



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

# Classic and Competition Car

Founded 2010

Issue 166 July 2024

Prescott Historique



CSCC Summer Spectacular Silverstone.

FJ Coffee & Chrome



Manx Rally 2024



MotoFest Coventry



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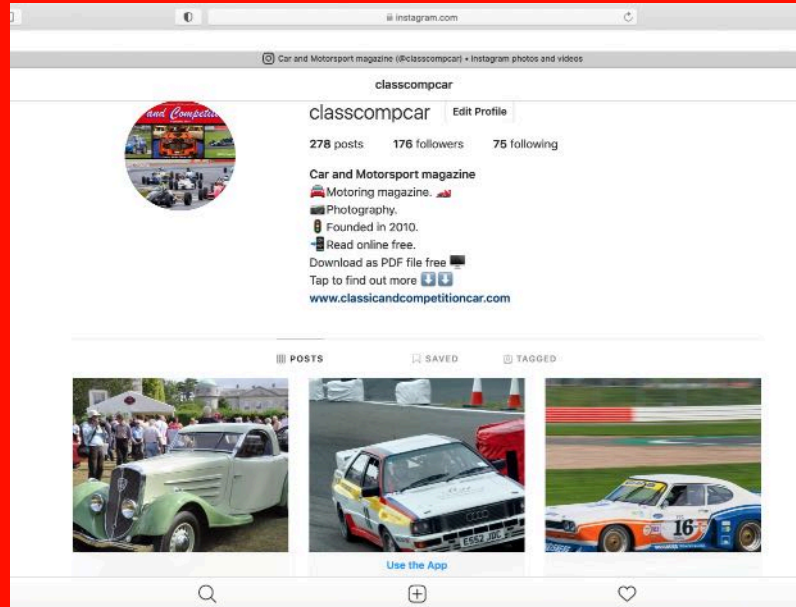
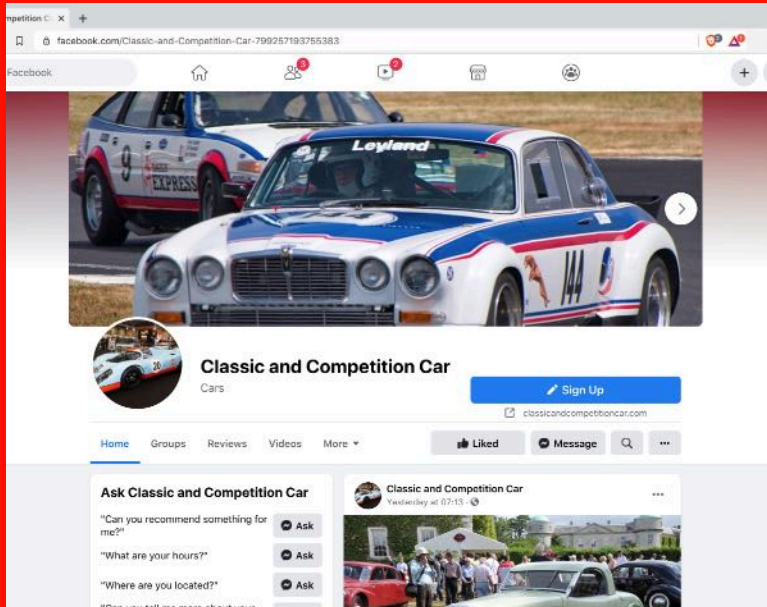
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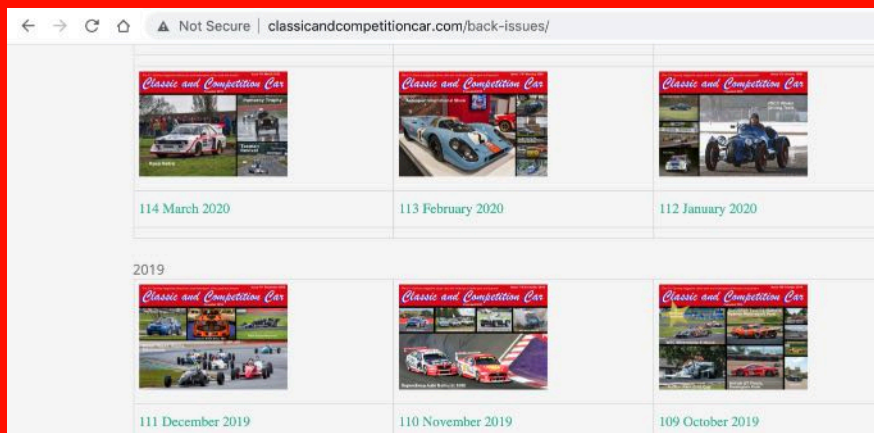
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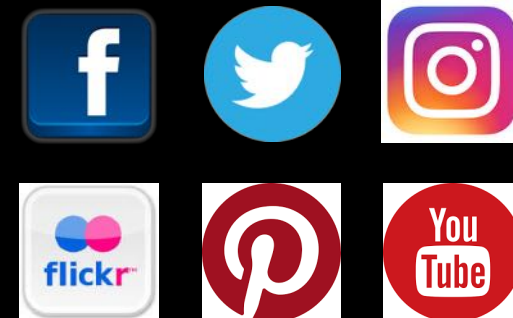
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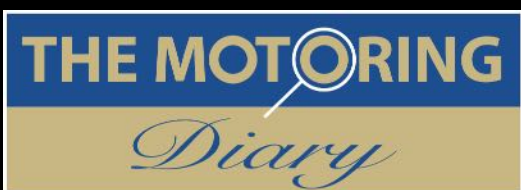
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# Photos of the Month

© Simon Wright

By Simon Wright



Battle of the BMWs. Ronan Bradley BMW E36 M3 (green) gives Dave Avis BMW M3 a tap at the Hairpin at Mallory Park. Super Saloons & Tin Tops race. See report on race on Page 9



## Ultra-fast EV Charging.

Cambridge based Nyobolt is taking its high-power density, fast-charging battery technology in to the real World, revealing the first running Nyobolt EV prototype. It has been designed and built with Callum Designs, a British design and Engineering company.

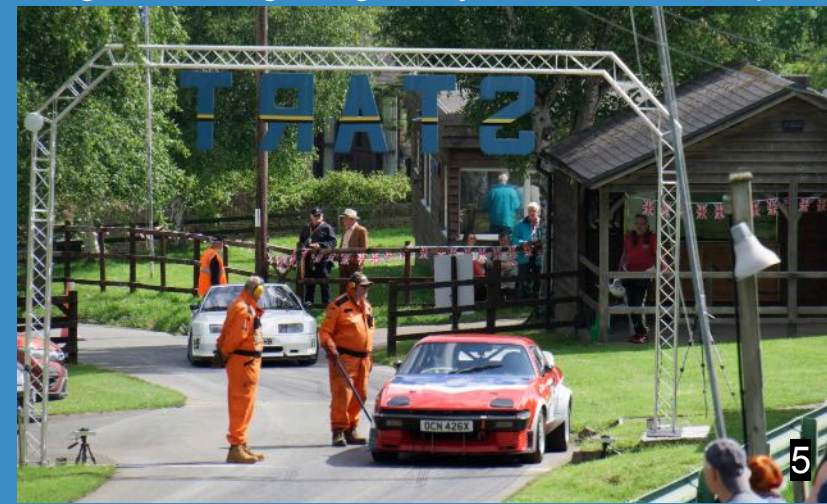
Initial in-vehicle testing using powerful 350kW (800V) DC fast chargers have confirmed that the Nyobolt EV's 50Ah 35kW battery can be charged from 10% to 80% in just 4 minutes 37 seconds. With a full 100% charge, the vehicle can travel around 155 WLTP miles. Also as the first four minutes of charge use a constant 500A, this could provide 120 miles of range. The company also claim that after just 4 minutes, the battery would be able to provide 120 miles range. The Nyobolt technology also solves the high levels of degradation that usually occur from supercharging Lithium-Ion batteries. Nyobolt's 24.5 Ah cells have already been tested to over 4,000 full fast charge cycles, equating to over 600,000 miles



## Prescott Start Gantry.

Prescott Hill Climb course, owned by the Bugatti Owners Club (BOC) has a new Starting Gantry for 2024. It was revealed at Prescott Historique meeting at the end of May 2024. It was provided by a bequest in the will of Frank Ashley and it was dedicated to him at a ceremony on the Sunday at Prescott Historique. Top, David Pryke in a Frazer Nash Single-Seater getting ready to start his run up the hill.

Right, Maxwell Brierley Jones Triumph TR7 V8 leaves the start.



## Hyundai attack Pikes Peak Hill Climb.

Hyundai Motors competed in this year's Pikes Peak International Hill Climb event in America with two IONIQ 5 N TA (Time Attack) spec vehicles and one production IONIQ 5 N. All three vehicles tackled the challenging 12.42 mile (20 km) mountain course that rises over 4,700 feet (1,438 metres) to the summit of Pikes Peak, featuring 156 corners, unpredictable weather and high-altitude conditions that can affect both drivers and cars.

The IONIQ 5 N TA Spec driven by Hyundai World Rally Championship driver Dani Sordo completed the course in 9 minutes 30.852 seconds and won the exhibition class. The second TA Spec was driven by Randy Pobst and finished in 9 minutes 55.551 seconds.

The IONIQ 5 N model successfully completed the course and set a new record for the Electric modified and Production SUV/Crossover categories at 10 minutes 49 seconds.



Hyundai Motor's IONIQ 5 N Sets Benchmark for Crossover EVs at Pikes Peak International Hill Climb.



The IONIQ 5 N TA Spec, driven by Hyundai World Rally driver Dani Sordo



**Allards at Prescott Historique.**  
 Competing Allards lined up at 'Allard's Gap' on The Semicircle recalling the place on the hill where Sydney Allard famously spun the Allard single-seater through the hedge and finished up facing back down the hill at the BOC Members Meeting in June 1947. Sydney's grandson Gavin Allard was present for the occasion



**Ben Stevens (Allard P1 Fastback)**

© Simon Wright



© Simon Wright



© Janet Wright



© Janet Wright



© Simon Wright



© Simon Wright





# Classic and Modern Motorsport Festival

Mallory Park.

19th May 2024.

By Simon and Janet Wright.

© Simon Wright



CTCRC Pre 93 Touring cars and BOSS race battle for the lead. Piers Grange (BOSS) Ford Escort leading Ian Bower (P93 B) BMW M3 and Stuart Waite (Pre 93 B) BMW E36 M3



**Richard Freye Van Diemen RF92 leads the first race from the start**

The Classic and Modern Motorsport Festival returned to Mallory Park in the middle of May for its annual motorsport event. The Festival was over two days and the Classic Touring Car Racing Club had most of its series racing on both days. They were using the full, traditional 1.39 mile Mallory Park circuit. Sunday started with three qualifying sessions for the MG, Super Saloons and 500 races. First race of the day was for the first fifteen minute Super Classic Pre '99 Formula Ford 1600 Championship race of the weekend. Starting from pole position was Richard Freye in a Van Diemen RF92, who led the first half of the race before being passed coming out of the hairpin by Paul Mason in a Swift SC94. The pair battled with Tom Hawkins in another Swift and Freye and Mason swapped the lead



**Winner of both Formula Ford races - Tom Hawkins Swift SC95**

until two laps from the end when they made contact at Devils Elbow and both retired from the race. This left victory to Tom Hawkins driving a Swift SC95. In 2nd place and 1st in class SCB was Peter Daly in a Van Diemen RF88. The SCC class was won by 5th placed Paul Britten in a PRS 81F. The final class winner was Oliver Buckton in an Elden Mk8/10 who took class SCD in 8th overall. The second race later in the afternoon saw a fairly comfortable victory again for Hawkins in the Swift. At the chequered flag he was over three seconds ahead of



**Peter Daly Van Diemen RF88 won class SCB in both races**

Paul Britten PRS 81F won Class SCC in both races.



Neil Hunt Mondiale M92 S 2nd class SCA race 1, 3rd overall



Richard Freye in a Van Diemen RF92. Daly took his second class win of the weekend in 3rd, along with Britten in 8th. Buckton in the Elden, lost his nose cone towards the end of the race. To start with it was bent upwards, then the next lap it came off between the hairpin and Devils elbow and was subsequently destroyed by a following car. Despite this, he still took a second class win of the weekend, finishing 9th

David Porter Van Diemen RF92 (3rd Class SCA 1st race) leading Lorna Vickers Van Diemen RF88 (2nd class SCB, 2nd race) and Oliver Buckton (1st Class SCD both races)



Oliver Buckton Elden Mk8/10 Won class SCD in both races despite this nose cone incident in race 2



Ian Wood Royale 4th Class SCB

The first MG Start saw 2 cars off at the Esses and a red flag.

© Simon Wright



The second race of the morning was the first of two Adrian Flux Insurance MG Owners Club Championship twenty minute races. The grid for the first race was taken from qualifying times as normal. Starting from pole position was the Steve McDermid in a MG ZR 170, who lead from the start. On the second lap there was contact between Luke Boniface and Phil Walker, both in MG ZR hatchbacks at the esses, with both cars going off in to the barrier and out of the race. This resulted in a red flag. After a break to recover both cars and check out the barrier, the race was re-started

© Simon Wright



Steve McDermid MG ZR 170 won both races.



© Simon Wright

David Amphlett MG B Roadster won class A in both races

as a twelve minute race with original grid order. Steve McDermid again blasted off from the start and pulled out a huge lead. The battle for 2nd was between four cars and at the end of the race Steve McDermid was twelve seconds ahead of Jake McDermid in 2nd, Eddy Sharpe was 3rd a further 0.564 of a second back and Adrian Olsson in 4th only 0.703 of a second behind. The class A winner was David Amphlett in a MG Roadster in 11th position.

© Simon Wright



Jake McDermid MG ZR 170 took 2nd in both races.



Jim Baynam MG B Roadster 2nd Class A in both races

The second race was a repeat of the first with Steve McDermid winning again by over twelve seconds from Jake McDermid, with Olsson taking 3rd. Amphlett took a second class win in 11th position.



Eddy Sharpe MG ZR was 3rd in first race and William Sharpe MG Midget was 3rd in Class A in both races.



Adrian Olsson MG ZR 170 3rd in second race



The only ZS in the race - Darren Leonard MG ZS 170 was 7th in the first race

Winning both Super Saloons & Tin Tops races was the BMW E46 M3 of Adrian Bradley.



The third race of the day was the first of two fifteen minute CMMC Ashtone MEP Super Saloons with The CMMCS

Ashtone MEP Tin Tops Series races. Pole position went to the BMW E46 M3 of Adrian Bradley from the similar cars of Ronan Bradley and Paul Watson. Adrian led the race from start to finish and lapped everybody up to the top six. His winning margin was over twenty six seconds. The battle for 2nd was much closer, with Ronan Bradley holding 2nd for the first two



Paul Watson BMW E36 M3 won class B in both races.



Chris Bassett Peugeot 306 GTi won class T2 in both races.

thirds of the race before Paul Watson passed him in another BMW E46 M3. The two were only separated by 0.132 of a second at the chequered flag, with Watson taking the Class B win in 2nd. The Peugeot 306 GTi of Chris Bassett in 4th took 1st in the T2 class. Taking class C was the BMW M3 of Jaques Whitehead in 5th position. Sam Haywood in a Renault Megane RS was 1st in class T1 in 9th overall, one lap down. Yet another BMW class winner was Rod Birley in 12th. His BMW E36 was 1st in class A. The final class winner was Ian Seale in a Ford Fiesta 150 ST in 14th. He was 1st in class TP.

The second race saw a little more action at the front of the field at the start. Ronan Bradley led the first three laps with Watson 2nd and Adrian Bradley in 3rd. Normal service was soon restored with Adrian taking the lead on lap four and pulling out over eighteen seconds by the flag, taking

Sam Haywood Renault Megane RS won class T1 in both races.



© Simon Wright

his second victory of the day, also taking the Invitation class award in the process. Watson took his second class B win of the day, but this time was 2nd overall. Ronan Bradley had dropped to 6th at the finish of the race. Taking 3rd overall was Class C winner Dave Avis in yet another BMW M3, making it another all BMW podium. Bassett took his second Class T2 win in 4th overall. Haywood in 9th and

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Dave Avis BMW M3 won class C in second race



Rod Birley BMW E36 won class A in first race.

Birley in 10th also repeated their earlier class wins along with Seale in 14th. The final class D winner in this race was 12th placed Martyn Scott in a VW Golf GGTi.

© Janet Wright



Ian Seale Ford Fiesta 1500 ST won class TP in both races



Jacques Whitehead BMW M3 won class C in first race

© Simon Wright



Neal Gardiner Honda Civic 2nd T2



Wayne Shorney Audi Quattro TT NC



James Hunt BMW E30 3rd Class C



Martyn Scott VW Golf GTi 1st Class D second race



Adrian Matthews Volvo C30 3rd T2



Lee Cleugh Audi TT 2nd Class A



Danny Cassar Honda Integra NS





Alex Wilson Cooper Mk 10 won both 500 races

The last race of the morning was the first of two 500 owners Association Championship races. Alex Wilson started from pole position in his Cooper Mk10. He dominated the first race, winning by almost forty eight seconds from Finlay Mackintosh in a Cooper Mk11, with Stuart Wright in 3rd in another Cooper Mk XI. The only other car to complete the full race distance was the Cooper Mk8 of Richard Fuller in 4th. Finishing first in class P1 was 5th placed James Wilson in a Cooper Mk2, one lap down. The final class winner was 7th placed Mike Painter in a Kieft CK52, 2 laps down. Reliability was an issue in the



Xavier Kingsland Staride Mk 3 won class P2 in second race.

race with half the field retired and being not classified. The second race only saw thirteen cars take the start. It was another dominant display by Wilson, winning this time by over a minute from Xavier Kingsland in a Staride Mk3 who was also 1st in class P2. JB Jones in a Cousy No2 was 3rd and the last un-lapped runner was Richard Fuller in a Cooper Mk8 who finished 4th. Reliability was a bit better in this race with only 3 cars retiring.



James Wilson Cooper Mk2 won class P1 in first race.



Mike Painter Kieft CK52 won class P2 in first race



**Finlay Mackintosh Cooper Mk 11 was 2nd in first race.**



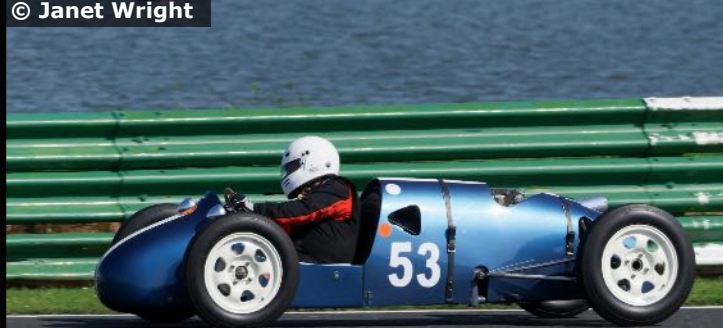
**Stuart Wright Cooper Mk XI was 3rd in first race**



**JB Jones Cousy No2 2nd Class P3 second race**



**John Chisolm Arnott F3 NS**



**Simon Dedman Erskine Staride Mk3 DNF**



**Roy Wright Special Flash Special 8th in both races**



**Martin Sheppard Elfyn Bryfan Tyddyn Special DNF**



**Harry Painter Cooper Mk7 2nd Class P2 second race**



**Richard Fuller Cooper Mk8 3rd Class P3 second race**



First Classic Thunder race winner was Nick Vaughan Audi A3

After the lunch break, racing started with the second fifteen minute Classic Touring Car Racing Club (CTCRC) Group 1 Edmundson Electrical Classic Thunder Saloons & Historic Thunder Saloons. The first race on Saturday was won by



Colin Joyce Ford Escort won the second race and took 1st in Class HT2 in the first race (2nd overall)

*Classic and Competition Car*



AJ Owen Honda Civic Type R took Class CT D wins in both races.

Nick Vaughan in an Audi A3, also taking the Classic Touring Car Class CTB class. In 2nd and winning the Historic Thunder Class HT2 was Colin Joyce in the Ford Escort. Ian Bower in a BMW M3 was 1st in class CTC. AJ Owen in a Honda Civic Type R EP3 was 1st in Class CTD, while William Davison in a BMW M3 was 1st in class CTG. The final class winner on Saturday was Melvin Hooker in a Jaguar XJS.

Sundays grid was the finishing order for the first race so Vaughan started from pole position with Joyce next to him on the front row. From the start Joyce pulled away in the



Ian Bower BMW M3 won Class CT C in first race



Gary Hufford BMW E46 M3 won class CT B in second race (2nd)

lead while Vaughan retired on the second lap. Despite a close challenge in the middle of the race from James Janicki in the Nissan Skyline, Voyce went on to win in the Ford Escort by nearly seven seconds. Gary Hufford was 2nd and took the class win in class CTB in a BMW E46 M3.

© Simon Wright



Shaun Morris BMW M3 won Class CT C in second race (6th)

*Classic and Competition Car*

© Janet Wright



Melvin Hooker Jaguar XJS won class HT1 in first race (18th)

Janicki dropped back to finish 4th. Taking 1st in class CTC was Shaun Morris in a BMW M3 in 6th. In 8th place was David Avis in another BMW M3 who took 1st in class CTG. The final class winner was AJ Owen taking his second class win of the weekend in his Honda Civic Type R EP3.



William Davison BMW M3 won Class CT G in first race (15th)

© Simon Wright



David Avis BMW M3 1st Class GT G Second race



Callan Trump Nissan 350Z 6th CT B



AJ Howe Ford Focus Estate 4th class CT C



Joe Collier BMW M3 2nd Class CT B



Don Hughes Peugeot 306 2nd Class CT D



Jonathan Cooper BMW E36 M3 DNF



James Janicki Nissan Skyline 3rd class CT B



Kevin Denwood BMW Compact 5th class CT B



Vic Hope Honda Civic Type R 2nd class CT D



**Winner of both Pre-66 races -Dan Lewis Austin Mini Cooper S**

After the second race for the Pre '99 Formula Ford 1600 Championship, it was time for the second CTCRC Group 2 Everard Garage Equipment Pre '66 Touring Cars race. Their first race on Saturday was won by Dan Lewis in an Austin Mini Cooper S, doing a giant killing act by beating Class A winner Alan Greenhalgh in a 4.7 litre Ford Falcon by over three seconds. In 3rd was Garry Townsend ,

© Simon Wright



**1st Class F Ian Thompson Ford Lotus Cortina second race (2nd)**

*Classic and Competition Car*



**1st Class F Gary Townsend Ford Lotus Cortina first race (3rd)**

winning class F in a Ford Lotus Cortina. Class E was won by 8th placed James Ibbotson in a Hillman Imp Super Class D saw 13th placed Paul Clayton in an Austin A40 take 1st in class. The final class winner was 19th placed Stuart Radford in a Triumph Vitesse took 1st in class B. Before the second race on Sunday Greenhalgh withdrew

© Janet Wright



**1st Class E Michael Loveland Hillman Imp Deluxe second race (7th)**



Jim Henshaw Morris Minor 2nd Class D (11th) Luc Wilson Austin A40 1st Class D second race (10th)

the Falcon which promoted Townsend on to the front row of the grid. Lewis made a poor start and was passed by both Townsend and Ian Thompson in another Ford Lotus Cortina. The superior handling of the Mini allowed Lewis to pass them one at a time at the esses and by the second lap the Mini was in the lead. By the end of the race he had opened up nearly a fifteen second gap over Thompson in 2nd, winning class F. Townsend took 3rd, not far behind.



1st Class E James Ibbotson Hillman Imp Super first race (8th)



1st Class B Stuart Radford Triumph Vitesse Both races.

Class E in this race went to 7th placed Michael Loveland in his Hillman Imp Deluxe. Class D went to Luc Wilson, 10th in an Austin A40, while Radford took a second class B win of the weekend, 13th in his Triumph Vitesse.



1st Class D Paul Clayton Austin A40 first race (13th)



© Simon Wright

**Brendan Rooney Hillman Imp 3rd class E**



© Janet Wright

**Kevin Swann Ford Anglia 2nd class C**



© Simon Wright

**Tim Dodwell Austin Mini Cooper S 6th class C**



© Simon Wright

**Edward Crossley Morris Mini Cooper S 4th class C**



© Simon Wright

**Keith Wright Ford Lotus Cortina 4th class F**



© Simon Wright

**Ed Gibbs Ford Anglia 2nd class C**



© Janet Wright

**Jake Swann Ford Anglia 3rd class C**



© Simon Wright

**Robyn Slater Ford Lotus Cortina 3rd class F**



© Janet Wright

**Adrian Oliver Hillman Imp 2nd class E**





Stephen Primett Ford Escort Mk1 won first Pre 83 race



© Janet Wright



Jonathan Corker Datsun 510 won the second Pre 83 race

Following the second MG race was the second CTCRC Group 3 Pre 83 Group 1 Touring Car Championship race. The Saturday race was won by Stephen Primett in his Ford Escort Mk1 by just 0.252 seconds from Jonathan Corker in a Datsun 510. A long way back in 3rd was Carl Shreeve in a Triumph Dolomite. In 4th and taking 1st in Class B was Nic Strong in a Ford Capri, The Sunday race saw Primett in the Escort lead the first half of the race with the Datsun of Corker right behind. On

© Simon Wright



Nic Strong 3.1 Ford Capri won class B in both Pre 83 races.

lap twelve Corker took the Datsun in to the lead of the race. Primett tried to hang on but was slowly being dropped by the Datsun and then on the last lap Mark Cholerton went through to take 2nd place in his Ford Escort RS2000, over ten seconds behind the winner. Primett was 3rd at the flag, three seconds behind Cholerton. Strong took his second class win of the weekend in 5th place in the Capri.



Carl Shreeve Triumph Dolomite was 3rd in first race



Malcolm Jeffs VW Golf Mk1 5th class C



David Thomas Ford Capri Mk1 2nd class B



Peter Bulbick 3.1 Ford Capri 3rd class B



Graham Smith Ford Escort Mk1 4th class C



Nick Williamson Rover SD1 2nd class B first race passing Mark Cholerton Ford Escort RS2000 2nd class C second race



**Piers Grange Ford Escort won the first Pre 93/BOSS races**

The penultimate race of the day was the second race for the CTCRC Group 4 Laser Pre-1993 Touring Car Championship, Burty Pre-2003 Touring Car Championship & Burton Power Blue Oval Saloon Series race. The Saturday race resulted in a red flag after eleven laps with

© Janet Wright



**Olly Allen Ford Fiesta Mk6 (BOSS S) won the second Pre 93/BOSS race**



**Cavan Grainger BMW E46 330ci won class P03 A in both races**

Piers Grange in front in his Ford Escort. In 2nd place was Stuart Waite in a BMW E36 M3. The race was restarted and run over six laps. At the flag it was Grange taking the win in the BOSS S class driving a Ford Escort. In 2nd place and taking the P93 B class win was Stuart Waite in a BMW E36 M3. The Pre 2003 class winner was Don Hughes in a Peugeot 306 Xsi in 9th who was 1st in class

© Simon Wright



**Stuart Waite BMW E36 M3 1st Class P93 B first race**



**Ian Bower BMW M3 1st class P93 B second race**

P03 C, just ahead of Cavan Grainer in 10th who was 1st P03 A class in a BMW E46 330ci. William Hunt in a Ford Fiesta was 1st in the BOSS D class in 14th overall, while Sam Daffin in another Ford Fiesta took 1st in the BOSS C class in 17th position.

The Sunday race saw an almost faultless race from

© Janet Wright



**Gary Prebble Honda Civic EG 1st class P03 C second race.**



**William Hunt Ford Fiesta 1st class BOSS D first race**

Grange, leading from the start until the penultimate lap. He had not had an easy race with close battles with first Waite in the BMW, until he retired, then Ian Bower in another BMW M3 and then right at the end Olly Allen grabbed the lead on the last lap, to win in his Ford Fiesta by just 0.566 of a second, also taking the BOSS S class win. Grange

© Simon Wright



**Tim Mizen Ford Fiesta 1st class BOSS D second race.**



Sam Daffin Ford Fiesta 1st class BOSS C first race

was 2nd and Bower was 3rd, taking then Pre 93 class P93 B win. The first Pre 2003 car was 7th placed Gary Prebble in a Honda Civic EG who was 1st in the P03 C class. Grainger took his second class P03 C victory of the weekend in 10th place. The final BOSS D class winner was 14th placed Tim Mizen in a Ford Fiesta. On Saturday there had been two CMMC Hoosier Tire



Classic and Competition John Hillier BMW E36 Touring 3rd class P03 A



Darren Owen Ford Escort Mk2 RSR 4th BOSS S second race

Intermarque Silhouette Series races. The first race was won by Paul Knight in a Vauxhall Tigra with Invitation Class winner Warren Farazmand in a Peugeot 206cc in 2nd. Another series that just ran on Saturday was the OT Publishing Coupe Cup with Toyo Tyres. The two fifteen minute races saw Daniel Munro win both races in his Hyundai Coupe.



Craig Owen Ford Sierra Cosworth 2nd BOSS S First race

# Footman James Coffee & Chrome Collective

Impney Estate,  
9th June 2024.

By Simon & Janet Wright

© Simon Wright





© Simon Wright

**1975 Chevrolet Corvette and 1988 Mercedes Benz 300SL**

The second Coffee and Chrome Collective meeting of the year returned to the firm's most regular venue, the Impney Estate near Droitwich. The stunning parkland surrounding the former Chateau Impney hotel makes for a stunning back-drop for the meeting, and allows for up to a thousand cars to attend the pre-registered meeting. The internal roads within the estate allow for the queueing vehicle to

© Simon Wright



© Simon Wright

**1962 Triumph TR4 and 1971 Triumph TR6**

cause minimal disruption on the surrounding road system and the Footman James staff do an excellent job to park up the vehicles as quickly as possible. There is always a great selection of classic and interesting vehicles at these meetings, with always some new to discover. Although they say they cannot agree to parking vehicle together, there were quite a few places where two or more vehicles of the same type or model were parked next to each other.

© Simon Wright



**1989 Land Rover 90 and 1965 Land Rover Series 2**



1967 Austin A110 Westminister



1974 Porsche Carrera



2003 Rover 75



2000 Nissan Skyline GT-R



2008 Lotus Evora GTE



1973 Vauxhall Viva



Motorcycles are welcome too.



1959 Chevrolet Aphace 31 & 1956 Chevrolet pickup truck



1997 Ford Probe





### 2002 Honda Insight.

Maybe not a classic as such, but the Honda Insight is a very interesting vehicle. It is a hybrid electric vehicle, first introduced in 1999 as a 2 passenger, 3-door liftback saloon. It was based on the Honda J-VX concept car shown at the 1997 Tokyo Motor Show and the Insight was launched in Japan in November 1999. It was the first production vehicle to feature Honda's Integrated Motor Assist system (Honda's Hybrid car technology) which features an electric motor mounted between the internal combustion engine and transmission, to act as a starter motor, engine balancer and assist traction motor. It uses regenerative braking to capture energy that would be normally lost as heat during braking. It is not possible to drive this car on electric power alone.

The Insight has an aerodynamic, lightweight aluminium structure to give greater fuel efficiency. Until 2015, the first generation Honda Insight was the most fuel-efficient car in the United States of America, with an EPA certified 61 miles per US gallon (73 mpg imperial). In 2000 Continuously Variable Transmission (CVT) and air conditioning were offered as optional extras.

### 1972 Alpine A110 1300 VC (V85) Berlinette.

This Left Hand Drive (LHD) model has been restored after being found in a barn in the UK, having first been registered in the UK in 1997.

The Version 85 was an entry level model when introduced in 1970, using a Renault 12 1300cc four cylinder engine which produced 81bhp. With a weight of just 700 kg, the car could reach over 110 mph. By 1976, the model had been renamed the 1300 by which time over 2,890 had been built in its six year production lifetime.

When this car was found in the barn it was in a 'Targa-spec' appearing to have been used in some form of motorsport competition. It appears to have a rarer Gordini 1.3 litre 4-cylinder engine with a special cylinder head, early Italian Weber carburetors and a rare and original coil and distributor paired with a 5-speed gearbox.

The original A110 was introduced in 1962 and was highly successful in rallying, winning the World Rally Championship in 1971 and 1973.





1972 VW Beach Buggy - based on VW Beetle running gear



2006 TVR Sagaris



1997 Renault Sport Spider



1978 Alfa Romeo Alfasud



2003 Mitsubishi Carisma Equipe DI-D one of only 48 left on the road in the UK



1976 Lincoln Continental



1972 Peugeot 304 Cabriolet



1955 Chevrolet Bel-Air



1965 Ford Galaxie 500 Convertible



### 2019 KIA Stinger.

The Kia Stinger was built between 2017 and 2023 in South Korea as a front engine, rear wheel drive mid-size hatchback/fastback. It was available with either a 2.2 litre turbocharged diesel engine, producing 199 bhp, or two options of petrol engine. This car has the 2 litre turbocharged engine which produces 252 bhp and can accelerate from 0-60 mph in 5.8 seconds, compared to the 7.7 seconds for the diesel option. The other engine option is a 3.3 litre twin-turbo V6 engine which produces 368 bhp and can do 0-60 mph in 4.7 seconds.

The model had the following standard features, Nappa leather heated and ventilated front seats along with heated rear seats and a heated steering wheel. It features a Heap Up display, with Lane Assist and Dynamic Cruise Control. It also had a surround camera system, electronic hands-free tailgate, wireless phone charging, full sunroof and a Harmon Kardon 720w 15 speaker surround sound system. Completing the luxury features are LED front and rear lights, auto Lights, Auto Wipers and Cornering headlights. Only 2,300 were sold in the UK.



Lancia Prisma HF Integrale.



1972 Morris Marina 1.3 Super



1994 Nissan 300ZX



© Simon Wright

1987 Ford Capri Mk III 2.8 Injection



2005 Marlin Sportster



© Simon Wright



© Simon Wright



© Simon Wright

1970 Plymouth Fury

**1928 Jowett 7hp Long Four Tourer.**

Introduced in 1923 as a long-wheelbase four seater Tourer and sold for £245 when the Austin 7 sold for £167. Powered by a 903cc side valve flat twin cylinder 7hp RAC, horizontally opposed engine developing 17 bhp and connected to a 3-Speed gearbox.



**This amazing modified VW Beetle is actually listed on the DVLA as a 1997 2.5 litre Porsche.**



**1969 Jaguar 420G saloon.**

The Jaguar 420G was announced in 1966. Powered by a six cylinder, 4235cc engine which produced 255 bhp and gave a top speed of 122 mph.



**2007 Smart Roadster & 2004 Smart Roadster Coupe**



2022 Lotus Emira First Edition



2003 Alfa Romeo Spider 2.0L Twin Spark



1978 Austin Mini Clubman 1100 Estate



1968 Dodge Polara



2007 Jeep Wrangler JK



2023 Ferrari 296 GTB



1968 Fiat 500 Gamme Vignale (the Noddy car). Once owned by the mother of the Kray twins - infamous gangsters



2001 Toyota Crown



1954 & 1956 Ford Popular Hotrods



**1970 Sammio Spyder.**

A fibreglass body conversion kit designed to fit on to a Triumph Herald Chassis and running gear. Can also be adapted to fit on to a Citroen 2CV donor vehicle.



**1942 Buick Eight Special.**

Also known as the Buick Super, which was manufactured by Buick from 1930 to 1958. Powered by a 248 cubic inch (4.1 litre) Fireball straight eight engine with twin downdraft carburetors connected to a 3-Speed manual transmission. The car also included air conditioning. This is a second generation model, with only 33,034 built in 1942.



# British Hillclimb Championship Rounds 9 & 10.

Shelsley Walsh

3rd-4th June 2024.

By Syd Wall.



Alex Summers speeds to his 2nd win of the day in the 2.7 DJ Firestorm-Cosworth XD having set FTD in the 1st win



Will Hall's loving the reliability of his 4.0 Gould-Judd DB4 GR59J grabbing a 3rd and a 2nd place



A somewhat wary Wallace Menzies took two 6th places - he doesn't want more gaffer tape on the 3.3 Gould-Cosworth XD GR59M's bodywork

### Shelsley Walsh British Hillclimb Championships Rounds 9 & 10

After an extraordinary afternoon of incidents, Alex Summers (2.7 DJ Firestorm-Cosworth XD) raced off the start line at 6.50pm on the way to taking his second championship win of the day. Afterwards, a delighted Summers said that the car was back to how it should be after tweaks to the setup in the off-season. Matt Ryder led the championship coming to Shelsley Walsh after 5 wins in a row, but these two wins completed a 4 wins in a row streak for Summers and surprisingly, the championship lead.

© Syd Wall



It's not unusual to see Zach Zammit oversteering! Two 10th places for Zach in his 1.3t Empire Wraith-Suzuki

The day had gone smoothly until mid-afternoon when halfway through the single seater class runs, accident after accident occurred, thankfully all without anything more than injured pride for the drivers involved. Racing was delayed further on two of these occasions when the rescue flatbed truck hadn't yet returned from depositing the previous damaged car back at its trailer! Add to this a spectator medical emergency in the paddock (reportedly all ok) and finally a bizarre incident when, while leading the championship contenders down the hill before the final run-off, the brakes of the Summers family's AFS P4t overheated and locked on, thereby blocking the road!

Aussie Wayne Penrose saw British Hillclimbing on YouTube and brought his 2.8t 500hp Porsche engined Beetle to try it out for himself



The track may have been warm and dry but this year's exceptional rain had left the track green so very fast times were not expected. Championship leader Matt Ryder (4.0 Gould-Judd DB4 GR59BJ) was the main challenger to



Trevor Willis (3.2 OMS-RPE 28) had a 5th and 3rd, missing out on 2nd by just a hundredth



Summers and despite the green tarmac, Ryder and Summers both got into the 22s in round 9, Summers on 22.78s with Ryder only 0.13s further back. Unfortunately, the rivalry didn't continue into round 10 as Ryder ran wide at the Crossing in the 2nd qualifying runs, punctured a tyre



Richard Spedding's 1.6 GWR Raptor 2-Suzuki scored championships points for 9th & 12th



8th for Sean Gould's 4.0 Gould-Judd DB4 GR59BJ in the morning

and the incident continued up to and into the bottom S barriers. He was out and so was his partner Sean Gould who had already qualified for round 10 after taking 8th in round 9.. So a non-score meant that despite 4 wins against Ryder's 5, Alex Summers took the championship lead. Will Hall is really getting to grips with his 4.0 Gould-Judd DB4 GR59J and bagged 3rd and 2nd places to go 3rd in the

Allan McDonald has forsaken his 4WD Mini-Mitsubishi Evo for this 1.3s Force SR4



© Syd Wall

Bill Drysdale's Porsche 904FF Special is not a restoration, it's a ground up, nut and bolt self build. Amazing



© Syd Wall

championship. Trevor Willis in his older 3.2 OMS-RPE 28 took an excellent 5th and 3rd places while Dave Uren put together two superb efforts to take 4th in both rounds in his 3.5 Gould-NME GR55B. This was after a considerable

© Syd Wall



Nobody thought of running a Rallucross car in class E. Steve Mundy did and his 2.0t Ford Fiesta 4x4 broke the class record by 6.72s!

Andy Greenan got another small engined car into the points with his 1.6 Empire Wraith 3-Suzuki



Richard Snow's beautifully turned out 3.8 Porsche Cayman GT4 was 2nd in a very competitive Class A2

amount of suspension work was needed after co-driver Nicola Menzies' Saturday off. She retired for the weekend with a damaged hand. We come down to an uncanny 6th place in both rounds before we meet Wallace Menzies who is still recapturing his form and feeling after a big off a few weeks ago at Craigantlet in heavy rain. Wallace says

the car is on song (though a close inspection sees some well disguised gaffer tape on the normally immaculate bodywork) but he isn't quite there yet. Leading the small engined cars was Paul Haines who powered his 1.3t Gould-Suzuki GR59 into 7th and 8th places, Dave

Briony Serrell's 1.6 Elva Mk7



Steve Owen owns the company that makes the OMS 28 - he can drive them too



David Warburton's Gould GR59 has a 1.6 Suzuki bike engine with power transmission by shaft not chain

Warburton's 1.6 Gould-Suzuki GR59 who grabbed 9th and 7th and Zak Zammit who brought his 1.3t Empire Wraith-Suzuki home 10th in both rounds. Jack Cottrill got his Cosworth XD Indycar engined DJ Dallara into 5th place in round 10 - he would surely have been up there in round 9



Eric Morrey's 998t Hillman Imp C1 class winner.

but a steering column problem stopped him from qualifying. Filling the final places in round 9 were Graham Wynn (4.0 Gould-Judd DB4 GRW59), an equal 10th with Zammit and 12th place for Richard Spedding's 1.6 GWR Raptor 2-Suzuki. For round 10, the final place, 11th, went to Andrew Greenen's 1.6 Empire Evo 3-Suzuki with Sean Gould non-starting.

Malcolm Thorne's Lotus 69-FVA was fastest Class M pre-1971 Racing Car



Heading into the next rounds at Doune, the championship positions are:

- 1st Summers 64pts;
- 2nd Ryder 57pts
- 3rd Hall 53pts
- 4th Willis 43pts
- 5th Uren 42pts
- 6th Gould 31pts
- 7th Cottrill 26pts
- 8th= Haines and Menzies 22pts
- 10th Warburton 9pts

One of the ultimate Mallocks, the Mk 20 of Robin Nicholson

© Syd Wall



Robert Brodie's 893cc Fisher Fury was a pretty addition to the Class B field

© Syd Wall



© Syd wall



Matt Ryder oversteers through bottom S in first qualifying but it all went wrong in the same place in 2nd qualifying

© Syd Wall



Excellent 7th and 8th positions for Paul Haines' 1.3t Gould-Suzuki GR59



**Jack Cottrill's 2.7 DJ Dallara Cosworth XD 5th in round 10 after steering trouble in qualifying**



© Syd Wall



**3.8 Porsche 911 RSR of Paul Howells**

**Stuart Bickley won Class I, his tiny 1.07 Force TA was faster than many in the larger classes**



© Syd Wall

**The rare Ausper T4 Formula Junior car - this very chassis was used in the development of the DFV!**



© Syd Wall

**Two 4th places for Dave Uren's 3.5 Gould-NME GR55B**



© Syd Wall



1936 Austin Seven

**Redditch Classic  
Motor Show**  
Redditch town centre  
18th May 2024.  
By Simon & Janet Wright





1933 Ford Model A Hotrod

1947 Morris 8 Hotrod

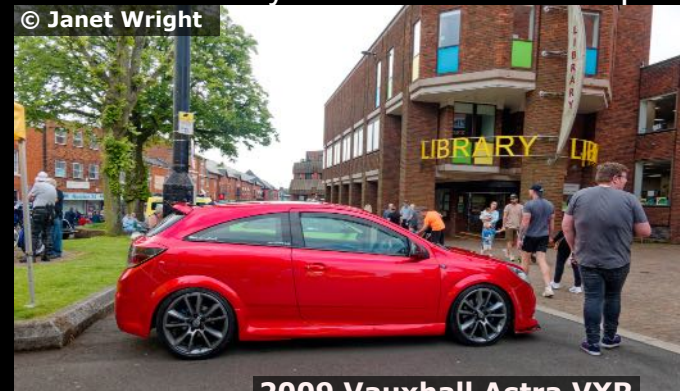
1964 Morris 1100

1972 Triumph Stag Estate

The annual Redditch Classic Motor Show took place in the town centre in the middle of May on a lovely sunny day. The free event is organised by Redditch BID & Shakespeare Rally Promotions, the event is open to vintage and classic cars, and motorcycles and also features some market stalls and entertainment. The line up of classic vehicles down the high street and around the church included many Midlands built vehicles, including many from nearby Longbridge where many people from Redditch may have worked in the past. The Austin motor

Company was merged with Morris to form the British Motor Corporation Limited (BMC). Car production remained at Longbridge until September 2016 when MG, under Chinese ownership, announced all car production had ceased at Longbridge.

© Janet Wright



2009 Vauxhall Astra VXR

Company was founded in 1905 by Herbert Austin who acquired a disused printing works located in Longbridge. It continued to be the headquarters of Austin even after it



© Simon Wright

1962 Austin A40



**1955 Volkswagen Beetle**



© Janet Wright



**1959 MG A Mk1**

© Janet Wright



**Porsche 911 Carrera**

© Simon Wright



**1962 Vauxhall Victor**



**1970 MG B GT**

© Simon Wright

© Simon Wright



**Baby Love Motown Tribute group**

© Janet Wright



**1967 TVR 1800S**

© Janet Wright



**2001 MG ZR**



### 1962 Austin A60 Cambridge.

Although this model bears the Austin name, it was actually assembled at the Morris factory at Cowley in Oxfordshire. The Austin Cambridge was built between 1954 and 1973 across several generations, starting as a small family car, the A40 Cambridge, until 1959 when the A55 Cambridge Mark II was launched, when it became a large family car. The A60 Cambridge was introduced in October 1961 and was powered by a new 1.6 litre version of the 4 cylinder B series engine used in the MG A sports car. This produced 61 hp at 4500 rpm and gave a top speed of 80 mph, accelerating from 0-60 mph in 19.8 seconds. It drove the rear wheels through a 4-Speed manual or 3-Speed Automatic gearbox. There was also a 1.5 litre diesel option which came in November 1962, aimed at the Taxi market. It only produced 40 hp so top speed was limited to 68 mph. When launched, the A60 Cambridge cost £883 including taxes and over 276,500 were built. It was replaced by the Austin Marina in early 1971.





1954 MG TF



1968 Jensen Interceptor



2002 TVR Tuscan 4.0



1967 Chevrolet Corvette Stingray



1955 Austin Healey 100



1959 Berkeley B105



1972 Triumph TR6



1933 MG J2 Midget - oldest car at the show



1997 Morgan



### 2000 Ford Racing Puma.

The Racing Puma was launched at the 1999 Geneva Motor Show, titled the Ford Puma ST160. The concept then became the Ford Racing Puma. The updated body design was powered by an updated 1.7 litre Zetec SE engine, producing 153 bhp at the front wheels. It was originally designed for 160 bhp, hence the original model designation ST160. The original Puma had 125 bhp, the power increase in this model came from new camshafts, a redesigned inlet manifold and sporty exhaust system.

The standard Puma was converted to a wider track both front and rear, with Alcon 4 pot racing brakes front and rear, with stiffer suspension and lightweight wheels to improve the handling.

It was a limited edition car with only 500 being built, with it being the last production Ford car to be part hand assembled. The standard Ford Puma was assembled in Germany, then they were shipped to the UK where the Racing Puma cars were stripped down and rebuilt by Tickfords.

### 1949 MG YA Saloon.

The MG Y-Type was produced between 1947 to 1953. The YA was a four door saloon powered by a 1250cc 4 cylinder engine with a single carburettor from the MG-TB. It produced 46 bhp at 4,800 rpm and 58.5 lb ft of torque. The car was one of the first British production cars to feature independent front suspension. It also retained a separate chassis and pressed steel bodywork. The separate chassis also allowed for Jackall system to be fitted. This consisted of four hydraulically activated rams, bolted to the chassis connected to a Jackall Pump on the bulkhead that enabled the front, back or entire car to be raised to facilitate a wheel change.





1954 Morris Cowley



Beauford



Rover Metro GTi 16v



1952 Triumph Renown



1949 Hillman Minx



Rochdale Olympic



Lightning McQueen from Film Cars



KITT from Nightrider



Transformers Optimus Prime & Bumble Bee

# Pilbeam 50 years in Sprints and HillClimbs celebration day.

29th May 2024.  
Curborough Sprint Course.  
By Simon & Janet Wright



Rodney Thorne & Mike Pilbeam  
with the Pilbeam MP43



Mike Pilbeam

A special Pilbeam 50 years in Sprints and Hillclimbs Celebration day was organised by Jeremy Bouckley, Tony Cotton and Ray Rowan and Shenstone & District Car Club, who provided the Curborough sprint track near Lichfield for the day. Although it was mid-week, the track was able to be used for the demonstration of various Pilbeam race cars. The event was celebrating the career of Michael Roy Pilbeam, the designer and engineer who has helped develop Grand Prix cars as well as a complete range of Pilbeam racing and sports cars under his own name. Mike was born in 1937 and has worked for some of the top British Grand Prix teams over the years, including BRM, Lotus and Surtees. One early design he was involved with was an experimental Formula 1 four wheel drive BRM P67 in 1964. By this time he had already built himself a small sports car in 1959 to compete in various events, without much success. However an association with club racer Tony Gould and another design did bring some success in the 1,172cc class in sports car racing.

The BRM only made a single GP appearance, in practice for the 1964 British GP, driven by Richard Attwood but was withdrawn. It later appeared in 1968 used for Hillclimb by Peter Westbury then Peter Lawson and it won the Championship.

Pilbeam worked on the BRM H16 engine next where Jim Clark won the 1966 United States Grand Prix in a Lotus-BRM 43. In 1966 Pilbeam moved to Ford at Dunton in Essex, working on advanced chassis development. In 1969 he moved to Lotus to work on the four-wheel-drive Lotus 63, then the Lotus 49B and the Lotus 72 alongside Maurice Philippe. In 1972 he joined the Surtees team, working on the Surtees TS9. Then in 1973 he returned to BRM as manager of the design office. This gave him the chance to design the BRM P201 for 1974 and was still racing in the 1977 Formula One season. He left BRM in late 1974 when Louis Stanley took control of the company.





BRM P201 Formula 1 Grand Prix car



In 1975 Mike set up Pilbeam Racing Designs, and started by working from home. His first design was a Formula Atlantic chassis R18 for Tom Wheatcroft which was also adapted for Formula 2 and driven by Brian Henton.



Pilbeam R18 Formula Atlantic



Pilbeam then began constructing hillclimb cars which have subsequently won the British Hill Climb Championship 17 times between 1977 and 1997.

He also kept his hand in designing Formula 1 cars, being involved in the design of the Penske PC3 as well as engineering the RAM Racing Brabham BT44s in 1976. His next design as the LEC CRP1 Formula 1 car for David Purley which competed in the 1977 Formula One season, and was present at Curborough. One thing Mike Pilbeam



© Simon Wright

can be proud of is that at the 1977 British Grand Prix at Silverstone, David Purley was involved in one of the heaviest impacts ever in Formula 1 where the driver has survived. The throttle stuck open and he hit the crash barrier at 108 mph. He decelerated from 108 mph to 0 in 26 inches (180G). It was thanks to the structural integrity of the Pilbeam design that the driver survived.

Other freelance work included a Formula 2 MP42 ground effect car for Mike Earle in 1979, which was not successful. But success came in the British Hill Climb Championship, starting with Alister Douglas-Osborn who was 1977 champion in a Pilbeam DFV R22. Two years later it was Martyn Griffiths taking his first of many in a Pilbeam-Hart MP40. In 1981 it was James Thomson in a Pilbeam Hart MP40. From 1982 to 1984 it was Martin Bolsover who took 3 consecutive titles, two in a Pilbeam Hart MP50 and then a Pilbeam Hart MP43.



© Simon Wright

Pilbeam - Hart MP 43 of British Hillclimb Champion Martin Bolsover



© Simon Wright



© Simon Wright



Rodney Thorne Pilbeam MP43



Pilbeam MP43 Hart



Charlie Smith Pilbeam MP43C



Wind tunnel Model of the Pilbeam LMP 2 car

Next it was Martyn Griffiths taking back to back titles in 1986 and 1987 driving a Pilbeam-Hart MP53. The 1988 title went to Charles Wardle in a Pilbeam Repco MP47. Martyn Griffiths took another couple of titles back to back in 1990 and 1991 in a Pilbeam MP58-05. Pilbeam cars then took the next six titles in a row driven by Roy Lane 1992 - MP58-08), David Grace (1993-1994 MP58-050, Andy Priaulx (1995 MP58-03), Roy Lane (1996 MP58-09) and Roger Moran (1997 MP72).

© Janet Wright



Formula Ford 2000 Pilbeam MP52

Pilbeam moved in to its own premises in 1981 at Bourne, Lincolnshire, in part of the former BRM factory. They produced cars in Formula Ford 2000 and Formula 3 but neither was successful. In 1997 new premises at Bourne were opened by Bettie Hill, widow of Graham Hill. Pilbeam continues to work on a freelance basis within the industry of both racing and road-going projects. They were involved in the development of the BRM P301 sports-car in the mid-1990s. Pilbeam then produced their own LMP2 chassis to compete in the World Endurance Championship and the 24 Hours of Le Mans between 2001 and 2007. In 2014 they produced the MP100 as a customer car for LMP2. It had originally been hoped that the French Pierre Bruneau Compétition team would bring one or two of their LMP2 cars to Curborough, but unfortunately there was too much red-tape to bring it in to the country, although Pierre Bruneau, Marc Rostan, Erick Rapiiau and his son did come.

© Simon Wright

**PIR BRUNEAU COMPETITION**

**PILBEAM MP91**

MARQUE : PILBEAM ANNEE : 2003  
 CHASSIS : NID D'ABEILLE ALU  
 MOTEUR : V6 JPX 3398 cm3 440 cv  
 BOITE DE VITESSE : HEWLAND SEQUENTIELLE 6 RAPPORTS  
 POIDS A VIDE : 680 Kgs

**26me CHAMPIONNAT LEMANS ENDURANCE SERIES 2004**

FACEBOOK : MALTI COMPETITION

© Simon Wright

**MALTI COMPETITION**

**PILBEAM MP93-01PB**

MARQUE : PILBEAM ANNEE : 2005  
 CHASSIS : CARBONE  
 MOTEUR 2005 : V6 JPX 3398 cm3 520 CV  
 MOTEUR 2006/2007 : V8 JUDD 3396 cm3 520 cv  
 BOITE DE VITESSE : LOLA/HEWLAND SEQUENTIELLE 6 RAPPORTS  
 POIDS A VIDE : 725 Kgs

**PARTICIPATION AUX 24H DU MANS 2005-2006-2007**

FACEBOOK : MALTI COMPETITION



© Simon Wright



© Simon Wright



© Janet Wright

Pilbeam Ford MP88



© Simon Wright

Pilbeam MP88



© Janet Wright



© Janet Wright

Pilbeam MP62 KV6 Andrew Dinner



© Janet Wright



### Lotus 300RR

Designed in conjunction with Pilbeam, this Lotus 300RR was raced successfully in endurance races in Japan and Malaysia. It took part in the 2005 SuperGT Championship entered by the PROTON R3 Amprex team, led by Malaysian car manufacturer PROTON, which also owns Lotus, in association with its Motorsports Division R3 and former Japan GT Championship contenders Amprex Motorsports.

The one-off vehicle is powered by a Swindon prepared 3 litre V6 Opel engine which produces 400 hp and 294 lb.ft of torque. This gives the car a top speed of over 186 mph (300 km/h) and can accelerate from 0-62 mph in 4 seconds. However SuperGT regulations require the use of a restrictor that will limit performance to 320 bhp.

The Pilbeam modifications for the Lotus Elise and Lotus Exige models are revised suspension geometry with lightweight uprights for improved handling with stiffer and lighter front anti roll bar. Stopping power is upgraded with improved brakes.

### 1991 Pilbeam MP62-01.

The original MP62-01, built in 1991 was the last Pilbeam designed using traditional paper and pencil techniques in the design office. It first raced at Harewood in 1991 driven by Alister Douglas Osborn

This car was taken to the Australian Hillclimb Championship at Mt. Panorama in 1996. Peter Finlay took 2nd overall, while Alister Douglas-Osborn, who shared the car at the event, was 4th

The chassis is made from a rigid but light aluminium honeycomb monocoque, with double wishbone suspension and Koni dampers. It also features a carbon fibre diffuser under the rear floor and Ground Effect bodywork, with large wings to generate plenty of aerodynamic grip. When first built it was powered by a 2 litre Vauxhall engine, but it was later fitted with the current 4 litre Judd V8 engine.





© Simon Wright



© Simon Wright



© Simon Wright

LEC F1 and Pilbeam R03



© Simon Wright



© Simon Wright



© Janet Wright

BRM Wind tunnel model



© Janet Wright

Pilbeam MP62 KV6 Andrew Dinner



© Simon Wright



**1961 Pilbeam R3 Virage 1172 Formula racer.**  
Recreation of R1, the first car Mike built for 1172 Formula racing back in the 1960s. Recently restored to running order, it was the last car driven on track at Curborough by Mike's son Ciaron Pilbeam.





# Kings Heath Classic Car Show, All Saints Village Square, Kings Heath. 27th May 2024. By Simon & Janet Wright





2018 Morgan 3 Wheeler and 1933 MG J2 Midget

Kings Heath Classic Car Show took place on Bank Holiday Monday, 27th May 2024 in All Saints Village Square, Kings Heath. The Village Square is located next to All Saints Church right in the heart of Kings Heath, a suburb of Birmingham. At the top of the high Street, right in the middle of the shops, it always attracts a good crowd of people who stop to admire the classic cars on display. There is always a live music group performing in the



square during the show, and they also help attract the passing shoppers. Although the square is not massive, it easily holds around thirty to fifty cars on display. Being only a few miles from the former Austin factory at Longbridge, it always attracts various old Austin or BMC/ British Leyland vehicles, but it also gets various classic sports cars from overseas manufacturers. This year there was an impressive line up of classic German vehicles outside the All Saints Centre Hall, with a convertible Volkswagen Beetle, a couple of Mercedes Benz and four Porsche sports cars.



1982 Porsche 911 and a 1965 Porsche 356 show how Porsche evolved the design rather than make radical changes. The 356 was first produced by Austrian company Porsche Konstruktionen GesmbH from 1948 to 1949 and then by German company Dr. Ing h.c.F Porsche GmbH from 1950 to 1965 and was Porsche's first production vehicle. The early cars were powered by an rear mounted air cooled boxer 4-cylinder 1100cc engine driving the rear wheels. Later cars had either a 1.3 or 1.6 litre boxer engine. Over 76,000 were built. The 911 followed the same rear air cooled engine design from 1964 until 1998, though the car has grown in size considerably. From 1999 to 2004 the model designation was 996 and they used a water cooled engine.



1970 Riley Elf



1970 MG B GT



1959 Standard Hot Rod



1973 Bond Bug 3 - Wheeler



1989 Vauxhall Nova 1.2



1957 Pink Cadillac coupe de Ville





### 1983 Austin Ambassador 2 litre.

A large family saloon introduced in 1982 by the Austin Rover Group, part of British Leyland, It replaced the Princess model, retaining the wedge shape but adding a hatchback. Although they look similar, only the doors and inner structures were carried over. It was available in three trim levels L, HL and HLS. The car was powered by either the 1.7 or 2.0 litre O Series 4 cylinder engine, a new lightweight OverHead Cam engine. With a single SU carburettor The 1.7 produced 82 hp and the 2.0 produced 92 hp. In HLS spec, the Ambassador was powered by the 2 litre engine with twin carburettors increasing the power to 100 hp and in 1983 twin carbs were added to the 2 litre HL version. The car was front wheel drive through either a 4-Speed manual or Automatic gearbox. Only 43,427 Ambassador cars were built between 1982 and 1984 and in 2023 only 14 remained on the road in the UK

### 1962 Vauxhall Victor FB.

The Vauxhall Victor was a large family saloon built between 1957 until 1976 through five versions. The FB series was produced between 1961 and 1964 with over 328,000 built. Powered by either a 1.5 or 1.6 litre straight 4 cylinder OHV engine driving the rear wheels through a 3 speed, all-synchro column change gearbox. There was the option of a 4-Speed all synchro transmission with a floor change gearstick. The 1.5 litre engine produced 49 bhp and in 1963 the engine was increased to 1594cc. In 1963 front disc brakes and larger 14 inch wheels were also added as an optional extra. The base model retained a vynide-covered front bench seat, while the De Luxe model had individual front seats. Other optional extras included a heater, seat belts, screen washers and radio.



© Simon Wright



Harley Davidson Motorcycle

© Simon Wright



Chevrolet Pickup truck

© Simon Wright



1928 Austin 7

© Simon Wright



1961 Ford Zephyr

© Janet Wright



1964 Morris Minor

© Janet Wright



1959 Austin 101 Pickup

© Janet Wright



1973 Triumph Stag

© Simon Wright



1950 Land Rover

© Simon Wright



Jaguar XK140

CSCC Summer Spectacular Race Meeting.  
Silverstone National circuit.  
Saturday 1st June 2024.  
By Simon & Janet Wright with additional photos from  
David Goose & Stuart Yates of Motorsport Imagery.





**Jack Robinson Jaguar XK8 won the first MG Trophy/Jaguar Championship race**

The Classic Sports Car Club (CSCC) Summer Spectacular Race meeting was a one day event at the beginning of June running on the 1.64 mile National circuit. As is usual these days with CSCC race meetings there was a full programme of eight races, which combined different race series in to the same race to provide full grids. After morning qualifying, the races started before the lunch break with the first of two twenty minute races for the MG Trophy Championship and CSCC Berkshire Jag Components Jaguar Championship. The fastest MG was Graham Ross in a MG ZR. Who started from pole position, with the MG Field having their grid at the front and the Jaguar field had a separate line up at the back of the grid



**Andrew Harper Jaguar S Type R (S/C) won the Jaguar JA class in both races**



**Colin Philpott Jaguar XJS won the second MG Trophy / Jaguar race**

with Jack Robinson starting on their 'pole' in a Jaguar XK8. Although the MGs started at the front, the Jaguars won the race outright with Robinson taking victory. The JA class saw Andrew Harper 1st in a Jaguar S Type R (S/C) 7th overall and 4th in Jaguars. The JC class was won by James Wall in a Jaguar XJ (TD) in 16th overall and 9th Jaguar. Taking 1st in the JD class was Charles Jackson in a Jaguar XJ in 23rd overall, 14th in Jaguars. In the MG race, Ross took victory in his MG ZR finishing a very creditable 4th overall. Finishing 1st in the MB class was James Cole in a MG ZR, 12th overall and 5th in MGs. Their second race of the day was race 5 and it was won by



**James Wall Jaguar XJ 1st JC Class 1st race and Nicholas Dyson Jaguar XJ40 1st class JB 2nd race**



Charles Jackson Jaguar XJ won class JD in both races - chased by Damian Gray Jaguar XJ40 4th class JC in both races

Colin Philpott in a Jaguar XJS. Taking second class wins of the day were Harper, JA class win in 5th overall, 3rd in Jaguars and Jackson (JD Class win 29th overall, 13th in Jaguars. The other class winner was Nicholas Dyson in a Jaguar XJ40(T), JC class - 10th overall and 7th in Jaguars. Ross took a second MH victory of the day, this time 3rd overall. The MB class was won by Matthew Harvey in a MG ZR, 12th overall and 4th in MGs.

© Simon Wright

© Motorsport Imagery



James Cole MG ZR won MG Trophy Class MB in first race



Graham Ross MG ZR 3 wheeling to win the MG Trophy class in both races

© Janet Wright



Matthew Harvey MG ZR won MG Trophy class MB in second race





**First race winner James Plant Austin Healey 3000  
Special Saloons & Modsports**

After lunch, racing resumed with the first of two twenty minute JMC Racing Special Saloons & Modsports Mick Hill Memorial and Advantage Motorsport Future Classics races. Taking Pole position was Danny Morris in the Peugeot 309 GTi (T). Before the first race Martin Reynolds had to switch from his Ford Anglia to his spare Ford Escort due to

**Joe Ward Vauxhall  
Firenza Baby  
Bertha won  
Special Saloon  
Class CC in both  
races, 2nd & 3rd**

© Simon Wright



**Andy Southcott MG Lenham Midget won  
second Special Saloons & Modsports race**

problems with the Anglia and therefore he started from the back of the grid. Also Harvey Death in his Mini Cooper S and Alex Taylor in a Mazda RX7 (T) withdrew before the race. Andy Southcott in his MG Lenham Midget had the race all sewn up with an easy victory when on the last lap he slowed and stopped at Luffield, handing victory to James Plant in his Austin Healey 3000, while star car of the race, one of the original Super Saloons, Vauxhall Firenza Baby Bertha took 2nd place driven by Joe Ward, taking 1st in class CC. In 3rd place and taking 1st in class FA was Bill Lancashire in a Morgan Plus 8. Taking 1st in class Mini was Richard Billingham driving his Vauxhall powered Austin Mini Clubman 2000 in 4th overall. Ian Wilson in 5th driving a TVR Tasmin S6 was 1st in class CB. In 8th was

© Jnet Wright



**1st Future Classics - Bill Lancashire Morgan Plus 8**



The Vauxhall powered Mini Clubman won the Mini Class in both Special Saloon races

Martin Reynolds now in his Ford Escort Mk,2, who took 1st in class MB. Taking 1st in class FB was Steve Thompson in a Porsche 944 S2, 11th overall. Finally Gary Cole in a Citroen BX was 1st in class CD, 16th overall.

The second race, seven on the program, saw Andy Southcott take the win this time in his MG Lenham Midget by almost forty seconds from Simon Light in his 5 litre Ford Capri. Ward took another 1st in class CC in Baby Bertha, finishing 3rd. Lancashire (4th), Billingham (5th), Thompson (8th) and Cole (14th) all took second class wins of the day.

© Simon Wright



Steve Thompson Porsche 944 S2 won the Future classics FB class in both races.

Ian Wilson TVR Tasmin S6 won Special Saloons & Modsports Class CB in first race



© Janet Wright

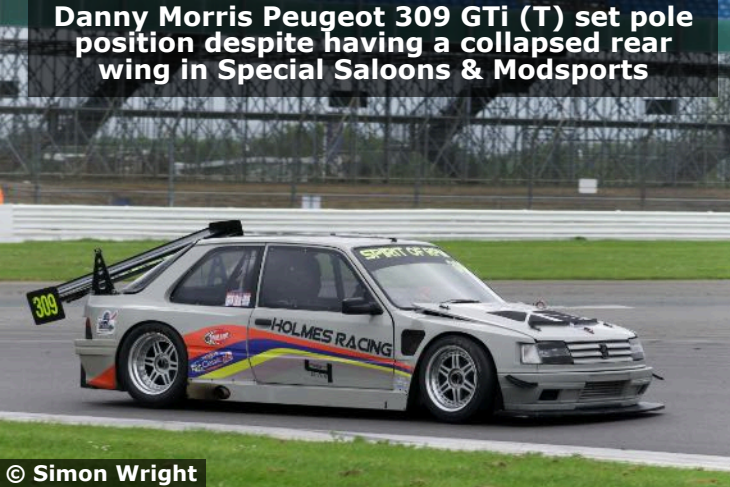


Gary Cole Citroen BX won Special Saloons & Modsports Class CD in both races

© Motorsport Imagery



Martin Reynolds Ford Escort won Special Saloons & Modsports Class MB in first race



**Danny Morris Peugeot 309 GTi (T) set pole position despite having a collapsed rear wing in Special Saloons & Modsports**

© Simon Wright



**Simon Light 5.0 Ford Capri 2nd Special Saloons race 2**

© Motorsport Imagery

© Simon Wright



**Jamie Sturges BMW M535i E28 3rd class FA Future Classics race 2**



**Martin Reynolds practiced the Ford Anglia before problems - Special Saloons**

© Simon Wright

© Janet Wright

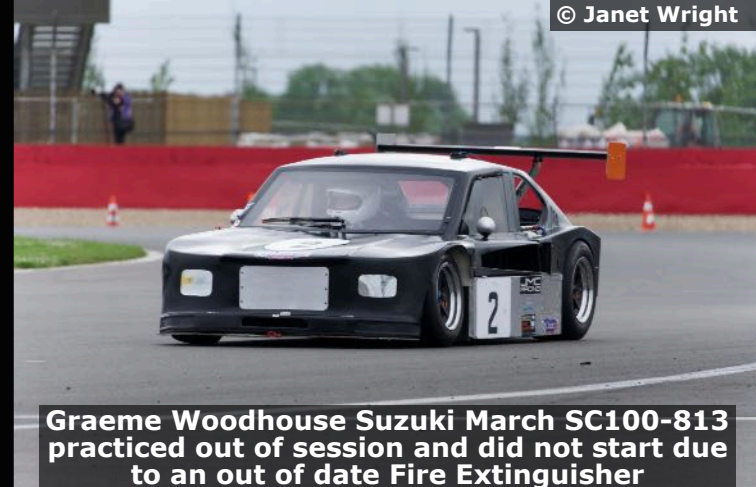


**Mark Chilton Nissan Skyline GTR R32 (T) 2nd Class FA Future Classics**

© Janet Wright



**Steve Wells MG B GT 2nd Class CB Special Saloons & Modsports race 1**



**Graeme Woodhouse Suzuki March SC100-813 practiced out of session and did not start due to an out of date Fire Extinguisher**

© Janet Wright

© Simon Wright



**Craig Percy Morris Minor V8 had suspension problems in practice and was a Non-Starter**

© Simon Wright



**Alex Taylor Mazda RX7 Future Classic was withdrawn after a water leak in practice.**



**Paul Sibley MG Midget won both Midget & Sprite Challenge races**

The second race of the afternoon was the first of two twenty minute races for the Lackford Engineering Midget & Sprite Challenge. Pole went to Paul Sibley in his 1460cc MG Midget and he went on to victory in the first race by over eleven seconds. James Hughes finished 2nd in his Austin Healey Frogeye Sprite, 1st in class E. Class C went to Ian Burgin in an Austin Healey Sprite Mk1 in 5th. The MG Midget 1380 of Hugh Simpson took 1st in class D, 9th. The final class winner was Mark Turner in an Austin Healey Sprite who took 1st in class H, 14th and one lap down. The second race saw Sibley repeat his first race win. But this time by just under three seconds. Hughes, 2nd again, with a second class win of the day in class E. Burgin, 4th and Turner, 13th repeated their 1st in class victories from the first race as well. The new winner was 6th placed Dean Stanton in an Austin Healey Sprite, who was 1st in class D.

© Janet Wright



**James Hughes Austin Healey Frogeye Sprite won Class E in both Midget & Sprite Challenge races**



© Motorsport Imagery



**Class D winners Hugh Simpson MG Midget race 1 and Dean Stanton Austin Healey Sprite in race 2**

© Simon Wright



**Mark Turner Austin Healey Sprite won Class H in both Midget & Sprite races**



**Malcolm Johnson Lotus Elan GTS won the Mintex Classic K race.**

Race four on the programme was the single forty minute race for the Mintex Classic K and CSCC Mike Hawthorn Jaguar Challenge. Pole position went to the Lotus Elan GTS of Malcolm Johnson, while the fastest of the seven Jaguars was the Jaguar Lister Mk1 Saloon of Webb & Young in 11th overall.

After thirty three laps and forty minutes of racing it was Johnson in the Elan GTS that took a comfortable win from another Lotus Elan of Tate & Griffiths, the only two cars to do the whole race distance. Taking the final podium spot, and making an Elan walkover was Graeme Brown in yet another Lotus Elan, one lap down. Taking 1st in class CM was Paul Eales in an MG B Roadster in 4th place overall.

**Paul Eales MG B Roadster won class CM Mintex Classic K**



**Tina Cooper Morris Mini Cooper S 1st Class CG Mintex Classic K**

Tina Cooper in a Morris Mini Cooper S was 1st in class CG, 5th overall. Another lap down in 6th was Richard Hall-Griffin in a Triumph TR4 SLR, 1st in class CD. The Last winner on the Mintex race was the Ford Lotus Cortina of Andrew Rollason & Steve Cole, 1st in class CF, 16th. The first Jaguar home in the Mike Hawthorn Jaguar Challenge was the Jaguar Lister Mk1 saloon of Nigel Webb & John Young who completed 31 laps and finished 7th overall. Taking 1st in class JB was Aston Millar in a Jaguar Mk1, who was 9th overall and 3rd in the Jaguar field. The final Class winner in the Jaguar race was Rob Boughton in a Jaguar Mk2, 1st in class JF, 20th overall, completed 30 laps and 6th in Jaguars.



**Richard Hall-Griffin Triumph TR4 SLR won class CD Mintex Classic K**



**Nigel Webb & John Young Jaguar Lister Mk1 Saloon 1st in the Mike**



**Andrew Rollason & Steve Cole Ford Lotus Cortina 1st class CF Mintex Classic K**



**Aston Millar Jaguar Mk1 1st class JB Mike Hawthorn Jaguar Challenge**



**Rob Boughton Jaguar Mk2 1st class JF Mike Hawthorn Jaguar Challenge**



**Stephen Pickering Sunbeam Tiger V8 winner Swinging Sixties race**

The final race of the day was a forty minute Adams & Page Swinging Sixties event. In Pole Position was Steve Hodges in a Lotus 7 Series 2 by the closest of margins. Only 0.064 of a second behind was Geoff Taylor in a TVR Griffiths 200 and only 0.554 seconds further back was the Sunbeam Tiger of Stephen Pickering. Before the race started we lost five cars, but that left thirty five cars to compete in the forty minute race. The race developed in to a three way battle for the lead with Taylor in the TVR, Pickering in the Sunbeam



**Sam Polley Mini Marcos 1st Class SB Swinging Sixties.**

Tiger and Hodges in the lotus 7, Unfortunately Taylor retired after 27 laps and when Pickering took his pitstop the MGS of Smith & Smith took the lead for a few laps but they got a 30 second penalty applied for an incorrect/short pit stop. While on penalties, Robert Lines MG A was disqualified for not taking the mandatory pit stop. At the end of the race Pickering in the Sunbeam Tiger won by over eleven seconds from Taylor in the TVR. In 3rd place and 1st in class SG was Nicholas King in an Aston Martin

**Nicholas King Aston Martin DB4 1st class SG Swinging Sixties**



**Jonathan Crayston Lotus Elan S4 1st class SL Swinging Sixties**



**Charles Tippet & Claire Norman BMW 2002ti 1st class SD Swinging Sixties.**

DB4. Just behind him at the flag was 4th placed Sam Polley in a Mini Marcos, 1st in class SB. Class SA saw Ian Burgin takes 1st in an Austin Healy Sprite Mk1, giving him another class win for the day to add to his Midget/Sprite class victory. In 7th place and one lap down was Jonathan Crayston in a Lotus Elan S4, taking 1st in class SL. The BMW 2002ti of Charles Tippet & Claire Norman finished 8th, 1st in class SD. Class SF saw the MG C GT of Matthew Domin & Michael McBride take 1st, 16th overall. In 18th position was the Ford Lotus Cortina of Andrew Rollason & Steve Cole taking 1st in class SC. The final

© Janet Wright



**Matthew Domin & Michael McBride MG C GT 1st class SF Swinging Sixties**



**Mark Cloutman Austin Healey Sebring Sprite 1st class SE Swinging Sixties**

class winner was Mark Cloutman in an Austin Healey Sebring Sprite, 1st in class SE, 23rd overall.

© Motorsport Imagery



**Andrew Rollason & Steve Cole Ford Lotus Cortina won class SC passing the MG A of Steve & Jack Smith Swinging Sixties**



# Manx Rally 2024.

Isle of Man  
10th-11th May 2024.  
By Syd Wall





Losing the British Historics event by 0.1s in 1hr 55m 13.6s of rallying must have been painful for Richard Hill and Patrick Cooper



Class B10 winners and first female crew were Ashleigh Morris and Emma Morrison in a Ford Fiesta R200

The 2024 Manx Rally was effectively 4 events in one. Featuring rounds 4 & 5 of both the British Historic and the Protyre Asphalt Rally Championships, they were both double headers with full points awarded at the end of Friday's stages and then again after Saturday's stages. Thick fog on Thursday disrupted travel plans for some with all flights into Douglas cancelled, leading to last minute dashes for some. Seb Perez and Gary McElhinney can't have been the only ones to find themselves nervously making

© Syd Wall



July 2024 John Tear and Robert Turton's rare Ford Puma 16V won class B overall

their way to Liverpool for the last Thursday ferry, in their case by taxi from Manchester. Even then, the ferry was delayed with engine trouble meaning everyone arrived well after midnight. Certainly not the best preparation for going flat out in the Manx lanes before midday on Friday. Over to the Protyre Championship and the current leaders after round one, James Williams/Ross Whittock continued their dominant form in the Hyundai i20N Rally2, taking victory on both rounds.

**Peredur Wyn Davies and Tomi Williams won class B on Saturday in their Peugeot 208 R2**

© Syd Wall



Other than a brake problem on Friday night (water and Lucozade providing a temporary fix!), Williams had a faultless rally and ran out with a massive 4 minute win with some stage wins by 10/20/30 seconds. The win was significant in that this was James Williams' first overall win

© Syd Wall



**The beautifully turned out Talbot Samba Rallye of Myerscough College Motorsport crew Danny Cowell and Sarah Coole won class H2**

**Michael McDaid and Declan Casey were 3rd Historics overall but were top scorers on Saturday**

© Syd Wall



and gave him three maximum scores in a row. Whilst he and Ross were over the moon with the result, three crews who were among his main protagonists ended up sick as a parrot. Last year's winners, Callum Black and Jack Morton had a spin and stall on Friday on the way to 2nd place and then went out with a damaged oil pipe in their Ford Fiesta Rally2 while last year's runners up Neil Roskell/Dai Roberts and Mark Kelly/Will Atkins (Fiesta Rally2 and Skoda Fabia R5 respectively) both failed to score on

© Syd Wall



**Will Rowlands and Emyr Hall were first Historics but are not registered for Championship points**

Darren Atkinson and Matthew Daniels upheld modified Mk2 Escort honours as first 2WD finished in 5th place overall



© Syd Wall

A stage 5 maximum ruined the rally for the Triumph TR7 V8 of David Kynaston/Val Thompson



© Syd Wall

Friday. After an all nighter, Roskell's car was repaired and the mechanics were repaid by his 3rd place finish on Saturday. Kelly's broken brake calliper on Friday dropped them to 127th but they bounced back to a 5th place

Saturday finish. Coming home in third on Friday were Steve Wood/Kenny Hull and their Citroen C3 Rally2 was 4th on Saturday. A brief run-in with a wall couldn't halt Simon Bowen/Craig Simkiss progressing to 4th place on Friday in their turbo'd S2000 Fiesta and 6th on Saturday. Making a welcome return after a big accident on last year's event was Hugh Hunter with Rob Fagg as co-driver. A spin



© Syd Wall



© Syd Wall

An early Friday off for Callum Black/Jack Morton led to a brilliant Friday night comeback

One of two Mini Cooper S's to travel from Japan, this is Shinobu and Hiroko Kitani



**Rob Smith/Alun Cook were always in Historics contention, coming home 4th**

on Friday's final stage lost them most of the spotlights from their Ford Fiesta Rally2 and dropped them to 5th - Friday night's fantastic Northern Lights weren't a suitable replacement! Hugh's confidence wasn't dented as they came home a brilliant 2nd place on Saturday.

Over to the British Historic Championships and it's no



**Steve Wood and Kenny Hull made no mistakes in the Citroen C3 Rally2, 3rd on Friday, 4th on Saturday and 2nd overall**



**We'd have loved to see Adrian Kermode competing in his Porsche 911SC but he was performing course car duties**

secret that while the Asphalt Championship is a crowd pleaser, the Historic's provide the greater bang for your buck and none more so than Mark Higgins/Carl Williamson revelling in the power and handling of a Triumph TR7 V8 on stages Higgins was brought up on. A gearbox niggle slowed them on Friday morning but once fixed, Higgins was just incredible. On the final stage of Friday, 11.6 miles of Little London, he was 46s faster than the second historic

**The stunning original ex-Russell Brookes ultra wide arched Mk2 Escort for Lee Ashbury and Ian Jones**



**William Hill/Richard Crozier were a sensational 7th overall in the lower class Ford Fiesta Rally3**



© Syd Wall

competitor and was only beaten by the Rally2 cars James Williams and Callum Black. It was no surprise to see he won Friday's rally but on Saturday a temporary return of the gearbox niggle and a heavy landing causing the engine to cut out were enough to drop them down the order. Another car breaking the Ford Escort Mk2 dominance was the Porsche 911 Carrera of Seb Perez/Gary McElhinney. A fan belt problem cost them time on Friday but they had a brilliant battle with Richard Hill/Patrick Cooper's Escort Mk2

**Melvyn Evans builds Mk2 Escorts and proves their worth on the stages, 5th in Historic's with co-driver Sion Williams**

© Syd Wall



**Mathew Dance/Jason Davies on a gravelly farm road - retired on stage 12**

© Syd Wall



throughout Saturday with Hill ahead but Perez pulled back from 17.2s behind with 3 stages to go, taking the win by 0.1s overall after a 1.3s victory the final stage! A special mention must be made for Will Rowlands/Emyr Hall and their Escort Mk2 who were the quickest Historic class car of the weekend but they weren't registered for championship points.

© Syd Wall



**Martin Melling and Neil MacDonald made it to the end of the rally in their Austin Mini - many didn't**

Simon Bowen/Craig Simkiss nabbed 4th and 6th places in their older Ford Fiesta S2000T



© Syd Wall



Broken brakes while 2nd on Friday night ruined the weekend for Mark Kelly and Will Atkins

© Syd Wall



© Syd Wall

An off-road diversion for Gerry Fitzelle and Philip Sandham on the way to 24th overall



© Syd Wall

A gritty performance from Peter Morgan/David James Price brought their Vauxhall Chevette 2300 HS home 6th in Class C

Hugh Hunter/Rob Fagg missed 5th place on Friday by just 0.7s in their Ford Fiesta Rally2 probably as a result of this frontal damage



© Syd Wall

© Syd Wall

A troublesome rally for the BMC 'badge engineered' Wolseley Hornet of Ian Clare and Lucy Wilding



© Syd Wall



© Syd Wall

A big hit for Neil Roskell/Dai Roberts' Fiesta Rally2 was repaired overnight and the team were rewarded with 3rd place on Saturday



A determined Mark Higgins takes co-driver Carl Williamson on a magical final stage ride - fastest Historic competitor by 43.8s



© Syd Wall

Yep, TR7 V8s are pretty awesome



© Syd Wall

A mini minor problem for BMW Mini Cooper S of Tim Green/Jordan Joines en route to an excellent 56th overall and first Mini



# Prescott Historique.

Prescott Speed Hill Climb.

25th-26th May 2024.

By Simon & Janet Wright with additional photos by Peter McFadyen.





Cooper T90 Series A/Formula 5000 - James Baxter

Prescott Historique was run by the Bugatti Owners Club at the end of May using the full Prescott Speed Hill Climb course. The club had got over 150 cars for each day covering nine decades of motoring, celebrating hill climbing through the years. In addition, various famous cars were on display in the paddock, with some also doing demonstration runs up the hill over the weekend. Among these cars were the recreation BRM V16, an Ex Niki Lauda BRM P160 Grand Prix car from 1972, plus the ex-Roy Lane

© Jaet Wright



Best Time of Day Saturday - David Hampton Lotus 69 Formula 2/Atlantic

McLaren and Jedi chassis No 1.

Each day is run as a separate event, but many entrants did contest both days. The event had several different invited championships taking part in the event as well as the Bugatti Owners Club Members own Fassi Classic Speed Championship and the BOC All Comers Handicap. These included the Bert Hadley Memorial Championship for Austin 7s, the Paul Matty Lotus Championship, the ERA Register, the BWM Bugatti Williams Monaco Trophy cars Handicap, the TR Register Triumph Speed Championship, the Healey Sport series and the 500 Owners Association series. On Sunday they added the Allard Owners Club.

**The Best Time of day on Saturday** was set by David Hampton in a Formula 2/Atlantic 2 litre Lotus 69 single seater racing car in the PMLC Class. His best time was 45.74 seconds on his second timed run. This gave him the fastest time in the **Paul Matty Lotus Championship class**. This class had one of the largest entries with 23 assorted Lotus cars entered. The next fastest car in the class was the Lotus 69 F3 of Anthony Wallen, who set a best time of 46.27 seconds. On Sunday he was fastest in the class with a best time of 45.48 seconds.

© Janet Wright



Anthony Wallen Lotus 69 F3 Fastest Class PMLC Sunday



**Best Time of Day Sunday - Ian Baxter Brabham BT16**

**The Best Time of Day on Sunday** was set by Ian Baxter driving a Brabham BT16 in Class BOC 2 Bugatti Owners Club Members All Comers Handicap. His best time was 45.38 seconds, faster than Saturdays best time.

Not all class awards are based on the fastest time, some are handicap based, where the order is decided by how a driver does against a handicap time set for them before their timed runs.

After the Lotus class, the next quickest runs came from **Class Fassi 3 Bugatti Owners Club Fassi Classic Speed Championship**. The fastest time in that class was set by Peter Thurston in a Mallock Mk4 U2 with a time of

© Simon Wright



**Ben Fisher Mallock Mk 11 1st Fassi 3 class Saturday**



**Jeremy Rivers Fletcher Triumph Special 1st Fassi 3 class Sunday**

46.06 seconds but his difference to his target time was 1.23 and the 1st in class award went to Ben Fisher in a Mallock Mk11. His best time was 49.65 seconds, but his difference was only 0.71. On Sunday the 1st award went to Jeremy Rivers Fletcher in his Triumph Special. His best time was 53.53 but his difference was 0.72

The next best time for an award winner was in **Class BOC 3 Bugatti Owners Club Member All Comers Handicap**.

The 1st in class award went to Les Buck in a Pringett Mistrale with a time of 50.60, with a difference of 1.45. On Sunday the class was won by Mike Henney in a Lotus 51. His best time was 49.94 and a difference of -1.17.

© Janet Wright



**Lea Buck Pringett Mistrale 1st BOC 3 class Saturday**



Alastair Flack (Triumph TR7 V8) winner of the TR Register Speed Championship class on both days

Moving on now to the TR Register Triumph Speed Championship class TRRTSC, the 1st in class award went to Alastair Flack in a Triumph TR7 V8. His fastest time was 50.73 seconds on Saturday. He won again on Sunday with a time of 50.20. On Saturday he was nearly two seconds faster than 2nd placed Steve Small in another



Ben Fidler (ERA R4D) at Rolt's winner of the ERA class both days



Charles Reynolds Cooper Mk 7 fastest Class 500 OA2 Saturday

Triumph TR7 V8 whose best time was 52.55 seconds. **Class ERA ERA Register** had only three entries, but although there were some of the oldest cars competing, they were still fast racing cars. The 1st in class award on both days went to Ben Fidler in ERA D Type with a best time of 50.89 on Saturday and 50.85 on Sunday. A class not quite so old, but still fast was **Class 500 OA 2 500 Owners Association**. This only had two entries so no award was given, but the fastest time went to Charles Reynolds in a Cooper Mk7, with a best time of 51.40 seconds. On Sunday there was only one entry, Mark Dent



Mark Dent Cooper Mk 8 Fastest Class 500 OA2 Sunday



Tim Jeffrey Alpine GTA LM 1st Class BOC 4 Saturday.

in a Cooper Mk8, who had been in class 500OA1 on Saturday. His best time on Sunday was 54.82 seconds. Coming much more up to date was **Class BOC 4 Bugatti Owners Club Member All Comers Handicap**. This again was a handicap class. The fastest time in the class was set by Maxwell Brierley Jones in a Triumph TR7 V8 with a time of 50.04 seconds, but no award as the difference was 0.48. The 1st in class award went to Tim Jeffrey in an Alpine GTA LM. His time of 52.29 gave him a difference of -0.62. There were only three entries on Sunday so there was no award given. The fastest time and lowest difference on Sunday went to Pete Fletcher in a Triumph TR7 V8 with a time of 52.44 seconds and a difference of 2.15.



Pete Fletcher Triumph TR7 V8 Fastest Class BOC 4 Sunday



David Rose Lotus 18 FJ 1st Class BOC 2 Saturday.

**Class BOC 2 Bugatti Owners Club Member All Comers Handicap** had awards for the top three. The fastest time in class was set by Ian Baxter in a Brabham BT16 in 46.46 seconds but the handicap difference was 1.18 so he did not win an award. However on Sunday he did set the Best Time of the day with a time of 45.38 seconds. The 1st in class award went to David Rose in a Lotus 18



Marc Wojtanowski Morris Mini Cooper Historic Rally 1st Class BOC 2 Sunday

FJ with a time of 52.56 seconds and a difference of -1.80. The 2nd in class award went to Carl Talbot in a Buckler 90. His time of 59.78 seconds gave him a difference of -1.16. Finally, 3rd in class went to Mark Ponting in a Cooper T59 with a time of 56.39 seconds but with a difference of -1.12. On Sunday the 1st in class award went to Marc Wojtanowski in a Morris Mini Cooper Historic Rally car with a time of 55.14 seconds and a difference of -1.19.

© Simon Wright



Frazer Deane Cooper Mk9 F3 1st 500 OA1 class Saturday

The **Class 500 OA1 500 Owners Association** was the largest of the two 500 classes, with nine entries and two awards. Taking 1st in class was Frazer Deane in a Cooper Mk9 F3 with a time of 52.78 seconds. With a time of 53.01, Richard Roberts took the 2nd in class award in his Cooper

© Simon Wright



Richard Roberts Cooper Mk 11 1st 500 OA1 class Sunday

Mark 11.

On Sunday the class had shrunk to just three entries and saw Richard Roberts in a Cooper Mk11 take the 1st in class award. His time was 53.83 seconds, nearly three seconds faster than his nearest rival.

© Janet Wright



Richard Mason Austin Healey 3000 Mk2 Fastest Class HS Saturday

**Class HS Healey Sport** did not have any awards listed but had a great entry of seventeen cars. There was an excellent battle for honours in this class. The fastest time was set by Richard Mason in an Austin Healey 3000 Mk2. His best time was 52.89 seconds, only 0.03 of a second faster than Stephen Casson in an Austin Healey Lenham Sprite GTO on 52.92. The third fastest time was also very close, only 0.29 of a second slower. Set by Michael Berry in an Austin Healey 100M with his best time of 53.21 seconds.

On Sunday 1st in Class went to Maxwell Shand, Austin Healey Sprite in 52.02. Only 0.35 of a second faster than 2nd in class Casson on 52.37. Taking another 3rd was Berry in his Austin Healey 1000M with a time of 52.80. **The Bert Hadley Memorial Championship** for the Austin 7, is probably for the oldest and smallest cars at the event. But this doesn't mean they are slow or not competitive. The 1st in class award on both days went to Colin Danks in an Austin Seven Ulster with a time of 56.78 seconds on



**Colin Danks Austin Seven Ulster 1st Class BHMC both days**

Saturday and although he only managed one run on Sunday, he was still fastest on the day with a time of 57.92. On Saturday he was almost two and a half seconds faster than Nick Allen in his Austin 7 Shelsley Special. He took the 2nd in class award with a best time of 58.25 seconds. The 3rd in class award went to Paul Geering in an Austin 7 Pigsty Special, with a time of 60.20 seconds.

**Class Fassi 4 Bugatti Owners Club Fassi Classic Speed Championship** only had three entries and just two starters and no awards were given. This is another handicap/target time class. The fastest time in the class

**Clive Berry Chrysler Sunbeam 1600 Ti Fastest Fassi 4 Class both days**



© Simon Wright

and the smallest difference went to Clive Berry in a Chrysler Sunbeam 1600 Ti with a time of 57.71 seconds and a difference of 1.32 on Saturday. On Sunday his best time was 57.94 seconds and a difference of 1.55 **Class Fassi 2 Bugatti Owners Club Fassi Classic Speed Championship** had a much larger entry and awards for the top three. The fastest time went to Garry Cox in a Reliant Scimitar coupe who did an identical time of 49.91 seconds on both runs. Unfortunately his difference was 0.42 which did not get him in to the top three in the class. The 1st class award went to David Fripp in a Fiat 124 Spider. His time was 58.64 seconds but a difference of

© Peter McFadyen



**David Fripp Fiat 124 Spider 1st Fassi 2 class Saturday.**



Oliver Slater Ginetta G15 2nd Class FASSI 2



Nick Turley Austin Seven spinning in practice



Simon Braithwaite Ford Escort RS1600 2nd Fassi Class Saturday



Carl Talbot Buckler 90 2nd Class BOC 2 Saturday



Jedi #001 demonstration



Robert MacGregor Triumph Dolomite Sprint TRRTSC Class



Mark Ponting Cooper T59 3rd Class BOC 2



Paul Geering Austin 7 Pigsty Special 3rd Class BHMC



Leigh Carter Fiat 695SS Abarth





**Stephen Akers Lotus Elan S1 GTS 1st Fassi Class Sunday**

-1.36. In 2nd in class was Oliver Slater in a Ginetta G15. His best time was 57.94 seconds, with a difference of -0.25. Finally 3rd in class went to Stephen Akers in a Lotus Elan S1 GTS whose best time of 55.31 seconds and a difference of 0.09. However on Sunday it was Akers who took 1st in class with a 54.83 second run and a difference of -0.39. The interesting class at Prescott was **Class BWM Bugatti Williams Monaco Trophy Cars Handicap**. With five cars entered, the fastest time was set by Edmund Burgess in a Bugatti Type 51 with a time of 52.50 seconds, but his target



**Tim Dutton Bugatti Type 44 1st Class BWM Sunday**

difference was only 0.65. The 1st in class award went to Edward Townsend in a Bugatti T35B whose best time was 58.88 seconds but his target difference was -0.74. On Sunday it was Tim Dutton in a Bugatti Type 44 who took 1st in class with a time of 61.78 seconds and a difference of -0.17.

**Class Fassi 1 Bugatti Owners Club Fassi Classic Speed Championship** was another class with an interesting entry of classic saloons. The 1st in class award on both days went to Alistair Clark in a Triumph Vitesse

© Simon Wright



**Edward Townsend Bugatti T35B 1st BWM Class Saturday.**

© Simon Wright



**Alistair Clark Triumph Vitesse Mk2 1st Fassi 1 Class both days**

Mk2 with a best time of 62.26 seconds and a difference of -0.69 on Saturday. On Sunday he improved his time to 61.38 seconds and got his difference to -0.88. Interestingly, On Saturday the 2nd in class award went to Simon Braithwaite in a Ford Escort RS1600. His difference was -0.40 and his best time was 50.10 seconds, the second fastest time by just 0.01 of a second. Sunday 2nd in class went to Graham Hill in a Mini Cooper S. His time was 50.69 seconds and a difference of -0.14.

The 3rd in class award went to Matt Clarke in an Austin Mini, who set the fastest time in the class. His 50.09 second run was only 0.01 of a second faster than the 2nd place driver but his difference was -0.33. On Sunday 3rd in class went to Ian Stringer in an Alfa Romeo Giulia Sprint GT with a time of 53.93 seconds and a difference of -0.11. The final class was **Class BOC 1 Bugatti Owners Club Member All Comers Handicap** with the fastest time set by Tom Richardson in a Gypsy GN Special Special with a time of 56.02 seconds. But his difference was only 0.82. The 1st in class award on both days went to David Saxi in a Riley TT Sprite with a best time of 63.54 seconds and a massive difference of -3.23 on Saturday. On Sunday his time was 63.55 seconds with a difference of 0.01.

David Saxi Riley TT Sprite 1st BOC 1 class both days



Mark Butterworth (Allard J2) – 1st in class, Allard OC

Sunday saw an additional class added **Class AOC Allard Owners Club** with a good entry of nine cars. The 1st in class award went Allard J2 driven by Mark Butterworth. Despite only managing a single timed run, he set the fastest time in class at 59.50. James Smith in an Allard J1 took 2nd in class with a time of 63.27. Taking 3rd in class was Jon Langley in an Allard K1 with a time of 64.04.



James Smith (Allard J1) 2nd in class, Allard OC

# BRM at Prescott Historique



**BRM V16 at the Esses on Sunday**



**1964 Rover BRM Gas Turbine Le Mans**



**1967 Lotus Elan BRM Series 3 SE Coupe**



**BRM V16 engine**

# BARC Race Meeting.

Silverstone Grand Prix circuit.

15th June 2024.

By Simon and Janet Wright with additional photos by Stuart Yates and David Goose, Motorsport Imagery.

© Simon Wright



Close 3 wheeled action from the British Endurance Championship, chasing the Venture Innovations Mercedes AMG GT4



**The winning PB Racing by JMH Audi GT3 of Peter Erceg & Marcus Clutton**

The British Automobile Racing Club (BARC) ran a two day meeting on 15th and 16th June 2024. Using the full Grand Prix circuit from the Heritage pits, the meeting was the third round of the British Endurance Championship in Association with Motorsport UK (BEC) and ROKiT F4 British Championship certified by the FIA. Supporting the British Endurance Championship on the Saturday were various Caterham Seven championships.

The track was wet during qualifying for the 2 hour British

**2nd Placed MJC Ltd Bentley Continental GT3 Gen 2 of Witt Gamski & Ross Wylie**



© Janet Wright



**Thumbs up from Team Brit driver Aaron Morgan**



**3rd placed Xentek Motorsport Porsche GT4 of Bal Sidhu & Josh Steed**

Endurance Championship with drizzle falling during the session. It was not a big entry for the race with only seventeen cars taking to the circuit during qualifying and one of those, the JW Bird Cupra of Matthew Wilson and Aaron Mason, got its lap times disallowed due to Eligibility problems. Of the remaining cars it was the PB Racing by JMH Audi GT3 driven by Peter Erceg & Marcus Clutton who claimed pole position with a lap time of 2 minutes

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**Cameron Pratt-Thompson and James Taylor Ginetta G55 Supercup were 1st Class G 6th overall**



22.872 seconds. They were over three and a half seconds faster than the Team Brit McLaren 570S GT4 of Paul Fullick & Aaron Morgan.

All seventeen cars lined up on the grid, with the Cupra starting from the back of the grid. The circuit was still wet and showers continued through the afternoon as the cars started the race. The British Endurance Championship points are allocated on both race finishing position and a handicap system. After qualifying it was calculated that the

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**Moments away from a downpour, the Seat Cupra of Chris Bulan and Simon Mason finished 1st in Class E, 7th overall**

leading Audi would need to have a 5 lap lead over the Class B Road & Competition Engineering Porsche 992 Cup Car of Richard Avery & Nick Hull to score maximum points. The Audi led from start to finish, while the Porsche, which had started only 12th on the grid, soon worked its way through the field. It got as high as 3rd and at half distance they were only one lap behind in 2nd overall. Despite getting a stop/go penalty for a pit lane infringement, with just ten minutes of the race remaining,

**1st Class B Road & Competition Engineering Porsche 992 Cup Car of Nick Hull & Rod Avery, 13th overall**



the Porsche was only four laps behind the leading Audi. Then disaster struck the Porsche with a fuel pump failure taking them out of the race. So after just over two hours and fifty one laps of racing, the Audi GT3 of Erceg & Clutton won the race under a safety car that was required while the Porsche was recovered from the circuit. As the Porsche was classified eight laps behind in 13th position,



**The only Class F car was the Newbarn Racing Jaguar F Type V8 of Adam Thompson only completed 3 laps.**



**Team Brit McLaren 570S GT4 of Aaron Morgan & Paul Fullick was 2nd in class D, 4th overall**

the Audi pair also scored maximum points from the race. They were three laps ahead of the 2nd placed MJC Ltd Bentley Continental GT3 Gen 2 of Witt Gamski & Ross Wylie.

Taking 1st in Class D was the Xentek Motorsport Porsche 9t4 of Bal Sidhu & Josh Steed, who finished 3rd overall, also completing 48 laps, 3 laps behind the race winners. The Team Brit McLaren 570S GT4 of Morgan & Fullick took



**5th placed Track Focused KTM X Bow of Mike McCollum & Sean Cooper was 3rd in class D**



8th placed Team Brit McLaren 570S GT4 of Robert Trundley & Charles Graham was 4th Class D

2nd in Class D, 4th overall on 47 laps.  
Class G went to the 6th placed SVG Ginetta G55 Supercup driven by Cameron Pratt-Thompson & James Taylor, who also completed 47 laps.  
The Jabbasport Cupra Gen 1 of Chris Bialan & Simon Mason were 1st in Class E, 7th overall also completing 47 laps.  
The final class winners were Hull & Avery in the Porsche 922, who were classified 13th overall, having completed 43 laps before stopping out on circuit due to the faulty fuel pump, and were eight laps behind the race winners.



10th placed SVG Ginetta G55 Supercup of Marc Elman & Harry Hickton was 2nd Class G



9th placed Venture Innovations Mercedes AMG GT4 of Neville & Chris Jones was 5th in class D



3 wheeling to 11th, JWB Motorsport Audi LMS of Philip House was 2nd Class E





14th SVG Motorsport BMW M4 GT4 of Neil Wallace & Ian Astley 6th Class D



JW Bird Cupra of Matthew Wilson & Aaron Mason were 3rd in Class E



12th placed MacG Ginetta G55 Supercup of Jonny MacGregor & Arthur Simondet were 3rd Class G



McLaren 570 GT4 of Jay Bridger and Chun Cheong IP only completed 3 laps



**Deagen Fairclough won the first F4 race for Hitech Pulse-Eight**

Over the weekend, there were three races for the ROKiT F4 British Championship Certified by FIA, Rounds 13, 14 and 15. The single seater series use identical Tatuus F4-T421 chassis with an Abarth 414TF 1.4 litre engine and Pirelli tyres and is considered as the replacement for a National Formula Ford series. Pole position for the first race went to Deagen Fairclough Hitech Pulse-Eight, the second race pole was Ella Lloyd for JHR Developments and the final race pole went to Reza Seewooruthun for Hitech Pulse-Eight.

The first race on Saturday took place on a wet track with showers. Fairclough led the race from start to finish, winning by over four seconds from team mate

**6th Yuanpu Cui for Phinsys by Argenti was 1st Rookie in first race**



Seewooruthun. In 3rd place was Alex Ninovic for Rodin Motorsport. The Rookie class was won by Chinese driver Yuanpu Cui for Phinsys by Argenti in 6th.



**Second F4 race winner was Leo Robinson for JHR Developments**

The other two F4 races took place on Sunday in bright and drier conditions. The first race, round 14 of the championship was won by Leo Robinson for JHR Developments from team mate Ella Lloyd who took 2nd after Alex Ninovic (3rd), Joel Bergstrom (4th) and 1st Rookie, James Higgins (5th) and Bart Harrison (6th) all received position penalties for Safety Car infringement, dropping them below Lloyd in the results.



**Top Rookie in second race was 4th placed Joel Bergstrom for JHR Developments**



Winner of the third F4 race was Reza Seewooruthun for Hitech Pulse-Eight

The third race was won by Seewooruthin from team mate Fairclough, with Ninovic taking his third 3rd place of the weekend. The Rookie class went to Rowan Campbell-Pilling for Phinsys by Argenti.

© Janet Wright



Top Rookie in third race was 8th placed Rowan Campbell-Pilling for Phinsys by Argenti



First lap spin for Jack Sherwood Rodin Motorsport in first F4 race

© Simon Wright



Battle for 3rd in first F4 race between James Higgins (4th), Alex Ninoiv (3rd) and Ella Lloyd (5th)



**Bilstein Caterham Roadsport Race 1 winner Paul Goldstein Caterham Roadsport**

There were a whole raft of Caterham support races over the weekend. The Bilstein Caterham Roadsport Championship race on Saturday was won by Paul Goldstein from Barry Thompson and Nick Highton. The second race on Sunday was won by Jonathan Emery from Paul Goldstein and Adam Kene.



**Bilstein Caterham Roadsports Race 2 winner Jonathan Emery Caterham Roadsport**

Next was the Motul Caterham Seven 310R Championship. The first race on Saturday was won by Taylor O'Flanagan, from Tom Wyllys and Hugo Bush. The other two races took



**Motul Caterham Seven 310R race 1 and 3 winner Taylor O'Flanagan Caterham 310R**

place on Sunday. The second race saw a switch for the winner with Wyllys 1st, O'Flanagan 2nd and Bush taking another 3rd. The final race saw O'Flanagan take his second win of the weekend from Wyllys & Bush



**Winner of the second Motul Caterham Seven 310R races was Tom Wyllys in a Caterham 310R.**



All three Mission Motorsport Caterham Seven 270R races were won by Ben Timmons Caterham 270R

The third Caterham series was the Mission Motorsport Caterham Seven 270R Championship. On Saturday the first race was won by Ben Timmons from David Rooke and Daniel Neale. The other two races took place on Sunday with the second race won by Timmons again, this time from Ryan Wilby and Rooke taking 3rd this time. The final race saw a hat-trick of wins for Timmons, with Wilby taking a second 2nd place and Nick Bryant in 3rd.



Mike Weightman ahead of Adam Weightman and Rob Kennerley in wet practice Mission Motorsport Caterham Seven 270R



Istvian Demes leads the mid-field battle in the first Bilstein Caterham Roadsports race.



Lars Alexander Hoffman Caterham 310R leading Freddie Chiddicks in Motul Caterham Seven 310R first race



Mission Motorsport Caterham Seven 270R Solomon Rogers leading Darren Butler and Henry Littlejohn in wet practice



**MotoFest Coventry**  
Coventry City Centre.  
1st-2nd June 2024.  
By Simon & Janet Wright



MotoFest took over the centre of Coventry for its tenth anniversary event at the beginning on June. Part of the city ring road is closed to normal traffic and a competitive motor sprint takes place. Between the sprint runs, the course is also used for different parades and demonstrations. First thing Sunday morning, around 10am, they had a parade of around forty American Police cars all with their sirens and lights operating. An Autotest and Drifting demonstrations were also taking place in other part of the city. MotoFest takes place all across the city centre, with classic



*Classic and Competition Car*



car and motorcycles displays outside Coventry Transport museum, then more cars in Broadgate in the centre of the city, inside the shell of the original Coventry cathedral.





Honda S2000 Sports Car



1955 Hillman Minx



1976 Toyota Celica 2000GT



1995 Nissan Skyline R33 GTS-T



1970 Ford Mustang Sportsroof



1967 Humber Sceptre



1952 Triumph Renown Limousine. Only 190 built.



1936 Hillman Minx Magnificent





## Ford Capri

There was a nice lineup of Ford Capri opposite the Coventry transport Museum. The Capri is a fastback coupe built by Ford Europe between 1968 and 1986 as a European equivalent to the Ford Mustang. It used the mechanical components from the Mk2 Ford Cortina. Over the years it was fitted with a wide variety of engines ranging from 1.3 litre 4 cylinder inline Kent engine and 1.3 litre V4 Taunus right through to the 3 litre V6 Essex engine and in South Africa around 500 were fitted with the 5 litre V8 Windsor engine in the Capri Perana by Specialist Basil Green Motors. The Capri went through three versions over its eighteen year lifespan. These appear to be Mark III models. The 2.8 injection from 1982 produced around 150 bhp, giving a top speed of 130 mph.



## Zakspeed Tribute Capri.

The most dramatic Capri built for racing was the Zakspeed Capri in 1978 for the German DTM saloon racing series. It was very fast but the twin turbos proved to be unreliable. The car either won or broke down. It won the championship in 1981. They continued racing until 1983 with a couple of wins but was outclassed by BMW.

This tribute car started as a 2 litre Capri as a road car. It took 3 years to build. The engine was bored out to 2.1 and fitted with a Stage 3 T34 Turbo, restricted to 300 bhp. It has also been fitted with Air Suspension to allow the car to get over speed bumps on the road.



1955 Daimler Conquest Drophead Coupe



2004 Peugeot 307 Coupe Cabriolet



1989 Volkswagen Scirocco



1967 & 1968 Triumph 1300



1969 Vauxhall Victor V8 Estate



1965 Sunbeam Tiger

# Coventry Concours 2024



© Janet Wright

This is the MotoFest version of a Concours d'Elegance, looking for the best examples of vehicles with a Coventry connection. Working with the Association of Heritage Engineers and supported by Anthony Evans Insurance, various winners were announced as 2024 winners.

© Simon Wright



Spirit of MotoFest - Jaguar Mk2 driven from Norway by Geir Folke Olse



© Simon Wright

## 1st 1960 Triumph Italia 2000 - Graham Andrews.

The Triumph Italia 2000 was instigated by the Triumph Concessionaire for Italy, Ruffino S.P.A. of Naples. By 1959 Ruffino were struggling to sell outdated and bland Triumph sports cars in Italy. So they set up a deal to import the Triumph Renowned chassis and the 2 litre, 4 cylinder engine as a rolling chassis. They then got Italian designer Giovanni Michelotti to design a coupe body and the famous Alfredo Vignale coach-works to produce the body. It was sold as "Italian bodywork at its best, British tradition in sports car engineering at its finest". Most were built Left Hand Drive (LHD) and sold in Europe. A total of 329 cars were assembled between 1959 and 1962 before the deal finished and Triumph launched the TR4. This is No. 82 and has been completely restored after being found in Italy in 2013.



2nd - Jaguar XK120 Roadster  
Matt Birtwistle

© Simon Wright



People's Choice  
Jaguar Mk2 - Mick Jones

© Simon Wright



3rd - Jaguar XJS Celebration. James Tetherton.

© Janet Wright



Children's Choice Hillman Imp - Jeff Day

© Simon Wright



1970 Jaguar E-Type Roadster and 2015 Jaguar F-Type Project 7



1968 Ford Corsair 2000 convertible



1993 Peugeot 309 Goodwood.



1991 Rolls Royce Silver Spur II



2000 Nissan Micra pickup



1972 Rover 3.5 Litre Coupe



2001 Jaguar X-Type AWD 2.5 V6



1978 BMW 633 CSI E24

# MotoFest Coventry Sprint 2024

Coventry City Centre Ring Road.

Sunday 2nd June 2024.

By Simon & Janet Wright



Fastest Time of Day Alastair Boulton Praga R1T 1st Class 4B



**Matt Bramall Caterham Super 7 Zetec 1st Class 2B**

As in the past few years, part of the city inner ring road is closed to normal traffic and a competitive motor sprint is run by the BARC against the clock. The course is marked out by plastic removable blocks to form chicanes and to add interest to the track. As it is an official timed event, it comes under MotorSport UK jurisdiction and anyone taking part will require a minimum of a Speed Competition license. Two separate events take place, one each day, with Practice runs in the morning and the competitive timed runs

in the afternoon. Sunday saw competitors have four timed runs and the Fastest Time of the Day went to Alastair Boulton in the Praga R1T. He set his best time on his first run with a time of 63.06 seconds. This also put him 1st in **Class 4B - Sports Libre Cars - Cars 1701cc & Above.**



**Paul Kenny Nissan R35 GT-R 1st Class 1E**

Over a second and a half behind was the Caterham Super 7 Zetec of Matt Bramall. His best time was 64.59 seconds, set on his fourth run. This put him 1st in **Class 2B - Road Cars - Specialist Production - Cars 1701cc & Above - Car Derived.** Completing the top three was Stephen Moore driving a Mitsubishi Evo 6 with a time of 65.55 seconds. This put him 1st in **Class 3C - Modified Cars - Series Production - Cars 2001cc & Above.**



**Stephen Moore Mitsubishi Evo 6 1st Class 3C**



**Graham Beale Ginetta G33 1st Class 3F**



Dave Rayner Caterham Supersport F200 1st Class 2A

Taking 1st in **Class 1E - Road Cars - Series Production - 4-Wheel Drive cars of any capacity** was Paul Kenny in a Nissan R35 GT-R with a time of 66.54 seconds. 5th overall and 1st in **Class 3F - Modified Cars - Specialist Production - Cars 1701cc & Above - Car**



Edward Crossley Morris Mini Cooper S 1st Class 3A



Glen Shaw Nissan 350Z 1st Class 1C

**Derived** was Graham Beale in a Ginetta G33. His best time was 68.41 seconds was only 0.41 seconds faster than Robert Pallett in a Ginetta G20, 2nd in class and 7th overall.

In 11th place and 1st in **Class 2A - Road Cars - Specialist Production - Cars up to & including 1700cc - Car**

**Derived** was Dave Rayner driving a Caterham Supersport F200. His best time was 70.33 seconds. Edward Crossley in a Morris Mini Cooper S was 13th overall. He was also 1st in **Class 3A - Modified Cars - Series production - Cars up to & Including 1400cc.** His best time was set on his second run at



Jamie Stevens MG TF 1st Class 3B





Razvan Valentin Rosca Toyota GT 1st Class 1B

70.72 seconds.

**Class 1C - Road Cars - Series production - Sports & Saloon cars 2001cc & Above** was won by 14th placed Glen Shaw in a Nissan 350Z. His best time of 71.46 seconds was only 0.16 of a second faster than Sam Rosenthal in a Porsche Boxster, 2nd in class, 16th overall. The MG TF of Jamie Stevens was 1st in **Class 3B -**

© Janet Wright



Gordon Peters Fiat 500 Sport 1st Class 1A

**Modified Cars - Series Production - Cars 1401cc up to & Including 2000cc.** His best time of 74.31 seconds put him 19th overall.

Taking 22nd overall and 1st in **Class 1B for Road Cars - Series Production - Sports & Saloon cars 1401cc up to 2000cc** was Razvan Valentin Rosca in a Toyota GT with a time of 76.52 seconds.

The little Fiat 500 Sport of Gordon Peters was 1st in **Class 1A - Road Cars - Series Production - Sports & Saloons Up to & Including 1400cc.** His best time of 77.91

© Simon Wright



Sue Darbyshire Morgan Super Aero 1st Class 6B

seconds placed him 26th overall.

The final class was **6B - VSCC**, which saw Sue Darbyshire in her 3 wheeled Morgan Super Aero take 1st with a time of 83.66 seconds which put her in a very respectable 33rd overall, with quite a few much more modern cars behind her.



Ed McDonough BMW 2002 8th Class 1B



Dan Fountain QT Wildcat 3rd Class 2B



Neil Oakley VW Beetle 3rd Class 4B



Peter Knights Rover MitsuMetro 6R4 4th Class 4B



Paul Rennison Honda Integra 3rd Class 1B



Mike Stark Alfa Romeo 156 GTA 2nd Class 3C



Lee Williams Jaguar Mk1 4th Class 3C



Richard Clews VW Golf 3rd Class 1E



Lewis Porto Mazda MX5 3rd Class 3B