



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

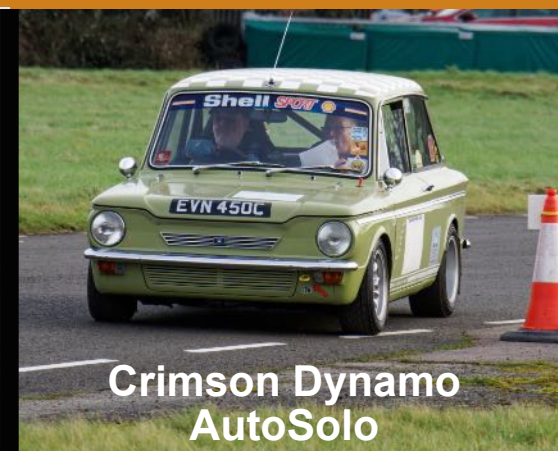
Classic and Competition Car

Founded 2010

Issue 162 March 2024



VSCC Pomeroy Trophy



Crimson Dynamo
AutoSolo

Cotswold Clouds
Classic Trial



Revs Enville



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Front cover:
VSCC Pomeroy Trophy : Craig McWilliam 1927 Frazer Nash Super Sport on Slalom test © Simon Wright
Crimson Dynamo AutoSolo - Martin Parkes Hillman Imp © Janet Wright.
Cotswold Cloud Classic Trial : Joe Browning VW Baja Beetle © Syd Wall.
REVS Enville © Simon Wright.

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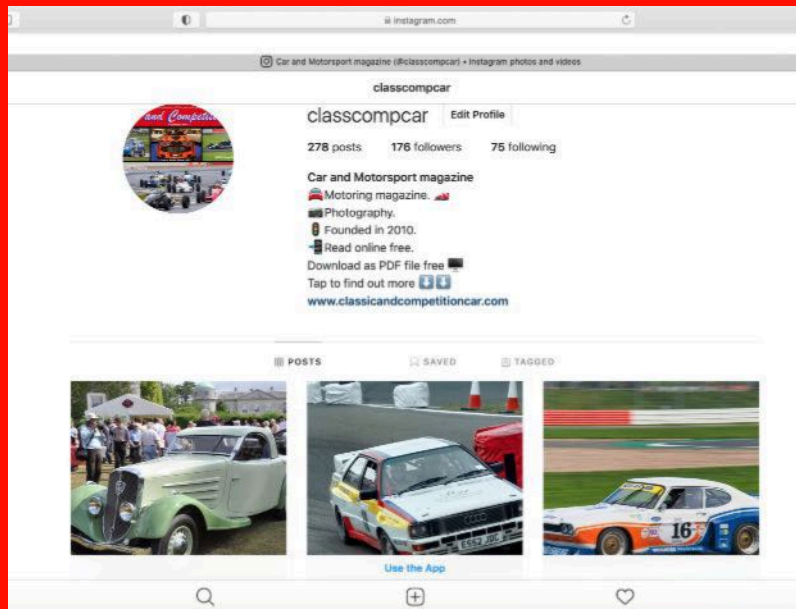
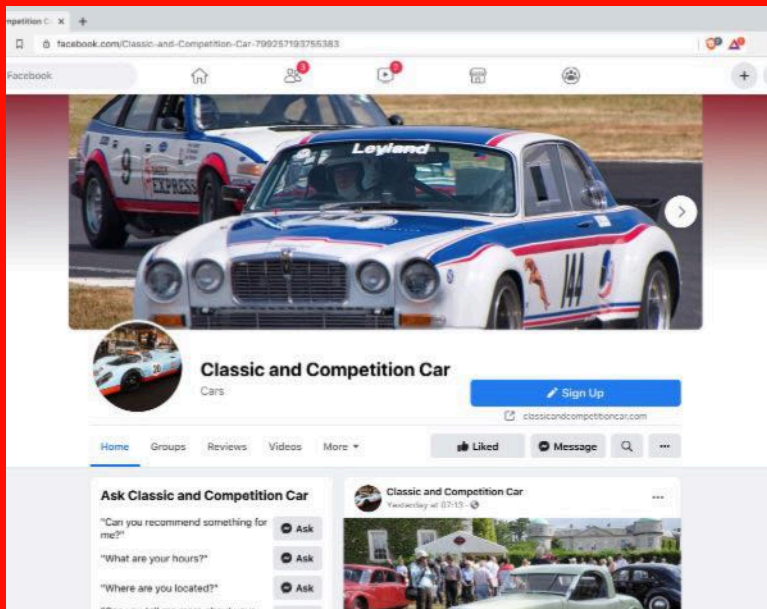
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**Left: Škoda Fabia WRC Jani Paasonen/Jani Vainikka
2005 Rally Mexico - Škoda 25 years in the WRC Page 18**

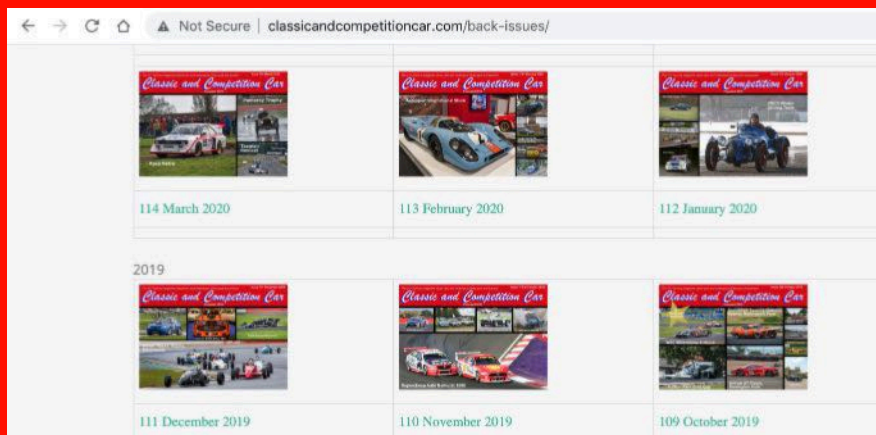
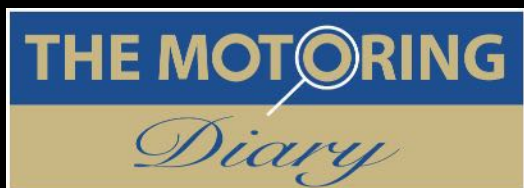
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Photo of the Month

By Syd Wall

Dave and Joshua Seargeant's VW Buggy was spectacular. Their debut only managed 41st overall on the Cotswold Clouds Trial. See report on Page 33





© Simon Wright

Race Retro 2024 Cancelled.

This year's Race Retro show had to be cancelled just a few days before it was due to be opened due to localised flooding. It was with great sadness that Clarion Events Ltd and Stoneleigh Park had to announce the cancellation after extensive discussions with Warwickshire District Council Safety Advisory Group and Warwickshire Police. The adverse weather conditions and extensive local flooding, including parts of Stoneleigh show grounds, made it unsafe to proceed with the event. The organisers are now looking forward to 2025 and tickets can be carried forward or a refund can be requested.

Adrian Newey - 2024 World Car Person of the Year. The World Car Awards jury panel representing 100+ journalists from 29 countries have voted Adrian Newey OBE of Red Bull Racing as the 2024 World Car Person of the year.

As Chief Technical Officer of Red Bull Racing, aerodynamicist Adrian Newey is the designer of the Red Bull RB19, the most dominant in the history of Formula 1. In 2023 it won 21 of the 22 races, giving Max Verstappen his 3rd World Championship and Red Bull its sixth title. Newey has spent the last thirty five years in Formula 1 and has over 200 victories for his car designs at Red Bull, McLaren and Williams.

He started in Motorsport at the Fittipaldi Team working under Harvey Postlethwaite. He then worked as a Race Engineer at March, for Johnny Cecotto in European Formula 2. He then moved in to designing and his first project was the March GTP sports car that won the IMSA GTP title in America two years in a row. He then worked on the March Indy Car project and his March 85C won the 1985 CART Championship driven by Al Unser and the 1985 Indianapolis 500 driven by Danny Sullivan. After leaving March, his design repeated the double again in 1986 driven by Bobby Rahal. He rejoined Formula 1 with March/Leyton House in 1988.

He moved to Williams in 1991 and worked with Patrick Head. In 1992 his design took his first World Championship title with Nigel Mansell. He then worked at McLaren from 1997 to 2005 taking titles in 1998 and 1999 with Mika Hakkinen. He joined Red Bull in 2006 and won his first title there in 2010 with Sebastian Vettel.



Nichols N1A

This can-Am style road car was spotted in the paddock at the VSCC Pomeroy trophy. Designed by Steve Nichols, who had previously headed the design team at McLaren during their most successful period in F1. He has used the first McLaren for inspiration for the Nichols N1A, the new car has a much more aggressive appearance. It has a bonded extruded aluminium and Carbon Fibre chassis, with load bearing pontoons on each side of the chassis. The body panels are also Carbon Fibre.

It is powered by a 7 litre V8 Chevrolet LT1 engine, hand assembled by Langford Performance Engineering, and developing 650 bhp. It is connected to a Nichols developed 6-Speed manual gearbox. With a weight of 900 kg, the power to weight ratio gives impressive performance. It has classic wishbone suspension front and rear. Power steering and Traction Control are also available as options.



© Chris Willows

© Simon Wright

Goodwood Revival to celebrate John Surtees.

This year the Goodwood Revival will celebrate eight times World Champion John Surtees. It will bring together cars and bikes from the many categories in which he competed. John Surtees is the only person to win the World Championship on both two and four wheels. This year will be the 60th anniversary of him winning the Formula 1 World Championship. The Goodwood Revival takes place between the 6-8th September 2024.





Venom F5

Hennessey now plan for 300 mph.

The Texas based Hypercar manufacturer, Hennessey Special Vehicles, celebrated the 10th anniversary of their

current 'World's Fastest Car' accolade with the Hennessey Venom GT at 270.49 mph, by announcing plans for the Venom F5 to exceed 300 mph in 2024.

The push to extend the record follows the recruitment of former AMG ONE Chief Engineer Brian Jones and 2023 Pikes Peak record-setting driver David Donohue.

Koenigsegg is currently planning for a record attempt and Hennessey hope that Bugatti might join the race as well.

The plan is to combine the Venom F5's ultra-lightweight carbon chassis with a 1,187 bhp twin-turbocharged V8 Fury engine. This gives a simulated theoretical top speed of 328 mph, but the team will be happy to just break 300 mph in both directions.

The Venom GT is still the World's fastest manual car and the current World-record-holding fastest convertible is held by the Hennessey Venom GT Roadster at 265.5 mph.



Current record holder Hennessey Venom GT 270.49 mph



The Spirit of XJ13

JD Classics proudly announced the official launch of the one and only "True Spirit of XJ13" at 2024 Retromobile in Paris. This motoring masterpiece has taken 45 years of development and craftsmanship, a testament to preserving motoring history.

The original Jaguar XJ13 was built by Jaguar Cars in 1966 as a competition car for the 24 Hours of Le Mans race. The True Spirit of XJ13 faithfully reproduces the grace and precision of the original car. It is powered by a very rare genuine 1966 Jaguar manufactured prototype V12 racing engine, one of only six built and developed by Jaguar for the XJ13 project. The 5 litre V12 engine had twin camshafts per bank and produced over 500 bhp. It is believed to be the only original XJ13 prototype engine in the World apart from the one in the factory car.

What sets the True Spirit of XJ13 apart is the attention to detail. Modern 3D scanning of the factory Jaguar XJ13 was used to create a CAD computer model, which was used to create a precision CNC machined buck. JD's expert craftsmen then produced hand-wheeled aluminium panels, indistinguishable in appearance to the factory car.

Historic Audi victory in Dakar Rally.

Audi made history on the Dakar rally when a low-emission prototype with an electric drive, high voltage battery and energy converter won the World's toughest desert rally. The Audi RS Q e-tron was driven by Spaniards Carlos Sainz and Lucas Cruz. After 7,900 kilometres, they finished with a lead of 1 hour 20 minutes, their fourth personal victory. They also won in 2010, 2018 and 2020, all with different manufacturers.

The Audi RS Q e-tron has an electric all-wheel drive power system, where the energy is supplied with a residual fuel-based reFuel, saving 60% of CO2 emissions compared to conventional fuels.





New Aston Martin Vantage : Engineered for real drivers

Aston Martin have introduced the potent new Vantage as the definitive front engine, rear wheel drive sports car. Powered by a hand-built 4 litre twin-turbo V8 engine which produces 655 BHP (30% increase over previous model) and 800Nm of torque (15% increase over previous model). Drive is through an 8-Speed ZF automatic transmission system and an Electronic Rear Differential. This gives it a top speed of 202 mph with a 0-60 mph acceleration time of 3.4 seconds. The car has a perfect 50:50 weight distribution and features industry leading Active Vehicle Dynamics, Bilstein DTX adaptive dampers, Electronic Rear Differential (E-diff) and AML specific 21 inch Michelin Pilot tyres. Carbon Ceramic Brakes can be fitted as an option. The all new interior features a bespoke state-of-the-art infotainment system with a 10.25 inch pure black touchscreen and a row of physical switches on the lower section of the centre console. It is also fitted with an eleven speaker audio system, featuring a surround sound mode.

Record EV range set with HiPhi Z.

Human Horizons celebrates a remarkable, a leading company in automotive innovation, are celebrating a remarkable achievement as the HiPhi dominated the world's biggest EV range test. It beat its rivals with an impressive 522km (324 miles) in cold weather conditions. The test was organised by the Norwegian Automobile Federation and Motor magazine. It aimed to establish an industry standard for electric vehicle range and charging speed. Of the 23 vehicles taking part, only 1 had a deviation of less than 10% from the certified WLTP test numbers and the HiPhi Z exceeded expectations with a deviation of only 5.9%.

The exception range of 522kms can be attributed to the revolutionary Efficient Thermal Management System developed in-house by Human Horizons, which combines an efficient heat pump AC HVAC system and an intelligent and efficient E-powertrain thermal management system.





McLaren reveal WEC Livery.

McLaren Automotive and racing partner United Autosports have revealed the two McLaren 720S GT3 EVO cars that will contest the 2024 FIA World Endurance Championship (WEC) season.

McLaren will make its WEC debut in 2024 with the 720S GT3 EVO in the new LM GT3 class. The eight race program includes the 24 Hours of Le Mans. It will be the first time since 1988 that McLaren will be represented in the 24 Hours of Le Mans. McLaren won in 1998 on its debut appearance at the event with the iconic McLaren F1 GTR. The two cars this year will run with race numbers 59 and 95, recalling McLaren's historic victory in the 95 race with No. 59.

The driver line-up for the 2024 season, car #59, are Gregoire Saucy from Switzerland, James Cottingham from Great Britain and Nicolas Costa from Brazil. In car #95 will be Marino Sato from Japan, Nico Pino from Chile and Josh Caygill from Great Britain.

The 2024 season starts in Qatar on March 2nd and includes Imola, Spa-Francorchamps and Le Mans in Europe, Sao Paulo and Texas in the Americas, then Japan and ends at Bahrain.

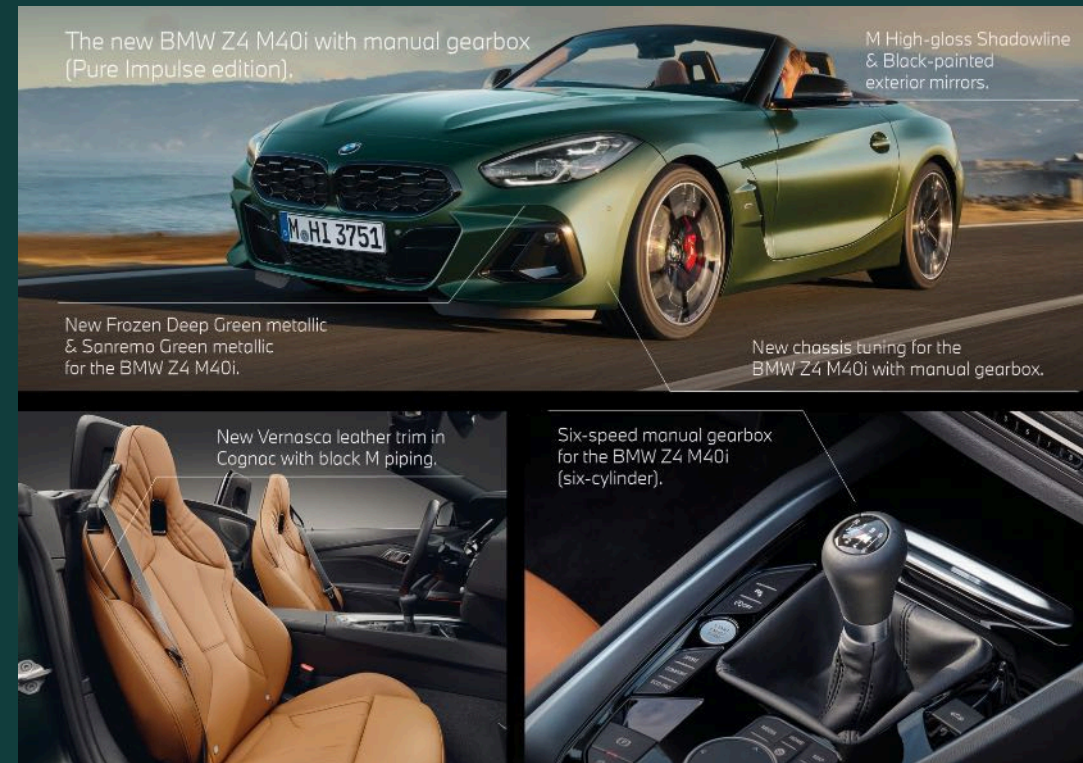
BMW Z4 M40i Handschalter.

For the first time, the BMW Z4 M40i is now available with a 6-Speed manual gearbox with the new Handschalter Pack. The model is exclusively finished with Frozen Deep Green paint and Cognac interior.

The new engine/transmission pairing forms the core element of a special package to deliver an exhilarating open-top driving experience. The straight 6 cylinder engine with M TwinPower Turbo technology producing 340 hp. This gives it a top speed of 155 mph and it can accelerate from 0-62 mph in 4.6 seconds.

The Handschalter pack has a retuned chassis technology with mixed-size M light alloy wheels, 19 inch on the front and 20 inch on the rear.

Available to order now from £60,675 with deliveries starting in spring 2024.



David Lloyd 1965 Jensen CV8 failed to start the morning slalom test



© Simon Wright

© Simon Wright



Alex Hearnden 1958 Maserati 300S retired from the High Speed Trial.



© Simon Wright

The Marshals were kept busy at the VSCC Pomeroy Trophy meeting but found time to clean up after the morning slalom tests

Crimson Dynamo AutoSolo.

Owen Motor Club.

Curborough, near Lichfield

24th January 2024.

By Simon & Janet Wright.





Class E winner James Holt Mazda MX5 2nd overall

Starting off with the first AutoSolo of the year at Curborough, near Lichfield, was the Crimson Dynamo AutoSolo. Organised by the Owen Motor Club, it was also a round of the Cannock and District Car Club Wheelspin championship. The cold January day was at least dry as the thirty five competitors took to the track to tackle four different test, with three runs at each test. There were two



The shared Nissan Micra of Ashley & Daniel Pearce, taking 1st and 2nd in Class A respectively, with Ashley 4th and Daniel 7th overall



Jamie Moffat Ford Fiesta took 1st in Class B award in 5th overall.

test laid out across the site, which were then turned round at the lunch break to run in the opposite direction during the afternoon. The first, shorter test, started by the paddock office and ran down towards the sprint start-line before returning to the paddock. The other, longer test, started at the Fradley hairpin and ran round the majority of the sprint course, looping round the circuit from the mole hill to the commentary box before returning to the Fradley hairpin.

After an excellent days action the **Fastest Time of Day** went to Tom Bishop driving a Nissan Micra in Class B. His



The shared Mazda MX5 of Bobby and Robert Grounds, taking 1st and 8th in Class C respectively, with Bobby 11th and Robert 33rd overall



Best Junior award went to Liam Brotherhood in a Suzuki Swift Sport, finishing 9th in class A and 20th overall.

total time was 775.5, with twelve clear runs. He was almost twenty seconds faster than his nearest competitor over the day. In 2nd overall, and taking 1st in **Class E** was James Holt in the popular Mazda MX5, with a total score of 794.9. Only 5.7 seconds behind, in 3rd overall, was Ollie Jones in another Mazda MX5, with a score of 800.6. He took 2nd in



Ollie Jones Mazda MX5 took 2nd in Class E, 3rd overall

Class E, probably losing out on the class win having clipped a cone on his first run on Test 3 and getting a 5 second penalty.

Showing how competitive the AutoSolo entry is across the entire entry, 4th overall went to Ashley Pearce in another Nissan Micra. Ashley also taking 1st in **Class A** with a total score of 806.5, including a 5 second penalty for clipping a cone on third run of Test 2.



Katherine Gough took the Best Lady award in a Nissan Micra. She was 5th in class B and 34th overall



Andy Laurence Mazda RX8 3rd in Class E 6th overall



Nik Cowles Mini Cooper S 3rd in Class A, 13th overall.

In 5th overall, and taking the award for 1st in **Class B** was Jamie Moffat in his Ford Fiesta with a total score of 807.8 including a 5 second penalty for clipping a cone of second run of test 1.

The highest placed Owen Motor Club member was Andy

© Simon Wright



James Powell Mazda MX5 2nd in class C, 18th overall.



David Winter Mazda MX5 3rd in class C, 23rd overall.

Laurence in a Mazda RX8 who took 3rd in Class E and 6th overall, with a score of 829.1 having clipped five cones and a line penalty during the day.

Moving back to class A, Daniel Pearce took 2nd in class in a Nissan Micra and 7th overall with a total score of 834.1. The final class winner was Owen Motor Club member Bobby Grounds in a Mazda MX-5 Mk2. Despite clipping a couple of cones through the day to score 865.4 to finish

© Janet Wright



Paul Gough Nissan Micra 2nd class B, 27th overall



Alex Duffield Citroen C4 Loeb 3rd in class B, 28th overall

11th overall and 1st in **Class C**.

Taking 3rd in Class A was Nik Cowles driving a Mini Cooper S, finishing 13th overall. His score of 884.1 included 5 clipped cones penalty along with a line and Wrong Test penalty.

In 18th overall was James Powell in a Mazda MX-5. This gave him 2nd in class C with a score of 910.9. This included penalties for clipping 2 cones and a Wrong Test penalty.

Taking the **Best Junior** award was Liam Brotherhood driving a Suzuki Swift Sport. His score of 930.4 included a couple of clipped cone penalties but gave him 9th in class A



Chris Bravington Mini Cooper S 4th in class E, 8th overall



Richard Yapp Mazda MK5 Mk15th in class E, 9th overall

and 20th overall.

The next award winner David Winter in a Mazda MX5. His clean score of 953.3 earned him 3rd in class C and 23rd overall.

The final two class award winners were Paul Gough in a Nissan Micra who was 2nd in class B, 27th overall with a score of 977.7, followed by Alex Duffield in 28th driving a Citroen C4 Loeb with a score of 1006.5, 3rd in class B.

The final award winner was Katherine Gough in a Nissan Micra. She got the Best Lady award in 34th overall and 5th in class B with a total of 1096.9.



Despite this spin Chris Ladkin Toyota MR2 Roadster still took 6th in class E and 10th overall



The shared Ford Fiesta ST of Brett Kempson & Lewis Hartshorne lifting a wheel on to the main straight finishing 7th & 6th respectively, 17th and 16th overall.



Shared BMW of John & Keith Winter finished 5th & 6th Class C, 25th & 26th overall



Phillip Blick Ford Escort Mexico Mk1 10th class E, 32nd overall



Martin Parkes Hillman Imp
7th class C, 29th overall



Gary Hendon MG Midget 1500
9th class E, 22nd overall



Sebastian Benton Volvo XC40 Recharge
EV 7th class E, 12th overall



Škoda celebrate 25 years since WRC Debut

By Škoda



Škoda Octavia WRC



Škoda is celebrating a quarter of a century of competition in the FIA World Rally Championship (WRC) in 2024. Having won the WRC2 Drivers' title in 2023 with Andreas Mikkelsen, Škoda are hoping to achieve more success in 2024 with Swedish driver Oliver Solberg (son of World Rally Champion Petter Solberg) and British co-driver Elliott Edmondson competing in the Škoda Fabia RS Rally2 in WRC2 this season.

History of Škoda Rally cars.

Octavia WRC - 1999.

After a year of test and development, Škoda debuted the all-new Octavia WRC at the Rallye Monte-Carlo in 1999. Powered by a 2 litre turbocharged engine, with 5 valve technology, producing 300 hp and 500 Nm of torque, which was increased to 600 Nm. The car was down to 1,230 kg kerb weight, the minimum allowed in the regulations and with all-wheel drive, it made the Octavia WRC the most dynamic car in Skoda motorsport history at that point in time.

By the end of the 1999 season Belgian driver Bruno Thiry achieved a 4th place finish in the 1999 Rally GB. Two evolutionary versions were launched in 2001 and 2003 respectively. The model ran for four seasons and achieved two stage ins and a podium finish of 3rd in the 2001 Safari Rally, driven by German driver Armin Schwarz and Manfred Hiemer in the Octavia WRC Evo2. They were only just over seventeen minutes behind the winners after 3 days and 702 miles of tough rally conditions.

Between 1999 and 2005, the Octavia was rallied by Armin Schwarz, Pavel Sibera, Emil Triner, Bruno Thiry, Luis Climent, Roman Kresta, Toni Gardemeister, Kenneth Eriksson, Stig Blomqvist, Gabriel Pozzo, Matthias Kahle, Jan Kopecky and Didier Auriol.

Fabia WRC - 2003

Taking over from the Octavia in 2003 was the Fabia WRC, which made its competitive debut at Rally Germany. The Škoda Fabia WRC, unlike the series production car, was powered by a turbocharged, water cooled 2 litre 4-cylinder petrol engine. This produced 300 hp with a maximum torque of 600 Nm. The power was supplied to all four wheels through a sequential 6-Speed gearbox with three active differentials. The McPherson suspension included wishbones on the front and two wishbones and one trailing arm at the rear. Stopping power was provided by disc brakes all round. To comply with regulations, Škoda also fitted a modified front bumper to the series production Fabia RS for homologation purposes, increasing the overall length of the car to over the four metre mark, as required.

The notable result for the Fabia came in 2005 when 1995 World Rally Champion Colin McRae and Nicky Grist took 7th at Wales Rally GB 2005. Then at the final rally of the year he was running 2nd overall before a problem with the clutch caused his retirement from the rally Australia. The Fabia WRC was driven by Toni Gardemeister and Didier Auriol in 2003, with best result 11th in Wales Rally GB for Auriol and 11th in 2003 Rally Australia and 2003 Tour de Corse for Gardemeister. In 2004 the car was driven by Gardemeister, Schwarz, Jani Paasonen, Kresta and Kopecky. As well as Colin McRae, 2005 also saw Mattias Ekström, Schwarz, Alexandre Bengué, Janne Tuohino, Passonen, Mikko Hirvonen and Kopecky driving the Fabia WRC. Škoda withdrew the factory team at the end of 2005, with two private teams ran the Fabia WRC, competing in 2006 and 2007 with factory support. Czech Rally Team Kopecky with Jan Kopecky and First Motorsport Škoda for Francois Duval. Also in 2006 Red Bull Škoda ran two cars for Gilles Panizzi, Ekstrom, Harri Rovenpera and Andreas Algrer.

Škoda Fabia WRC



Škoda Fabia WRC Colin McRae/Nicky Grist 2005 Rally Australia



Fabia S2000 - 2009

Škoda returned in 2009 with the Škoda Fabia S2000, based on the second generation Fabia and entered the World Rally Championship PWR category as well as the Intercontinental Rally Challenge (IRC) for the first time. It also launched a successful customer programme. A total of sixty three Fabia S2000 models made it to its customers, who then between them took fifty National and International Titles. The factory team were also successful with Juho Hänninen, Jan Kopecky and Esapekka Lappi. The Red Bull Škoda returned in 2009/10 with a Fabia S2000 for Patrik Sandell and then in 2011 they also added Juho Hänninen and Herrmann Gassner. The 2011 Intercontinental Rally Challenge drivers championship was won by Andreas Mikkelsen after winning the Cyprus Rally in his factory prepared Škoda UK Motorsport Fabia S2000



Škoda Fabia R5 WRC 2016
Esapekka Lappi Rally Australia

Fabia R5, R5 Evo, Rally2, Rally2 Evo - 2015

In 2015, R5 regulations succeeded those of S2000, with the WRC2 Championship replacing the SWRC, using the same calendar and stages as the WRC.

To compete, Škoda needed a new car, the Fabia R5. It was powered by a 1.6 litre turbocharged engine producing 282 hp and 420 Nm of torque. Using a four-wheel-drive (4WD) system connected through a 5-Speed sequential gearbox, with rally specification McPherson suspension.

The Fabia R5 proved to be class-leading, taking 2nd overall on the cars first event in Portugal in 2015. Škoda Motorsport won the WRC2 Driver and Team title in 2015, 2016, 2017 and 2018 as well as taking the Drivers title again in 2019 and 2021. During this period, the car evolved in to the R5 Evo. This was later renamed to the Fabia Rally2 Evo. More than 450 third generation Fabia rally cars were built, from the R5 to the Rally2 Evo

Fabia RS Rally2 - 2023.

Following on from the Fabia R5 Evo was the Fabia RS Rally2 which was unveiled in June 2022. Powered with the 1.6 litre turbocharged 4-cylinder engine which now produced 289 hp and the 5-Speed sequential gearbox and 4WD systems were redesigned along with improved aerodynamic performance and safety features. These include 6 layers of Carbon-Fibre and Kevlar to protect the driver and co-driver from side impact, with a layer of impact-absorbing foam offering additional protection. Andreas Mikkelsen driving a Fabia RS Rally2 took 4 wins and a 3rd place in 2023 to win the Drivers Title, 33 points clear of 2nd place,

Also in 2023, but away from the WRC, Sébastien Loeb, the most successful WRC driver of all time with 9 World Championship titles, drove a Škoda for the first time in competition. He won the Azores Rallye, the third round of the 2023 Tour European Rally, by over 19.2 seconds.



Fabia R5 WRC 2019 Kalle Rovanpera Swedish rally



Fabia RS Rally2 2023 Oliver Solberg Swedish rally

2024 SKOPE Classic weekend.

Euromarque Motorsport Park, Ruapuna, Christchurch, New Zealand.

2023/2024 SAS Autoparts MSC NZ F5000 Tasman Cup Revival series Round 3

2nd-4th February 2024.

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



© Euan Cameron.

Dunedin's Steve Ross continues his winning ways by being first to the chequered flag of Saturday's race.



© Euan Cameron.

Dunedin's Ross wins first F5000 race at SKOPE weekend

The first of three races at the 2024 SKOPE Classic weekend at Christchurch's Euromarque Motorsport Park was won by Steve Ross in the car originally campaigned by US based Quicksilver Racing.

Contesting the third round of the 2023/2024 season the field of SAS Autoparts MSC NZ F5000 Tasman Cup Revival series cars were met by a variety of weather conditions at the Ruapuna venue.

Forecast cool weather and showers did arrive, and pass just as quickly. This made the race conditions as equally challenging as the morning qualifying session.

Finishing in second place was debutant Michael Hey in the family owned #96 McRae GM1 – chassis 004.

Third was the Lola T332 of Kevin Ingram (ex-John Morton) – in the middle of a three-way sandwich for the runner-up position. Trailing by a mere 0.65sec and less than a second

off Hey, was the Lola T332 of Russell Greer.

Tony Galbraith's Lola T332 (Tuck Tomas 1974 US F5000 Championship car) was the only one to miss the chequered flag, side lined after lap seven with a broken gear selector.

The morning qualifying set the theme of the day, being a mixed bag. Left to the drivers to decide on what tyre they could run, fastest time was set by Ross, followed by Greer, Hey and Ingram. The rest of the field tip-toed to the best of their ability in the conditions.

While the weather played a factor the bigger underlying issue is the shortage of wet-weather tyres for the series as the supply changes from one manufacturer to another. That will be a matter for history on the Sunday with summer weather forecast. Calm conditions and a high of 27degC will be more than 10degC above the best Saturday could offer.

On Sunday the two races ran in beautiful summer weather conditions – contrasting that of Saturday's opening race.

The first and eight lap race was a handicap start based on Saturday's result, placing Shane Windleburn (Lola T400 HU 8 – London Rubber Co [Durex]) at the front. He was followed by Bruce Kett (Lola T332 HU 46). Last in the group was Saturday's race winner, Steve Ross (McRae GM1) – seven seconds behind Michael Hey (McRae GM1) and Kevin Ingram (Lola T332). The passing



© Lance Hastie.

Te Kauwhata's Tony Galbraith was awarded the Stan Redmond Memorial Trophy by Amanda McLaren for exhibiting the same grace and passion its namesake was renowned for.



Lola T332 HU 38 racer Tony Galbraith 7th and 4th in the Sunday races.

was continual – Hey the lead contender at working his way through the field. By the start of lap six he had closed on Windleburn, taking a run on the inside to the first turn and grabbing the lead. Slipping in behind was Ross, with just enough room to then move Windleburn to third.

In clear air Hey was the prey while Ross hunted. Hey, the 21 year old from Blenheim, maintained the gap to the chequered flag with Ross confirming he didn't settle for second – he couldn't catch the youngster.

The afternoon race was reduced to 10-laps, with Ross taking the front row alongside Hey, on the outside.

At the start Ross roared off into the lead, closely followed by the Lola T332 of Kevin Ingram.

Ruapuna's long front straight gave fans an enduring earful of the thundering V8s – while Hey worked on catching up to Ingram. By the third lap he was able to sneak underneath at the first turn and quickly locked onto catching Ross.

Closing the gap to 0.5sec by the fifth lap, Hey got a clean pass on the sixth lap to take the lead. By the seventh lap it appeared Ross was slowing. At the start of lap nine he

pulled to the left and parked – retiring with a broken half-shaft.

Hey came round to the chequered flag with an enthusiastic fist-pump as he crossed the line. Ingram finished second with the Lola T332 of Russell Greer in third.

As the cars returned, Amanda McLaren, daughter of the late Bruce McLaren, was there to greet them.

For McLaren it was an opportunity to continue her father's legacy in a category where many of his cars still race: "He was in it yes for the winning but also the camaraderie and fun – and that is what we have today with the Formula 5000. So to present the trophy and be a part of it is a great honour for me."

The first award was the Stan Redmond Memorial Trophy, presented to a member of the F5000 fraternity that exhibits the same grace and passion its namesake was renowned for.

For 2024 that was Te Kauwhata's Tony Galbraith (Lola T332 HU 38), who was stunned into silence as his name was called.

Hey was then awarded the Bert Hawthorne cup, that was

© Euan Cameron.



Blenheim's Michael Hey won both F5000 races on Sunday – securing the Bert Hawthorne trophy.

originally won in 1970 at a Brands Hatch Formula 3 race. From nearby Kaiapoi, Hawthorne trod the path alongside many of his era and carved a name for himself internationally, until his journey was tragically cut short at Hockenheim in 1972.

“If there was any race to win I’m glad it was the last one – it’s been a very special event to come out here in my debut and win this today,” said Hey, an aviation engineer.

“It has come as a bit of a shock. I didn’t expect I’d get a first, let alone a second. I was expecting to be fourth or fifth, honestly,” Hey added of his weekend.

“I attribute that to my Formula Ford experience that I’ve just come from. This weekend I’ve also been racing in the Libre class so I’ve had a bit of track time out there.”

Hey said he nearly lost it on the final lap – as the large Avon tyres softened in the summer heat.

Focus now turns to have the cars stripped, cleaned, and packed into shipping containers for transport to Australia and the trans-Tasman leg of the series. The fourth event for

the 2023/2024 season will be held at Phillip Island, south-east of Melbourne – 7 to 10 March. A fast and flowing layout, the circuit features a mix of high-speed corners a long main straight and ocean views. From there the cars will be transported to Melbourne to attend the Australia Grand Prix 21-24 March as part of a McLaren celebration.

Results:

Race one: 8-laps

Pos	Competitor	Car	Time	Diff
1	Steve Ross	McRae GM1	11:26.8	
2	Michael Hey	McRae GM1	11:39.7	12.93
3	Kevin Ingram	Lola T332	11:40.0	13.222
4	Russell Greer	Lola T332	11:40.6	13.876
5	Shayne Windelburn	Lola T400	12:18.8	52.008
6	Bruce Kett	Lola T332	12:46.1	01:19.4
DNF	Tony Galbraith	Lola T332	10:43.2	

Race two – eight laps (handicap start)

Pos	Competitor	Car	Time	Diff
1	Michael Hey	McRae GM1	11:26.1	
2	Steve Ross	McRae GM1	11:26.6	0.5
3	Shayne Windelburn	Lola T400	11:36.8	10.679
4	Kevin Ingram	Lola T332	11:37.7	11.577
5	Bruce Kett	Lola T332	11:55.0	28.873
6	Russell Greer	Lola T332	11:55.4	29.324
7	Tony Galbraith	Lola T332	12:24.4	58.255

Race three – 10 laps

Pos	Competitor	Car	Time	Diff
1	Michael Hey	McRae GM1	13:55.4	
2	Kevin Ingram	Lola T332	14:03.3	7.923
3	Russell Greer	Lola T332	14:32.3	36.831
4	Tony Galbraith	Lola T332	14:32.3	36.899
5	Shayne Windelburn	Lola T400	14:36.1	40.652
6	Bruce Kett	Lola T332	14:46.2	50.768
DNF	Steve Ross	McRae GM1	12:36.9	

© Lance Hastie.



Amanda McLaren awarding the Bert Hawthorne cup to race three winner Michael Hey after today’s final race at the SKOPE Classic.

Ride & Joy, The Danery Car Meet.

The Danery, Quatford Near Bridgnorth.
3rd February 2024.

By Simon & Janet Wright.

© Simon Wright





1997 Fiat Coupe

The Danery public house is located just outside Bridgnorth on the A442, situated in a slight hollow with a service road outside. It opens from Wednesday to Sunday. Signed as the Ride & Joy, the Car and Bike themed pub is now holding car meets every Saturday from 12pm. Car clubs can take advantage of a free function room for private meetings and events. They are also starting Bike Nights from the first Wednesday

of March 2024 and Scooter Thursday evenings also starting in March for 6pm. There is a small car park to the side of the pub, but a nice large area opposite the pub on the service road. The meeting on Saturday 3rd February saw a nice turnout of some interesting classic cars. It was a cold and grey day, so the turnout was good for a winters day.



2006 Audi S4 convertible

© Janet Wright

2001 Vauxhall VX220 Supercharged



© Janet Wright

© Simon Wright



2006 Vauxhall Monaro V8



2001 Land Rover Discovery

© Janet Wright



1998 BMW 840Ci

© Simon Wright



2006 Porsche Boxster



2009 Westfield Megablade



2004 TVR T350C



2002 Chrysler PT Cruiser Limited CRD.

The PT Cruiser was considered a compact car in the American market and was built by Chrysler between 2001 and 2010. It was a 5-door hatchback wagon, with a turbocharged GT model introduced in 2003 and a 2-door convertible added in 2005. By the end of production in 2010, over 1.35 million had been built in total. Unusual for American vehicles, it was a front wheel drive vehicle powered by a 2.4 litre 4-cylinder engine in America. The cars built in Austria for the European market had a 2.2 litre 4-cylinder Mercedes-Benz manufactured Diesel engine which produced 119 bhp, which was also available in Asia and South Africa. It could accelerate from 0-60 mph in 11.7 seconds and could achieve 40 mpg. It had noticeable body roll when cornering and ride was rough on uneven roads. The steering lacked feel and the car had a large turning circle. The Limited model had ABS, air conditioning, electric windows and electric mirrors. It also came with alloy wheels, Cruise control, CD player, front fog lights and partial leather seat trim with heated seats and lumbar support.



© Simon Wright



© Simon Wright



1958 Morris Minor 1000 & 1968 Morris Minor 1000 Panda Car.



1965 Jaguar 3.4 S



1988 Lotus Excel S.E.



1985 BMW M535



1985 Reliant Scimitar GTC.

From the same company that brought you the 3-wheeled Reliant Robin, came this lovely 2-door sports car, the Reliant Scimitar. Produced between 1964 and 1986, it was initially a Coupe (GT) which evolved into a Sports Estate (GTE). Then in 1980 a convertible model (GTC) was launched. The body is fibreglass mounted on a steel box-

© Simon Wright



section chassis. It is a conventional front engine rear wheel drive layout powered by a 2.8 litre Ford Cologne V6 engine driving through a 4-Speed manual gearbox.



With the UK in recession in 1980, Reliant had problems selling the £11,360 sports car in great numbers. By 1986 it was 20% more expensive than the Ford Escort XR3i Cabriolet. Only 443 GTC model were built, with 340 manufactured in the first year (1980).

Stroud & District Motor Club's Cotswold Clouds Classic Trial

Fromebridge Mill, Gloucester
Sunday 4th February 2024.
By Syd Wall.

© Syd Wall





Joe and Paige Browning were 2nd overall in their VW Baja Beetle

© Syd Wall



The most standard cars are Class 1, won by the Peugeot 205 GTi of David Carter/Becey Macey

Cotswold Clouds Classic Trials

February 4th saw the 61st anniversary of the first Stroud and District Motor Club's Cotswold Clouds Classic Trials, held in the challenging hills around Stroud.

There were 86 cars entered, ranging from

pre-war models to modern specialist trials cars and some outrageous versions of modern machinery. Most of the entry would have taken on the Clee Hills trials two weekends before but while they encountered copious amounts of mud in Shropshire, Gloucestershire was a much drier affair with plenty of grip available.

For those unfamiliar with trials, it's a test of skill and car control to navigate steep and slippery hillsides. Each hill, or section as the competitive area is known, is marked from 0

© Syd Wall



David Golightly/Carla Smith in the rare Moreton And Brett, a modified Ford Model T, won class 2 and was 12th overall

at the end of the section up to 11 at the section start so reaching the top scores the crew 0 points. Overall and class winners therefore have to accumulate the fewest points.

Cars must use standard road tyres, must be two-wheel drive and have a driver and 'bouncer', a passenger who bounces up and down to help improve traction. Traction is also improved by dropping the rear tyre pressures so



Matt and Hollie Facey strike a typical pose in their BMW E30 - 1st in class 3 and 7th overall

before sections, you'll see crews letting air out of the rear tyres and then pumping them back up to legal road levels before heading off to the next section. Pressures can be as low as 2psi but these vary across the classes and are specified by the organisers on the day, taking into account the amount of mud and the grip levels.

Additional traction is gained by placing weight beyond the rear axle so it's common to see twin spare wheels and tyres mounted on the boot lid or on a cage on the specials. The more standard cars are allowed to complete the sections (if they can) in a continuous run up the hill. But to make it even tougher for the more specialist classes,



Weighty wheels on the boot of David Haizelden/Dee Champion's Reliant Scimitar, 14th and Class 5 winners

on certain sections they have to lose all their momentum and come to a halt, then start off again, usually just before a difficult spot.



Class 4 win and 6th overall went to Sam & Mick Holme's VW Beetle

Four sections were open to the public, the first of which was the notorious Crooked Mustard; steep, narrow and twisty. This was my first visit to the Cotswold Clouds so I got there early to meet friends and make sure I had a good spot. But with a large number of spectators around the most difficult part, a couple of incidents led to the decision to cancel the section on safety grounds and move on. The dry conditions proved to



Adrian and George Marfell's VW Beetle was 16th and 1st in Class 6

be no trouble for 9 contestants, all cleaning every section and ending the day with zero points. The tie breaker would be the aggregate times recorded by these crews on two sections. So, first overall were crew 33, Duncan Stephens/unknown in the UVA Fugitive. They were only 1.13s ahead of car 49, the VW Baja Beetle of Joe & Paige Browning. They were in classes 8 and 7 respectively and having gained these overall positions, classes 7 and 8 wins were awarded to the next in class.



The VW-engined Hillman Imp of Paul Watson/ Gareth Dawe took the Class 7 win and 8th overall

Award winners were:

Class 1/ David Carter & Becky Macey - 1.9 litre Peugeot 205 Gti

Class 2 1st David Golightly & Carla Smith - 3.3 litre Moreton And Brett
2nd Carl & Dylan Talbot - Buckler Mk5

Class 3 1st Matt & Hollie Facey - 1.9 litre BMW E30
2nd Tris White & Sharon Robillard - Ford Escort

Class 4/ Sam & Mick Holmes - 1.3 litre VW Beetle

Class 5 1st David Haizelden & Dee Champion - 2 litre Reliant Scimitar.
2nd Nick Deacon & William Somerville - Suzuki X90

Class 6 1st Adrian & George Marfell - 2.2 litre VW Beetle
2nd Dean & Arthur Vowden - Volkswagen Notchback

Class 7 1st Paul Watson & Gareth Dawe - 2 litre Hillman Imp-VW.
3rd David & Suzanne Coates - Dellow Mk2

Class 8 1st Joshua Moss & Phil Tucker - 1.2 litre Cannon Imp
Class 8 2nd - Aaron Haizelden & Tom Godwin - Deere Special

Class 90 Ben & Lucie Wear - 1.6 litre Suzuki X90.
Best Dellow and 2nd Class 7 John & Lee Wheeler - Dellow Mk2



© Syd Wall

3rd overall and 1st in Class 3 - Joshua Moss/Phil Tucker Cannon Imp
Best Team award and 3rd Class 8 Gary Browning & Steve Louks - VW Fugitive
Best Team award and Best S&DMC Joe & Paige



© Syd Wall

Best Dellow award John & Lee Wheeler 15th and 2nd in Class 7

Part of the Best Team award - Gary Browning/Steve Louks were 5th overall and 3rd in Class 8 in the VW Fugitive



© Syd Wall

Browning - VW Baja Beetle
Best Team award David & Kate Shaylor - VW Beetle
Wooden Spoon - Josh Tuck & Matthew Chinnick Dutton Melos



© Syd Wall

Winners of the Suzuki X90 class were Ben and Lucie Wear

Carl and Dylan Talbot on the way to 2nd in Class 2 and 20th overall in the Buckley Mk5



© Syd Wall

© Syd Wall

44th place for the Austin Chummy with Ian Moss/Glenice Coventry on board



© Syd Wall

The Ford Escort Mk1 of Tris White/Sharon Robilliard finished 9th and 2nd in Class 3



© Syd Wall



Aaron Haizelden/Tom Godwin were 4th overall and 2nd in class 8 in the Deere Special

© Syd Wall

© Syd Wall



Dean and Arthur Vowden were 19th and 2nd in Class 6 in the VW Notchback



© Syd Wall



Dave Wall and son Jack in the surprisingly agile Austin 7 - 37th

© Syd Wall

© Syd Wall



Graham Williams/Rachel Walker enjoying the Gloucestershire countryside in the Bradbury Special Badger - 53rd



© Syd Wall

An immaculate Ford Escort Mk2 - 26th overall for Gregory and Patrick Warren

Nick Deacon/William Somerville's Suzuki X90 came home 23rd and 2nd in Class 5



© Syd Wall

© Syd Wall



The BMW 2002 of Colin Perryman/Mark Harrison trying a short cut to 67th place.

© Syd Wall



Trevor Kirton/Mark Linforth get up on two wheels in the Escort on the way to 54th

© Syd Wall



Lots of burned rubber but still only 70th place for Jim Blockley & Jack Windaybank Marlin Roadster

Aston Martin Vantage GT3





The launch of the Aston Martin Vantage GT3 was timed to coincide with the international debut of the new Aston Martin Vantage road car. The new Vantage GT3 mirrors the

latest showroom model's intensified performance, sharpened dynamics and eye-catching style, to create a new GT racer to start the next chapter in Aston Martin's illustrious motorsport history. The new Vantage GT3 will compete in the greatest GT series in the World, including the FIA World Endurance Championship, the IMSA WeatherTech SportsCar Championship in America and the Fanatec GT World

Challenge.

The car is the first product of collaboration between Aston Martin Racing and Aston Martin Performance

Technologies. The car features re-worked aerodynamics and revised suspension which have been developed to maximise performance in the hands of both Professional and Amateur drivers.

The Vantage LMGTE3 FIA World Endurance Championship contender follows on from the very successful Vantage GTE which took a total 52 class wins and 11 World Championship Titles





between 2012 and 2023.

The car is built around Aston Martin's proven bonded aluminium chassis structure and powered by a 4 litre twin-turbo V8 engine. It has a completely new nose to tail aerodynamic package along with comprehensively revised suspension and state of the art electronics.



It is built to comply with all FIA GT3 class regulations including the new-for-2024 LMGT3 category, making it a global competitor, including the

European Le Mans Series (ELMS) and the Nurburgring Langstrecken Serie (NLS).

One aspect of the car that has been improved is that the previous model would dive under braking. That resulted in

a stiff rear suspension which made the car snappy and wear out the rear tyres. The new car has had work on the damper setup and a much better balance can be achieved



with generated downforce without compromising the rear suspension set-up. This gives greater stability in all conditions and tyre wear is more even.



One noticeable feature is the new nose design, a large



one-piece clamshell made of carbon-fibre. A quick release system will enable a quick change if required due to race accident damage. It contains a full width laser light and a shorter splitter which moves the centre of pressure further back, to reduce pitch sensitivity and aid stability.. Large louvres at the top of the wheel arches remove high pressure air to reduce lift, with more louvres in the rear wheel arches to release high pressure at the back and reduce drag. The wider grille on the front also allows more air to be channeled to cool the brakes.

It is hoped as many as thirty cars will be racing this year,



with the car already having raced in the Rolex 24 Hours of Daytona in America, where the Heart of Racing Team took 4th in the GTDPRO class driven by R. Gunn, A. Riberas and M. Fambacher and 5th in the GTD class with R de Angelis, Z. Robichon, L. James and M. Sorensen. Also in the GTD class Magnus Racing took 6th with J. Potter, A. Lally, S. Pumpelly and N. Thiim.

Revs Enville.

St Mary's Church, Enville.
10th February 2024
By Simon & Janet Wright

© Janet Wright





Every second Saturday of the month, Revs Enville meet at St Mary's Church at Enville in Staffordshire, near Stourbridge in the West Midlands. These meetings attract a regular group of enthusiasts with classic or interesting cars who gather in the church car park between 10 am and 12 noon.

The February gathering had around thirty cars, with a nice mix of saloons and sports cars on display in the bright, dry conditions. Among the cars were a nice pair of Jaguar XJ-S sports cars parked together, a convertible and a coupe.

Another pair parked together showed the contrast in size of

© Janet Wright



today's more modern saloons and the old luxury cars of the pre-war era, with a Rolls Royce making an immaculate MG 1300 saloon look tiny next to it.



190 MG B Roadster



1959 Berkeley B105.

This lovely little sports car was built by Berkeley Cars Ltd of Biggleswade, Bedfordshire at the end of the 1950s. It is not a kit car. Berkeley started building miniature caravans and progressed to fibreglass monocoque cars in 1956. This was the SA322 which was powered by a 322cc Excelsior twin cylinder two stroke motorcycle engine, which produced 15 bhp. It predates both the Chevrolet Corvette and Lotus sports cars that also would use fibreglass monocoques in the future. A total of 163 were built between 1956 and 1957. This was followed by the SE328 and Sports SE 492 up to 1959. The most popular Berkeley was the 3-wheeled T60 which saw 1800 built



between September 1959 and December 1960.

The B95 and B105 were launched in 1959 at the Geneva Motor Show. These 4-wheeled sports cars using a 692cc twin cylinder, 4-stroke Royal Enfield engine. The B95 used the Super Meteor engine which produced 40 bhp and the 105 used the Constellation engine which produced 50 bhp. This gave the 105 a top speed of around 100 mph. The engine featured a Berkeley designed primary chain case which allowed fitting a Lucas Bendix starter motor, and external Lucas Dynamo above the gearbox and a duplex chain drive to the differential. To accommodate the engine a taller bonnet was designed, with a large grille. In total around 178 were built.



1930 Rolls Royce 40/50hp Phantom II Sedan de Ville. This was the third and last of Rolls Royce's 40/50 hp models. It had a completely new chassis with the front and rear axle mounted on semi-elliptical leaf springs. This allowed the frame to be lower than previous models, which improved handling. A total of 1,681 Phantom II chassis of all types were produced between 1929 and 1935. The 7.7 litre straight six engine was a refinement on the previous New Phantom engine with a crossflow cylinder head and pushrod Over Head Valves (OHV). The engine was bolted directly to the 4-Speed manual gearbox, which drove the rear wheels using an open prop-shaft. It had a four wheel hydraulic brake system with servo assistance, licensed from Hispano-Suiza. While the chassis and all mechanical parts were manufactured by Rolls Royce, the body was made and fitted by a coachbuilder selected by the owner. This car had a body made by Lancefield Coachwork, a Sedan de Ville

© Janet Wright



2023 Robin Hood 1.6 litre kit car



The car that could have been.

This modified MGB was originally built by MG Specialist Trevor Broadbent from a design by William Towns. The original concept came from Aston Martin engineer Keith Martin for a press launch in 1980. His original prototype still used the B Series engine as he only had a few days to produce the car. It was to start a new era for MG under Aston Martin ownership. But the deal fell through. British Leyland had already done development work on fitting their new O Series engine in to a MG B. The O Series was a Single Over Head Camshaft (SOHC) engine, to replace the OHV B series engine. The car was acquired by James Hargreave in late 2020 as a rolling project to be his daily drive. The O Series engine fitted is a 2 litre version, as fitted to the Sherpa van connected to a version of the MGB gearbox. It has been

fitted with twin SU carburettors, which was in the original specification for the factory fitted O series engine project. The extensive restoration work was done with help from Maynard Engines (Stroud), Mirror Image Custom Paint and Bodyshop (Tewkesbury) and Rich's Fabrication Shop (Abingdon). The O Series powered MG B is a tribute to William Towns as a 'What might have been' Aston Martin MG B.

The 1.7 and 2 litre O Series engines were originally developed for the Austin Princess range of saloons. It was used in the Morris Ital, the Marina replacement and the Sherpa van range. The twin SU carburettor version of the engine was also fitted to the Rover SD1 2000 and the Ambassador range, which replaced the Princess. Although the MGB O series project never reached production at British Leyland, several prototypes were built, but the engines were removed before the cars were sold off.





The Car is the Star.

This 1949 Triumph 2000 Roadster has had a starring role in an episode of the BBC drama series Father Brown. The Roadster model was produced by Triumph from 1946 (1800) to 1949 (2000). The Triumph 2000 Roadster first appeared in 1948 and around 2,000 were built until 1949. It

was powered by the Vanguard 2088cc 4-cylinder inline engine with a 3-Speed transmission system, including synchromesh on 1st gear. This gave the car a top speed of 77 mph and a 0-60 mph time of 27.9 seconds





The VSCC Pomeroy Trophy

Silverstone Grand Prix circuit.

Saturday 17th February 2024.

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





Dr Charles Pither 1931 Frazer Nash Ulster leaves the start line on the first test

February at Silverstone, it can only be the Vintage Sports Car Club Pomeroy Trophy meeting. This is the only event during the year that modern cars can compete at a VSCC meeting as the club try to find the ultimate Grand Tourer. To achieve this goal, the club follow a series of tests and requirements to get a final score for each car. Some of the requirements are that the car must have a closed top, or

acceptable removable hood and have at least two fixed seats. It must be able to carry a couple of standard size suitcases (FIA measurements from Le Mans of 60cm x 40cm x 20cm) which does not include being carried on the front passenger seat. Penalty points are given if these, and other requirements are not met. This has led to seeing

Simon Blakeney-Edwards Winner of the Densham Trophy in his Frazer Nash Super Sports



© Motorsport Imagery

© Simon Wright



Luke Roberts 1906 Bianchi 28/40 winner Pomeroy Edwardian Trophy

Ford GT40 sports cars gaining a boot rack for luggage and some vintage cars adding a piece of plastic sheeting over the cockpit to count as a hood! The cars and drivers then undertake a series of tests on the track. In the morning, the cars tackle 3 tests individually. The first is a high speed slalom round marker cones against the clock, from a standing start. The second test is a straight line acceleration test from a standing start down the Hanger Straight against the clock. The final test is the braking test, held on the Hamilton straight by the Silverstone Wing. After lunch the entry is split in to three separate groups and



Alex Ames 1975 BMW CSL winner of the Gordon Spice Cup

take to the Grand Prix circuit for a forty minute High Speed Trial. Although the cars are on track at the same time, they are not races. Each car has a separate number of target laps to complete in the forty minutes. At the end of all this, each car and driver score is added up and the winners declared.

It was always a requirement that every car competing had to be road-worthy and have a current MOT. In the past, every car had to arrive under its own power, driven on the public highway. This requirement no longer applies and a new class was unveiled a few years ago for Touring Cars of the 1970s to the 1990s. This class skipped the road tax



The Hon Martin Hunt 1952 Frazer Nash Targa Florio 1st Class award



Lined up ready to start the first 40 minute High Speed Trial

**Matthew Moore Austin Healey
3000 2nd class award (Class 2)**



© Janet Wright

© Motorsport Imagery



**Nicholas Topliss in the rare
1960 Bristol 406 SWB Zagato**

© Simon Wright



**Miss Milly Bayliss MGB GT had a spin on the
exit of Luffield in the High Speed Trial**

© Motorsport Imagery



**The Kurtis 500 (Class 2) of Christopher
Keen being pursued by Frederick Harper**

© Simon Wright



**Patrick Blakeney-Edwards
1975 BMW CSL (Class 2)**

© Chris Willows



**Mark Daniell MGA Twin Cam 3rd class
award (Class 2)**



Nigel Gray - Lotus Elan Coupe 1st Class award

requirement allowing cars to arrive on trailers. These Class 2 cars do not compete for the Pomeroy trophy but instead fight for the Gordon Spice Cup.

The Pomeroy Trophy is awarded to the car with the Best Performance overall in Class 1. At the end of this years event, it went to Theodore Hunt at the wheel of a 1938 Frazer Nash TT Replica, with a total score of 424.84.

The Densham Trophy is awarded for the best performance of a road legal VSCC eligible Pre-War car not winning the main trophy. This year it went to Simon Blakeney-Edwards in a 1929 Frazer Nash Super Sports with a total score of

© Motorsport Imagery



Josh Sadler, 1st Class award 1972 Porsche Carrera RS



Geraint Owen Triumph TR4 1st in Class award

410.23.

The top score of the day went to Alex Ames, who was awarded the Gordon Spice Cup in his Class 2 Non-Road legal 1975 BMW CSL with a score of 427.15.

The final overall award went to Luke Roberts in a 1906 Bianchi 28/40. He took the Pomeroy Edwardian Trophy with a score of 309.45.

© Janet Wright



1st Class award for Mark Gold in the Frazer Nash Super Sports



Oliver Nuthall Ford Lotus Cortina Mk1 1st Class award (Class 2)

Making it a clean sweep in Class 1 for Frazer Nash, in 3rd place was The Hon Martin Hunt in a 1952 Frazer Nash Targa Florio who took a 1st class award with a score of 405.71 followed by Mark Gold in a 1930 Frazer Nash Super Sports on 399.06 with a 1st Class award. Also taking 1st



Edward Harvey 2002 Porsche Boxster 2nd Class award chased hard by Dougal Cawley BMW 760Li

Class awards in Class 1a were Nigel Gray in a 1967 Lotus Elan Coupe on 398.18 and Josh Sadler in a 1972 Porsche Carrera RS on 394.77 plus Geraint Owen in a 1962 Triumph TR4 on 394.74, Edward Williams in another 1929



Mrs Jo Blakeney-Edwards Frazer Nash Super Sports 1st Class Award Class 2



David Wylie Frazer Nash AC 2nd Class award



Jeremy Brewster Lea-Francis P Type 2nd Class award

© Chris Willows



Edward Williams in His Frazer Nash Super Sport - 2nd Class award



Winston Teague Frazer Nash Falcon 2nd Class award

© Chris Willows

2nd Class Award winners



Lukas Halusa, Bugatti T35C, 2nd class award

© Motorsport Imagery



Rob Cobden's Elva Courier 2nd Class award

© Chris Willows



© Janet Wright

Jacob Ebrey with Parrot Toyota MR2 2nd Class award



Robin Lightwood Frazer Nash Fast Tourer 2nd Class award



2nd Class award, Andrew Smith, Alvis Silver Eagle

© Motorsport Imagery



© Janet Wright

Harry Sherrard Renault Clio Cup 172 2nd Class award Class 2



The two BMWs led the second forty minute high speed trial. Rob Hubbard BMW E30 320i 2nd Class award (Class2) leads Harry Fox-Edwards BMW E30 320i

Frazer Nash Super Sports on 386.66 took a 2nd Class award in Class 1a.

There were nine other drivers who received 2nd class awards in Class 1. These started with Edward Harvey in a 2002 Porsche Boxster with a score of 385.75. Just behind was David Wylie in a 1928 Frazer Nash AC with a score of 384.24. The vintage cars

were holding their own against the more modern machines with Jeremy Brewster next in a 1930 Lea-Francis P Type scoring 382.71, followed by Lukas Halusa in a 1927 Bugatti T35C on 377.42 and Robin Lightwood in a 1928/30 Frazer Nash Fast Tourer on a score of 375.28.

Moving from vintage to classic with Robert Cobden in a 1964 Elva Courier

behind with a score of 371.94. The old cars continued to dominate the awards with Andrew Smith in a 1929 Alvis Silver Eagle next with a score of 371.04. Motorsport Photographer Jakob Ebrey had a little help in the forty minute high speed trial. His 2000 Toyota MR2 was carrying a passenger strapped to the boot rack, a stuffed Parrot,

watching his back. His score of 369.4 got him a 2nd class award. The Frazer Nash domination continued with Winston Teague in a 1931 Frazer Nash Falcon taking the final 2nd class award in class 1 with a score of 369.4. With most of the entry in Class 1 for road legal cars, there were also eight 3rd class awards given. The first went to James Topliss in a 1921 GN Gnome took a 3rd class award with a score of



© Janet Wright

Jason Wright 1965 Ford GT40



**Paul Woolmer Turner Mk 2
Climax 3rd class award**

3rd Class Award winners



**Wilfred Cawley Mini
Cooper 3rd Class Award**

© Simon Wright

© Chris Willows



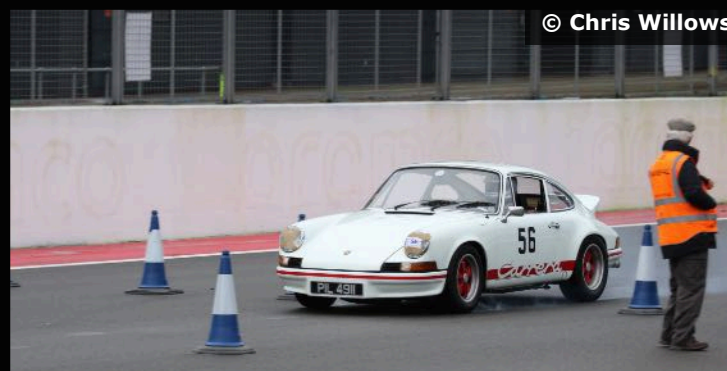
**The Mg Dick Jacobs Special -
Stuart Dean 3rd Class award**

© Simon Wright



© Simon Wright

James Topliss GN Gnome 3rd Class award



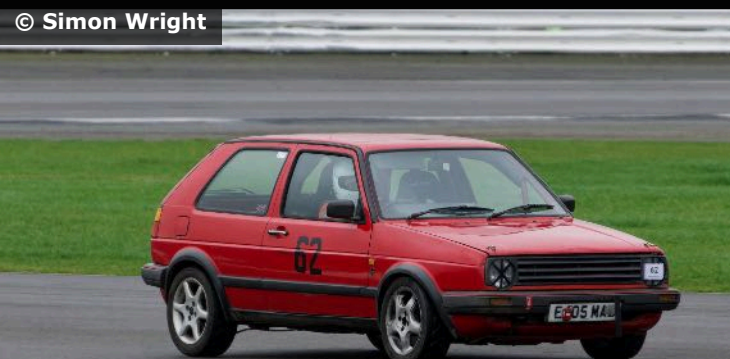
**Alan Brown Porsche RS Carrera on
the Brake Test 3rd Class award**

© Janet Wright



**Chris Mann Alfa Romeo 1900 CSS
Zagato Coup 3rd Class award**

© Janet Wright



Nigel Barnett VW Golf GTi 3rd Class award



**Michael Grant Peterkin
Peugeot 205 3rd Class award**



**Harry Leston VW Golf GTi Mk2
3rd Class award (Class 2)**



Martin Whitlock 1914 Napier 30/35hp

364.85. Next was Paul Woolmer in a 1961 Turner Mk 2 Climax with a score of 362.66 followed by one of the most attractive cars on the entry list, a 1954 Alfa Romeo 199 CSS Zagato Coupe driven by Chris Mann, who scored 359.48 for his 3rd Class award. Next was Wilfred Cawley in a 2010 MINI Cooper with a score of 358.97. The unusual 1954 MG Dick Jacobs Special of Stuart Dean with a score of 356.33 also took a 3rd Class award along with was Alan Brown driving a 1972 Porsche RS Carrera with a score of 349.22. The final two 3rd Class



Andrew Howe-Davies in his Straker-Squire TT Racer

awards in Class 1 went to Nigel Barnett in a 1987 VW Golf GTi 16v with a score of 348.71 and Michael Grant Peterkin in a 1988 Peugeot 205 with a score of 348.49. In Class 2 for Non-Road legal cars, Alex Ames had taken the Gordon Spice Cup in His BMW CSL. 1st Class awards went to Oliver Nuthall in a 1966 Ford Cortina Mk1 with a score of 371.8 and Mrs Jo Blakeney-Edwards in a 1929

Frazer Nash Super Sports with a score of 362.47.

The 2nd in Class awards went to Harry Sherrard in a 2003 Renault Clio Cup 172 with a score of 352.29, Rob Hubbard in a 1988 BMW E30 320i with a score of 350.61 and Matthew Moore in a 1961 Austin Healey 3000 with a score of 350.06. Harry Leston, VW Golf GTi Mk2, Mark Daniell in an MG A Twin Cam and Nick Leston in a Riley 1.5 all took 3rd Class awards.



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David Smitheram 2007 Chevrolet Corvette C6



© Simon Wright

Archie Miller 2009 Ford Fiesta spinning at Brooklands



© Motorsport Imagery

Charle Pither, Frazer Nash Ulster



© Simon Wright

David Saxl Roesch Talbot AV105



© Janet Wright

Ben Fidler 1956 Jaguar XK140



© Chris Willows

Martin Short's Toyota Yaris GR was very fast - Here leading Dougal Cawley's BMW 760Li



© Simon Wright

Stuart Sargeant 2020 Ford GT40



© Janet Wright

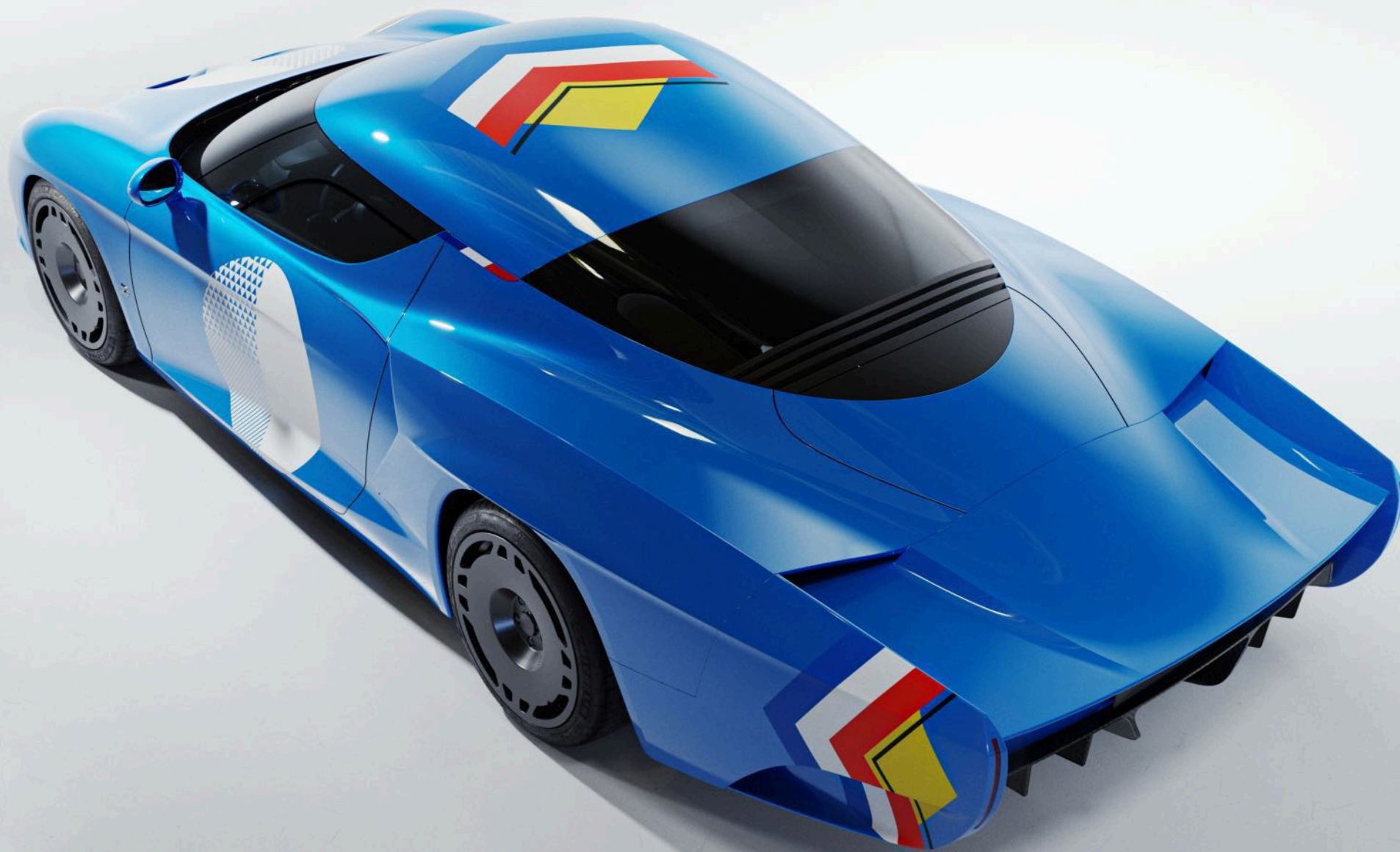
James Slater Renault Alpine A110



© Simon Wright

Nick Leston 1959 Riley 1.5 3rd class award (Class 2)

AGTZ Twin Tail



The art of coach-building is taken to a new level with a tie-up between La Squadra and Zagato. Revealed within the walls of Zagato's historic Milan atelier, the AGTZ Twin Tail represents a blend of art and engineering, heritage and Technology, History and Progress.



The original inspiration - Alpine A220

The inspiration for the AGTZ Twin Tail was the Alpine A220 from the late 1960s. Unfortunately the Alpine 220 longtail design was never successful at Le Mans, so it was redeveloped into a shorter model, by cutting off the longtail rear, which suited tighter circuits and rally stages. The AGTZ Twin Tail is a modern GT car that continues the A220 story.

Using the combined skills and vision of La Squadra and Zagato, they have redesigned the modern Alpine A110 Berlinetta mid-engined sports car into the AGTZ Longtail. The close-knit combination of varied talents have created a dynamic design that can be sensationally transformed by its removable rear bodywork. You have the tailored elegance of a longtail or the muscular punch of a shorttail. Production will be limited to just 19 cars and with production already started, the order book is filling fast. Prices start at €650,000 before taxes.

Example cars were on display at I.C.E at St. Moritz at the end of February, while the full public debut will take place on the shores of Lake Como in May 2024. Customer deliveries should be from October 2024.



