to BTCC















The MG Car Club Speed Championship for sprints and hill climbs is now in its 35th season. Organised by the MGCC North West Centre, it provides members with relatively low cost motorsport. With classes available for all models of MG amd Austin Healey Sprite models, from standard to highly modified.

After morning practice, the competitors got three timed runs on the single lap layout at Curborough. In the dry but overcast conditions it was the Jedi Mk1 of Mike Hull who set the fastest time of the day (FTD) with a time of 30.95 seconds, almost two seconds ahead of the rest of the field.





Simon Price in a Westfield SE iW was fastest in class 2b, 4th overall.

Second fastest was David Large in a Radical PR6. His time of 32.85 seconds gave him a class win in class 6a. The fastest MG was Andy Walker, 3rd overall with a time of 34.14 seconds in his MG B. He took the award for class MG4. In 4th overall was another class winner, Simon Price in a Westfield SE iW. He took class 2b by just under a second from Paul Evans in the same, shared Westfield, with a time of 35.48 seconds. Completing the top six was Nigel Hinson in a Caterham with a best time of 35.96 seconds.



Michael Thomson Honda S200 was fastest in class 1c

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Class 1c was won by Michael Thomson driving a Honda sports car. His best time of 36.18 seconds was 7th fastest overall. The class winners were coming thick and fast now with Andrew Nicoll in 9th position overall. He won class 2l in a Lotus Elise S1 with a time of 36.82 seconds. Jamie Yapp might be last in an alphabetical list but on track he won class 1b in a Renault Clio 172 Cup with a time of 37.09 seconds. That time was equalled by Mike Gallery in a Formula Ford Van Diemen. This gave him the award for class 7c. Moving along, the next class winner was James McLocklin at the wheel of a Mini. He won class 3a with a best time of 37.37 seconds, fastest enough for 12th overall.





The next MG class winner was 16th placed Ian Howlett driving a MG F Trophy. His time of 38.16 seconds was enough to secure class MG2. A few places further back was MG3 class winner Paul Drake in a MG B GT. His best time of 38.46 seconds was 19th fastest overall.







In 22nd overall was Steve Barrow won class Sc in a Renault Clio RS200. His best time was 38.70 seconds. The next MG taking a class win was Howard Cottrell in an MG Midget. He won class 1a with a time of 39.43 seconds, 25th fastest overall. On overall time, he was followed by David Coulthard in a MG ZR 160. He won class MG1 with a time of 39.51 seconds.





In 34th position was Andrew Westerby driving a Mini Cooper S. He took the award for class 3b with a time of 40.13 seconds.

Back with the MG Speed Championship, John Egan won class MG5 in a MG Midget. His time of 40.51 seconds was 36th fastest overall. Just behind on 40.55 seconds was Lee Bradford in a MG ZR. His time was enough to win class Sa.





Next we had the unusual situation of a dead heat. Both Christopher Wallett in an Alfa Romeo 147Ti and Matthew









Maries in a Mini Cooper set a best time of 42.36 seconds. This put them joint 1st in class sb in 50th equal overall. The final class winner was 60th placed Henry Mitchell in a Clan Crusader. His best time of 43.18 seconds secured him the fastest time in class Pa.

























TALON MAN MARTIN CLAWS HIS WAY BACK INTO THE WINNER'S CIRCLE AT HAMPTON DOWNS

In February this year, storm damage to his Piha, Auckland property, forced popular Kiwi F5000 category pace setter Grant Martin (Talon MR1/A) to sit out the much-anticipated penultimate round of the 2022/23 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series at the now-shuttered Pukekohe Park Raceway.

Fast forward to the weekend of March 18-19, however, and if the way he and the Talon performed at the fifth (and *final*) round of the SAS Autoparts MSC-backed NZ F5000 Tasman Cup Revival Series at Hampton Downs is proof of anything it is that you can't keep a good man down.

"You certainly can't," agreed fellow driver and NZ F5000 Association spokesperson Glenn Richards. "Even just getting himself and the car out from Piha would have

required some sort of super-human effort... but then to go out and do what he did, wow!

For the record it was long-time Piha, Auckland, resident Grant Martin (Talon MR1/A) who – for the third consecutive season – dominated the final round of the 2022/23 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series at Hampton Downs.

Not only did Martin set pole position with the only sub 1.03 lap (a 1:02.213) recorded in the F5000 category's quick-fire, 15min qualifying session on Saturday morning, he also led both weekend scratch races from lights out until the chequered flag was waved, and set the fastest lap in all three of the SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series races he contested over the weekend.

Second home – overall - was one of the series' own 'second-time-around' drivers, Kevin Ingram (Lola T332),



Kevin Ingram Lola T332 forced to settle for second place Photo © Fast Company/Geoff Ridder.



third, the broadly-similar Lola T332 of Rotorua-based series regular, and recent Taupo round winner, Brett Willis.

The final round of the 2022/23 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series got off to a promising start with all 16 cars entered making it out onto the track for the 15 min. qualifying session on Saturday morning.

Included in the lineup was current Formula Open class tyro James Watson, finally given the opportunity to try out his event promoter father Chris Watson's one-off, McLaren M18-based Gardos F5000, plus three generations of the Burson family, patriarch Peter driving one of his rare and exotic V12-engined BRM F1 cars, and son Aaron and his son/Peter's grandson Connor down to drive the family team's two McRae GM1 F5000s.

In theory fastest qualifier Grant Martin (Talon MR1/A) could have pitted and parked up after completing just three flying laps of the SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series' 15-minute min. qualifying session at Hampton Downs.

However, the talented Talon ace decided to stay out...and got his reward on the very last lap of the session, his 1.02.213 lap time very much a new benchmark for anyone serious about the SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series.

Other drivers to impress with their pace in the qualifying session included David Banks (Talon MR1/P3) & Shayne Windelburn (Lola T400/P4), as well as series OG Tony Roberts (McLaren M10A 'high-wing'/P10).



Peter Burson took the opportunity to give his rare P207 model BRM F1 car a run Photo © Fast Company/Matt Smith 23

RESULTS RACE 1 (Sat pm 8 laps)

- 1.Grant Martin (Talon MR1/A) 8 laps
- 2.Kevin Ingram (Lola T332) +2.067
- 3.Brett Willis (Lola T332) +8.352
- 4. Glenn Richards (Lola T400) +9.277
- 5. David Banks (Talon MR1) +15.544
- 6. Tony Galbraith (Lola T332) +16.218
- 7. Shayne Windelburn (Lola T400) +16.436
- 8. Aaron Burson (McRae GM1) +19.978
- 9. Bruce Kett (LolaT332) +24.545
- 10. Connor Burson (McRae GM1) +25.997
- 11. Alastair Chalmers (Chevron B32) +39.622
- 12. Tim Rush (McLaren M22) +53.141
- 13. Toby Annabell (McLaren M10B) + 1lap

Dnf.Tony Roberts (McLaren M10A), Peter Burson (BRM P207 F1), James Watson. (Gardos)

RACE 2 (Sun am 8 laps)

- 1.Brett Willis 10.58.80
- 2. Bruce Kett+0.038
- 3. James Watson +1.330
- 4. Alastair Chalmers +3.575
- 5.Kevin Ingram +3.917
- 6. Aaron Burson +7.070
- 7. Glenn Richards +7.293
- 8. Tony Roberts +7.634
- 9. Tony Galbraith +8.887
- 10. Connor Burson +9.432
- 11.Tim Rush +11.888
- 12. Gran Martin +15.31

DNF; Toby Annabell, Peter Burson, Shane Windelburn, David Banks.

RACE 3 (10 laps Sun pm)

- 1. Grant Martin 10:32.398
- 2. Kevin Ingram +2.562
- 3. Brett Willis +15.644
- 4. Glenn Richards +16.248
- 5. David Banks +17.317
- 6. Tony Galbraith +27.344
- 7. James Watson +35.335
- 8. Bruce Kett +36.058
- 9. Aaron Burson +37.061
- 10. Alastair Chalmers +49.828
- 11. Tony Roberts +1:02.455
- 12. Tim Rush +1:08.597
- 13. Toby Annabell +1 lap



I to r Connor, Peter and Aaron Burson prepare to make some NZ F5000 category history Photo © Fast Company/Geoff Ridder