

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



14th Anniversary edition

Classic and Competition Car

Founded 2010

Issue 169 October 2024



VSCC
Mallory
Park



Rali Ceredigion



Goodwood Revival



Salon Privé



Silverstone Festival



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Welcome to our 14th anniversary edition. We have a bumper issue to celebrate 14 years of publishing **Classic and Competition Car** and hope you enjoy it. Please also remember to visit any of our social media channels, to which we upload a new picture almost every day. Most of which relate to the current issue of the magazine, but usually are different to what has appeared in the magazine, from our vast archive.



Lancia Stratos seen at Fiat and Friends Show. Report on page XXX

Front cover:
VSCC Mallory park Richard Stott MG PA being lapped by Ian Goddard
MG PA-PB triple M Challenge © Simon Wright.
Ceredigion rally © Syd Wall
Goodwood Revival - Mark Gillies ERA R3A 2nd Goodwood Trophy © Chris Willows.
Salon Privé 1987 Rothmans Porsche 962 and 1988 Shell Dunlop Porsche 862 © Janet Wright.
Silverstone Festival: Chris Perkins Surtees TS16 Masters Legends
Formula One © Simon Wright

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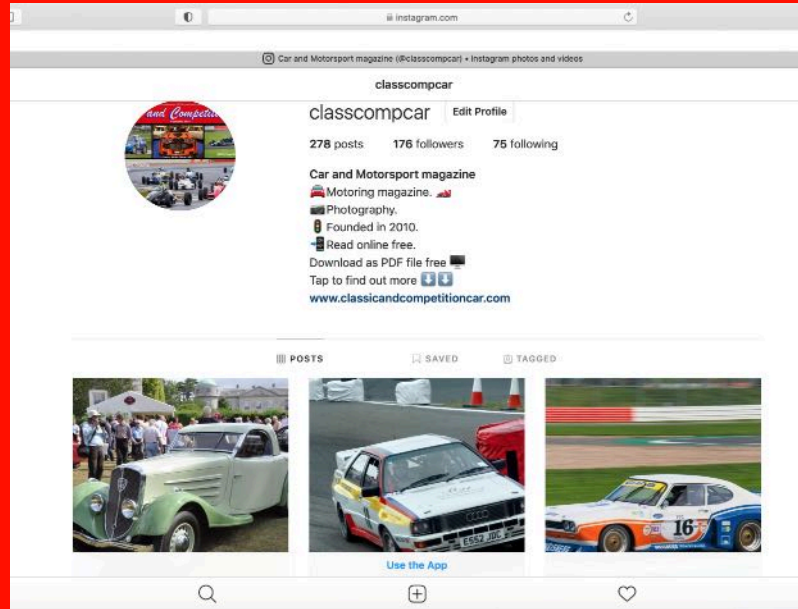
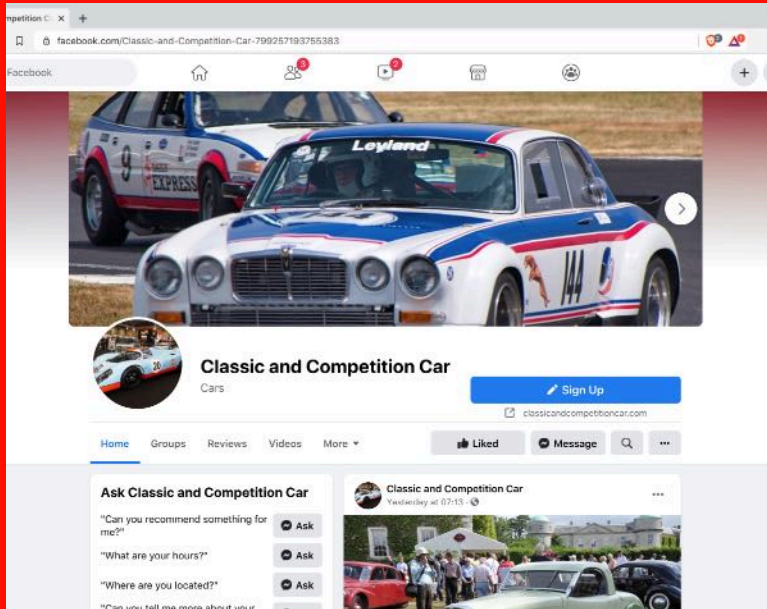
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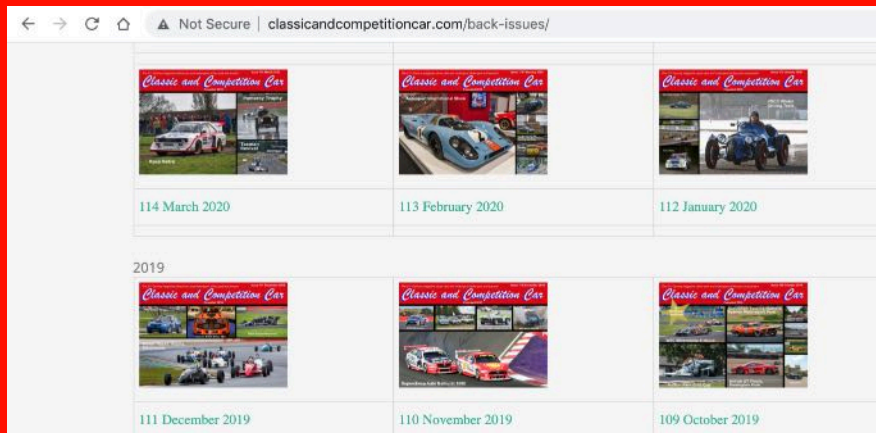
Julian & Charlie Dye, Ferrari 488 Evo Challenge 9th in class, 34th overall in Masters GT Trophy, Silverstone Festival. Report page 54

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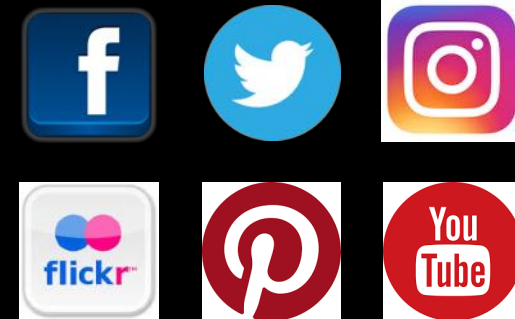


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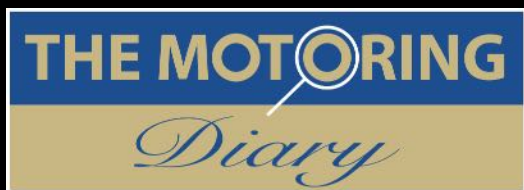


Photo of the Month

By Chris Willows

Not Everyone Got It Right in the Rain at the Goodwood Revival meeting. Josef Rettenmaier Destroys the Chicane Entry with his Maserati 8CM during the Goodwood Trophy. Report page 20.



NEWS

© Syd Wall



Black & Morton 2024 Champions.

As a result of winning their class on the JDS Machinery Rali Ceredigion 2024, Callum Black and Jack Morton are the 2024 Protyre Motorsport UK Asphalt Championship winners. They finished 10th overall in their M-Sport Ford Fiesta Rally2, just under five minutes behind the Hyundai i20 N Rally2 of winners Hayden Paddon & John Kennard from New Zealand.

Black & Morton were nearly four minutes ahead of their nearest class rival on the event, the Ford Fiesta Rally2 of Neil Roskell & Robert Fagg.

Callum, thirty three years old from Brackley, previously won the 2023 National Asphalt Championship title and the 2017 Welsh Rally championship title, plus a 2019 BTRDA Bronze Star award.

We have a report and photos from Rali Ceredigion on page 107 of this issue.

Mercedes breaks its own Nurburgring lap record.

The Mercedes-AMG One has held the fastest production car record on the Nurburgring-Nordschleife since October 2022. Now DTM driver and Mercedes-AMG brand ambassador Maro Engel has now lowered the record even further with a time of 6 minutes 29.090 seconds for the 20.832 kilometre circuit. The hypercar with Formula 1 technology beat its own record by over 5 seconds, making it the first road car to break the magic 6 minute 30 seconds mark.

The Mercedes-AMG Hypercar brings Formula 1 hybrid-drive technology to the road. It combines one internal combustion engine with four electric motors, producing 1,063 hp and a top speed capped at 352 km/h (218 mph). It features a carbon monocoque and carbon body and uses the engine and transmission as a stressed member, just like the Formula 1 racing cars. In addition it also has AMG Performance 4MATIC+ all wheel drive.





1985 Morgan Fiat.

Seen at the Fiat and Friends show, at the British Motor Museum (report on page 115), was a Morgan 4/4 four seater powered by a 1995cc Fiat twin-cam engine. This engine was used by Fiat, Lancia, Alfa Romeo, SEAT and Morgan. Between 1981 and 1987 Morgan built around two hundred cars with the Fiat Lampredi twin cam engine.



© Simon Wright



Lancaster Insurance Classic Motor Show 2024.

With the motor sport racing season in the UK starting to draw to a close for 2024, and the days getting shorter and colder, its time to start thinking about the indoor show season. The main show season starts with the classic Motor Show. Celebrating 40 years in 2024, the Classic Motor Show at the National Exhibition Centre (NEC) near Birmingham runs from the 8th to the 10th of November 2024. With thousands of classic cars, bikes and commercial vehicles on display across multiple halls at the NEC, there is something for every car enthusiast.

For more details see the official web site at

www.necclassicmotorshow.com



Wells Vertige.

Designed for pure driving pleasure as well as daily usage, the Wells Vertige is a modern mid-engined Hand-built British sports car, built in Warwickshire. A limited number will be produced of this elegant and compact car, which has been designed from the ground up.

It follows traditional sports car design with all-round



independent double wishbone suspension and a mid-mounted, transverse engine and gearbox, driving the rear wheels. The engine is a naturally-aspirated 4 cylinder inline Duratec, with all aluminium construction with a bespoke ECU, which develops 208 bhp at 7,300 rpm and 210 Nm of torque. It is connected to a 6-Speed manual gearbox. This gives a top speed of 140 mph and a 0-60 mph time of 4.8 seconds

The car has a super stiff modular structure, with a central tub with detachable front and rear subframes, with the floor panel made of aluminium to help keep weight down to 850 kgs. The car has an overall length of less than 4 metres



and 1.75 metres wide, making it ideal for British country lanes. The lift up dihedral doors also only extend 40mm when open, ideal for small car park spaces when doing the shopping.





But often it's the same job at a different circuit, clearing up after the drivers!



Rootes Heritage Day.

British Motor Museum, Gaydon.
21st July 2024.

By Simon & Janet Wright.
All photos copyright Simon & Janet Wright ©





The annual Rootes Heritage day at the British Motor Museum took place at Gaydon towards the end of July. The Rootes group cars displayed on the upper car park, with a large selection of vehicles on show.

Rootes were founded in 1913 in Kent and became a major distributor of cars and commercial vehicles. The first took control of Hillman in 1929, followed by Humber and Commer. Hillman and Commer then became subsidiaries of Humber Limited, with the Rootes brothers owning 60% of the company. The Rootes Group consisted of several major motor manufacturers including Commer, Hillman, Humber, Karrier, Singer, Sunbeam and Talbot. At its peak in the 1960s, they had manufacturing plants in Coventry and Birmingham, plus several round London at Acton, Luton and Dunstable and a brand new factory at Linwood in Scotland as a result of pressure from the British Government to build factories in depressed areas. They also had operations in Australia and the Middle East which built the Paykan, based on the Hillman Hunter, in Iran. A version of the Hillman Minx was also built under license in Japan by Isuzu.

But the company suffered with industrial relations problems (Strikes) and losses after the introduction of the aluminium engined Hillman Imp, which suffered reliability problems and problems with quality control. The company was taken over by Chrysler, who took control in 1967. This added Simca to Chrysler Europe in 1970. By the end of 1978, the last elements of Chrysler UK were sold to Peugeot and Renault. They replaced Simca with Talbot



1931 Sunbeam Sixteen.

Available with a range of different bodies, the Sixteen was built between 1929 and 1933 in Wolverhampton. It is powered by a 2194cc 6 cylinder OHV engine rated at 18 hp for tax purposes. It drives the rear wheels through a 4-Speed crash manual gearbox, synchromesh was only added the following year. The heavy frame is sprung by semi-elliptic springs all round and hydraulic brakes were added in 1931.



1920 Sunbeam 4-door Cabriolet



1922 Sunbeam 24/60



1926 Talbot 18-55



1926 Talbot Tourer.



1938 Talbot Ten 'Pillarless' 2-door saloon



1940 Humber Super Snipe Woody wagon



1950 Sunbeam Talbot 90



1953 Humber Hawk



1955 Sunbeam Alpine



1952 Humber Super Snipe Mk III.

The original Humber Super Snipe was introduced in October 1938. The Mk III was launched in August 1950 and is easily identifiable by having spats covering the rear wheels. A major improvement was adding a Panhard Rod to the rear independent transverse spring suspension, to limit sideways movement of the rear wheels. It also allowed for softer springs to be used for a more comfortable ride. Another feature which is easily spotted is the rectangular stainless steel foot treads on the running boards. It was powered by a 4086cc straight-6 side valve engine which produced 100 bhp. This gave the car a top speed of 81.6 mph and could accelerate from 0-60 mph in 19.1 seconds. It returned 17.7 mpg according to a test conducted by the Motor magazine in 1951. The test car cost £1,471 including taxes.

1957 Simca Sport Plein Ciel.

Built by French manufacturer Simca, the Sport was also known as the Simca 9. The two seater sports car was originally based on the Simca 8. From 1952 it was based on the Simca Aronde saloon, sharing the same wheelbase and 1221cc engine, until 1962. From 1956 the engine increased to 1290cc OHV in line 4-cylinder engine which produced 57 hp. The body was designed by Facel and the fixed roof (Plein Ciel) cost almost twice the price of the Simca Aronde saloon (1,079,000 francs for Plein Ciel against 595,000 francs for Sigma Aronde).





1955 Hillman Minx



1958 Sunbeam Rapier Convertible



1959 Simca Aronde P60



1960 Humber Super Snipe



1960 Singer Gazelle Convertible



1961 Hillman Husky



1961 Hillman Minx convertible



1962 Singer Gazelle



1962 Hillman Super Minx



1963 Sunbeam Rapier



1963 Humber Super Snipe



1963 Sunbeam Alpine Harrington Series 3



1964 Humber Hawk Estate



1964 Sunbeam Alpine Series IV



1964 Commer PA Caravanette



1964 Hillman Super Minx



1965 Commer Imp AA Patrol Van



1966 Singer Vogue



1966 Sunbeam Tiger



1966 Hillman Super Minx Estate



1966 Works Hillman Hunter 1968 London to Sydney Survey car



1966 Sunbeam Tiger



1967 Humber Sceptre



1967 Sunbeam Rapier



1967 Sunbeam Alpine



1968 Sunbeam Venezia Coupe



1968 Commer Imp van



1964 René Bonnet Djet.

The light-weight Djet was the Worlds first production road-going mid-engined sports car. It was launched sixty years ago under the brand name of Le Mans class-winning driver and engineer René Bonnet. Production was taken over in 1965 by French guided missile company and component supplier Matra, who had ambitious plans to go motor racing. It was renamed to the Matra Djet.

The original René Bonnet Djet was powered by a 1108cc Cléon-Fonte 4 cylinder inline engine from a Renault 8, producing 64 bhp. It was mid-mounted in the car, connected to a 4-Speed manual gearbox from a Renault Estafette van. This gave the car a top speed 103 mph. To keep weight low it had a fibreglass body mounted on a steel chassis. It had an advanced suspension consisting of fully independent top and bottom A arms with coil springs and disc brakes on all four wheels.

This unique René Bonnet Djet is the only Right Hand Drive made and was imported to the UK to use as a Hill Climb and Sprint car.

1953 Humber Pullman

A four-door limousine introduced by Humber in 1930 replacing the Humber 20/65 hp, a long wheelbase version of the Humber Snipe. The Pullman had a central partition between the driver (Chauffeur), while the car without a partition was badged as the Humber Imperial for owner drivers. During the war the limited output from the factory were used as Staff Cars. It returned to the market place in 1945 and remained in production until 1954. By 1948, the dividing partition was optional on the Pullman.

The Mark III was introduced in 1951 with an all-synchromesh gearbox. Powered by a 4139cc Straight 6-cylinder OHV engine producing 112 hp. Running on Dutch number plates, this 1953 Humber Pullman Mk III. It was imported to the Netherlands in 2016, already 63 years old.





1968 Singer Chamois Mk2



1968 Hillman Husky



1968 Hillman Californian



1969 Singer Vogue



1971 Simca 1204



1971 Sunbeam Alpine Fastback



1972 Hillman Avenger Tiger



1972 Hillman Imp Super



1972 Commer Camper van



1979 Chrysler



1975 Chrysler CH,

The Chrysler by Chrysler was produced by Chrysler Australia between 1971 and 1976. It was the luxury model of the Chrysler Valiant range, with an extended wheelbase, 4 inches longer than the Valiant. Other external differences included a four headlight grille with a chrome surround and a unique wrap-around horizontal tail-light assembly. It also featured power-assisted steering, front disc brakes, a push button car radio with power assisted radio arial. It also has a carpeted boot, tinted power windows, and courtesy lighting, including adjustable reading lights for the rear seat passengers.

It is powered by a 4.3 litre Chrysler straight six Hemi six-cylinder engine, with an American designed, Australian built, 5.9 litre V8 engine as an optional extra. Either engine was connected to an imported 'TorqueFlite' 3-Speed automatic transmission system.



Simca 1000 Rallye 2 - Ex- Frank Breidenstein



1972 Sunbeam Rapier H120



1973 Hillman Vogue sold in South Africa



1973 Hillman Avenger 1300 Rally car



1973 Chrysler Sunbeam Rapier H120



1974 Hillman Hunter Super



1974 Hillman Avenger Estate



1979 Talbot Sunbeam Lotus



1979 Chrysler Sunbeam 160



1983 Talbot Matra Murena

The Goodwood Revival 2024

Goodwood Racing Circuit.
September 2024
By Chris Willows





Jaguar D Type course car in the pouring rain

On many occasions the weather gods have graced the Sussex events with fine weather: not so in 2024 which delivered a biblical deluge for Friday practice, a mixed Saturday and more rain for much of Sunday's programme. Nevertheless the huge crowd hoisted umbrellas and enjoyed a feast of motoring. On with the show.
Sussex Trophy (Sports cars from 1955-60)

Practice was wet. Roger Wills/James Davison Lotus 15 3rd Sussex Trophy



Johnny Mowlem & Bonamy Grimes Lotus Climax 15 7th in Sussex Trophy

This was always going to be a battle between the Jaguar-powered Listers, Coopers and D Types and the more nimble Lotus XV's and the wet track proved to be advantage Lotus. Andrew Smith hit the front early on and after handing over to teammate and owner Oli Bryant they cantered away to victory 46 seconds ahead of the Spiers/Greensall Lister and the Lotus of New Zealanders Roger Wills and James Davison.

1st Andrew Smith/Oliver Bryant Lotus XV 2nd Nigel Greensall/John Spiers Lister Jaguar Costin 3rd James Davison/Roger Willis Lotus XV



Andy Wallace shared this Le Mans winning D Type Jaguar with Chris Ward to finish 9th Sussex Trophy



**Ian Baxter Alfa 61 IS -
Winner, Goodwood Trophy**

Goodwood Trophy (Grand Prix cars from 1930-51)

Featuring the largest assemblage of ERAs on track for some years – ten – plus the Parnell Challenger, Rob Hall's BRM V16, several Maseratis, Talbot Lagos and the debut of the New Zealand special Vanguard RA4 the Goodwood Trophy promised much. Blakeney-Edwards was mighty in a very wet practice to take pole but in the drier conditions

**Patrick Blakeney-Edwards Frazer Nash 'Fane'
Monoposto from Pole to 3rd the Goodwood Trophy**

© Chris Willows



Rob Hall - BRM Type 15 V16

on Saturday morning he was outgunned by Mark Gillies, a serial winner of this race, and by Ian Baxter's Alta and by the BRM until it fell back with loss of power. Gillies looked certain to win but Baxter closed in very quickly towards the end and snatched victory on the very last lap. The Frazer Nash took a very creditable third only 6 seconds back.
1st Ian Baxter Alfa 61-IS **2nd** Mark Gillies ERA R3A **3rd** Patrick Blakeney-Edwards Frazer Nash 'Fane' Monoposto

© Chris Willows



**Gareth Burnett in the home built New Zealand
Vanguard RA4 failed to finish the Goodwood Trophy**

Michael Russell & Michael Rutter shared #68 Norton Velocette to win the Sheene Trophy Overall

© Chris Willows



Barry Sheene Memorial Trophy (bikes up to 1954)

This two part, two rider race always serves up tremendous entertainment, starting with a Le Mans start and a pit stop change of rider. Russell and Rutter won both races and the

© Chris Willows

Davey Todd - 1928 BMW R63 Kompressor - the Oldest Machine in the Barry Sheene Trophy but Fastest on Day 2



© Chris Willows

The Most Successful Isle of Man Tt Racer Michael Dunlop on a 1952 Manx Norton

combined result put them 56 seconds clear of Jackson & Hillier. A notable performance came from Davey Todd on a 1928 BMW R63 Kompressor, a machine 25 years older than the Norton of the winners. Todd stuck the German Machine on pole in streaming wet conditions and, having retired from the first race, rode back to 2nd in the second race and take fastest lap.

1st Overall Michael Russell/Michael Rutter Norton Velocette MSS 2nd James Hillier/Daniel Jackson Matchless G80 3rd Ben Kingham/Josh Brookes Vincent Black Shadow.

© Chris Willows



Goodwood's Grid Girls Show the Events Attention to Detail

Tim Crighton Austin Healey 100/6 2nd in Fordwater Trophy



© Chris Willows

Fordwater Trophy - Production based sports cars 1955-60)

A very varied entry saw a battle royal between Marc Gordon's XK150 and Tim Crighton's Healey: they swapped places time and again but the Jaguar stole victory by a mere half a second. A pair of Porsche 356s followed them home while a field of Elvas, Aston Martins, MGAs and an unusual Jensen 541R also took the flag.

1st Marc Gordon Jaguar XK150 2nd Tim Crighton Austin Healey 100/6 3rd Sam Tordoff Porsche 356

© Chris Willows



Sam Tordoff chases the similar Porsche 356 of Robert Barrie - they finished 3rd & 4th in the Fordwater Trophy



Rare beast on track - Jensen 541R Mark Burnett 14th Fordwater Trophy

© Chris Willows



Tom Pead - Ex-Jim Clark Porsche 356A Coupe 15th Fordwater Trophy

Jimmie Johnson/Gregor Fisken Ford Galaxie 500 - 3rd overall St Mary's Trophy



St Mary's Trophy - (saloon cars that raced 1960-66)

One of the standout races every year for pro drivers sharing cars with their owners in two separate races. **Race 1** on Saturday for mostly pros was a humdinger. In the worst of Friday's rain Alex Buncombe put his Mini on pole by 3 seconds from Steve Soper in a similar car. Come Saturday's race in the dry Frank Stippler took an early lead



Frank Stippler/Alex Furiani Alfa Romeo Giulia Sprint GTA 2nd overall
Classic and Competition Car

Jake Hill Plymouth Barracuda Chases an Alfa Out of the Chicane



in Alex Furiani's Alfa GTA and held off a furious challenge from Jake Hill's Plymouth Barracuda while Romain Dumas came up from last place on the grid (he missed qualifying) in Bill Shepherd's Galaxie to finish third 0.008 seconds behind Hill. **Race 2** on Sunday saw Shepherd take the flag half a second in front of Max Chilton's Lotus Cortina and Gregor Fisken's Galaxie. This was enough to give Shepherd and Dumas overall victory by 20 seconds. The leading Mini was 4th driven by Nick Swift and Alex Brundle. **1st Overall** Romain Dumas/Bill Shepherd Ford Galaxie 500 **2nd** Frank Stippler/Alex Furiani Alfa Romeo Giulia Sprint GTA **3rd** Jimmie Johnson/Gregor Fisken Ford Galaxie 500.



Steve Soper/Bruno Spengler Mini Cooper S 11th St Mary's Trophy.



Miles Griffiths Lotus XI LM150 Winner of the Madgwick CUP



Fred Martin-Dye Lister-Maserati 8th in Madgwick Cup

Madgwick Cup (sports cars sub 2.5 litres 1955-60)

This event unleashed a lovely group of bijou '50s Lotus, Lola, Elva and Cooper sports cars with three Maserati A6GCS, a Rejo and a Porsche 550A. Predictably it was the Lola and Lotus cars that were the class of the field with Miles Griffiths fighting off Andrew Hibberd in another Lotus

XI. Hibberd had mechanical trouble on lap 4 but not before setting fastest lap. The two Lolas of Bellinger and Finburgh finished a few seconds back. Sadly a Lotus XIX driven by Jakob Holstein was closing on the leaders when he lost control exiting the chicane and seriously damaged the car but thankfully not himself.

EU Commissioner Guy Werhofstadt - Elva MkIII - 24th Madgwick Cup

1st Miles Griffiths Lotus XI LM 150 **2nd** Billy Bellinger Lola Mk 1 **3rd** Nick Finburgh Lola Mk 1



Malcolm Harrison Rejo MkIII - 7th in Madgwick Cup

Oliver Bryant Lola T70-Chevrolet - Winner of the Whitsun Trophy



Katsu Kubota - Lotus-Ford 30 Whitsun Trophy 6th



Whitsun Trophy (unlimited sports cars up to 1966)

The Big Bangers were as spectacular as always and simply astonishing in wet practice on Friday. James Davison hurled his McLaren M1B around over 2 seconds faster than Nicholas Padmore in the Canadian Hamill SR3. Saturday's race saw Davison take an early lead chased by Padmore, Oli Bryant and Alex Brundle in Lola T70s but all retired leaving Bryant to take a decisive victory. Top GT40 was

that of new Aston Martin designer Adrian Newey.
1st Oliver Bryant Lola T70 **2nd** John Spiers McLaren M1B
3rd Adam Sykes McLaren M1A

Nick Padmore - Hamill-Chevrolet SR3 DNF Whitsun Trophy



Fred Shepherd spun AC Shelby Cobra 427 at Chicane Whitsun Trophy

Richard Woolmer & Joseph Willmott Austin Healey 3000 was the first Non-Exotic car home in the Stirling Moss Memorial Trophy



Stirling Moss Memorial Trophy (Pre-1963 GT cars)

This popular race for the less modified pre-63 GT cars had a star studded field of early AC Cobras, Jaguar E Types, Aston Martin DB4 GTs and Ferrari 250GT SWBs. Lesser lights included Healeys, an AC Ace, A Porsche 356 Carrera and a Chevrolet Corvette. The Rob Huff/Richard Meins ex-Protheroe E Type take pole in a very wet practice session and one in which Jimmie Johnson backed his DB4 GT into the bank hard. All was mended for the race in which Johnson and co-driver Dario Franchitti took victory by the



The Andrew Jordan/Tom Hartley Jr AC Cobra Dragonsnake took 3rd in the Stirling Moss Memorial Trophy



The Gordon Shedden/John Young E-Type Jaguar would have won the Stirling Moss Memorial Trophy except for a 50 Second penalty for a pit infringement



Simon Hadfield/Wolfgang Friedrichs Aston Martin DB4GT 12th Moss race

comfortable margin of 37 seconds from the Cobra of Greensall and Spiers. However this conceals the many several penalties of 10 seconds and 50 seconds for pit infringements. In a race stopped at three quarter distance the Shedden/Young Jaguar would have won by 2 seconds without the penalty. C'est la vie!

1st Jimmie Johnson/Dario Franchitti Aston Martin DB4 GT
2nd Nigel Greensall/John Spiers AC Cobra
3rd Andrew Jordan/Tom Hartley Jr. AC Cobra Dragonsnake



Tom Kristensen/Joe Macari Ferrari 250GT SWB 13th in the Moss race.



Large 500cc F3 field start in semi-dry conditions.

Earl of March Trophy (500cc racing cars)

29 of these diminutive half litre racers practiced in very wet conditions and Waterfield claimed pole by over 4 seconds. The first race on Sunday started with damp but drying conditions and Waterfield left everyone standing before a safety car caused by a couple of 'offs'. Then the rain came down again in stair rods leaving the tiny cars looking more like boats. The race was red-flagged after only five laps.

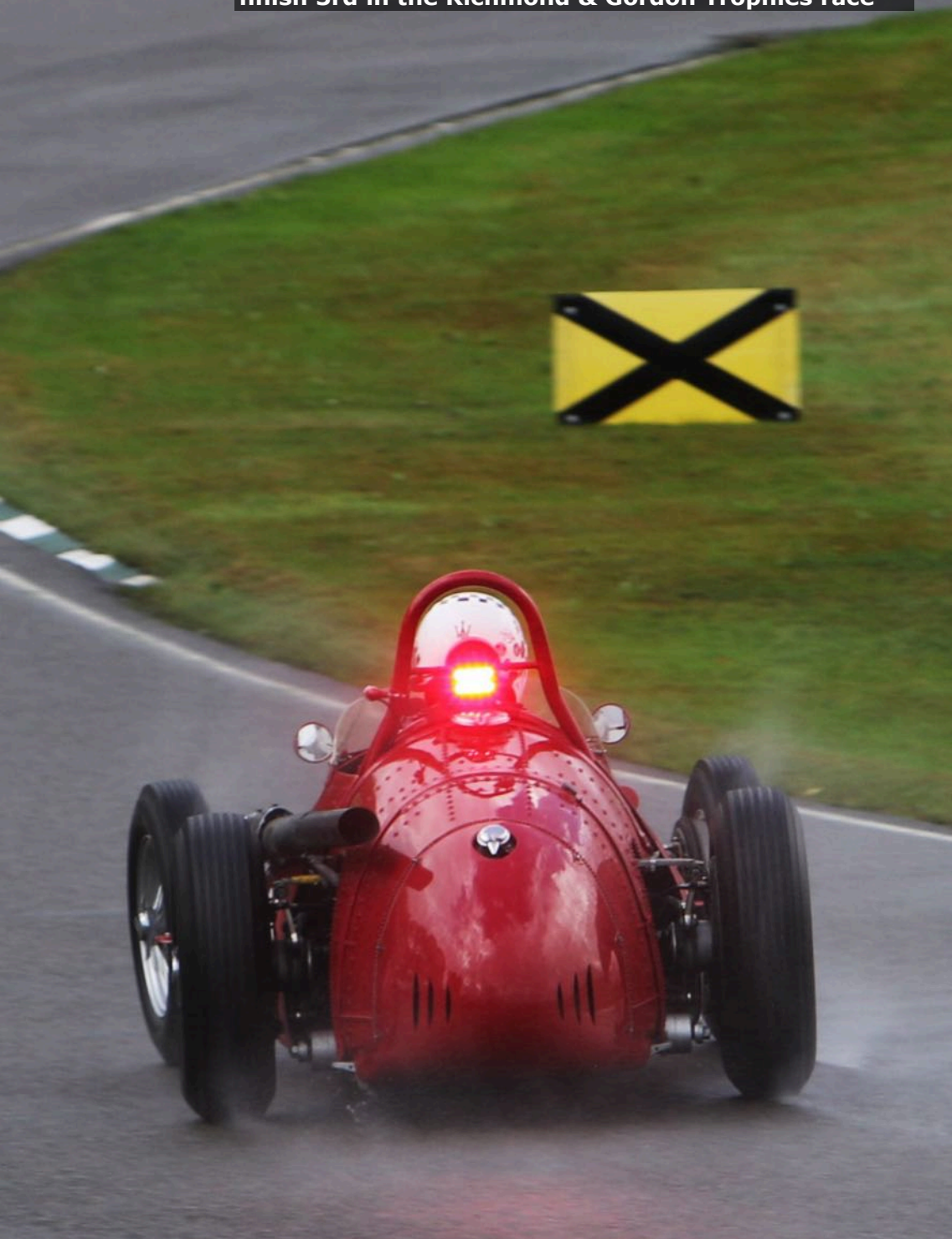
1st Tom Waterfield Cooper-Norton Mk VIII
2nd George Shackleton Cooper-Norton Mk XI
3rd Andrew Turner Cooper-JAP Mk IX



Spitfire Mustang & Thunderbolt in close formation

John Spiers drove his Maserati 250F superbly to finish 3rd in the Richmond & Gordon Trophies race

© Chris Willows



Damage on the front of Andy Willis' BRM P48 after an altercation with a Maserati 250F, but still finished 4th Richmond & Gordon Trophies.

Richmond & Gordon Trophies (2.5 litre GP cars between 1954-60)

Yet another race to be run under wet conditions. After a delay to clear some of the worst puddles the race started with two laps for drivers to ascertain the conditions before releasing them to race. Pole-man Will Nuthall leapt into

© Chris Willows



Winner Will Nuthall Cooper T53 & Andy Willis BRM P48 (4th) Fight for the Lead on 1st Lap of the Richmond & Gordon Trophy



Marshall Bailey in the Unique JBW-Maserati (27th) & Paul Griffin's Cooper T51 (25th) Richmond & Gordon Trophies race.

the lead but Andy Willis got alongside several times in his BRM P48. What looked like a good scrap was decided by a scrappy race by Willis who inadvertently punted John Spiers' 250F off track. Despite another 'off' Willis still

Start of an off track excursion for Brad Baker's Maserati 250F who finished 14th in the Richmond & Gordon Trophies race



Richard Wilson Ferrari 246 Dino (7th) & Rudi Friedrichs Cooper Climax T53 'Lowline' (5th) in the Richmond & Gordon Trophies



finished second but was demoted to 4th after a penalty of 20 seconds. In an elegant conclusion Spiers fought his way back to 4th on the road but earned a podium due to Willis' penalty

1st Will Nuthall Cooper T53 2nd Charlie Martin Cooper T53 3rd John Spiers Maserati 250F



It was slippery at Madgwick - Tom Dark's Cooper climax T51 spun but finished 9th in the Richmond & Gordon Trophies



Adrian & Harrison Newey Jaguar E-Type Leads the Bunched RAC TT Field at the First Corner

RAC TT Celebration (GT cars)

The most eagerly anticipated race on the bill was the RAC TT Celebration and it didn't disappoint. Harrison Newey placed his father's Jaguar E Type on pole from Tom Ingram in Mike Whitaker's TVR and Tom Kristensen & Fred Wakeman in the Lister Jaguar Coupe. Adrian Newey led the way but was soon pushed down the field with Richard Kent taking the ex-Protheroe 'CUT 7' E Type into a healthy lead. While all this was going on Oli Bryant's Cobra sliced through the field from the back of the grid after a technical infringement,

© Chris Willows



Emanuele & Goffredo Pirro father & son Porsche 904 Carrera GTs to 20th in the RAC TT

handing over to Jake Hill who claimed a healthy lead. The TVR had a more gentle start but when Whitaker handed over to Tom Ingram the fireworks really began. The two BTCC stars were in a class of their own and the tension

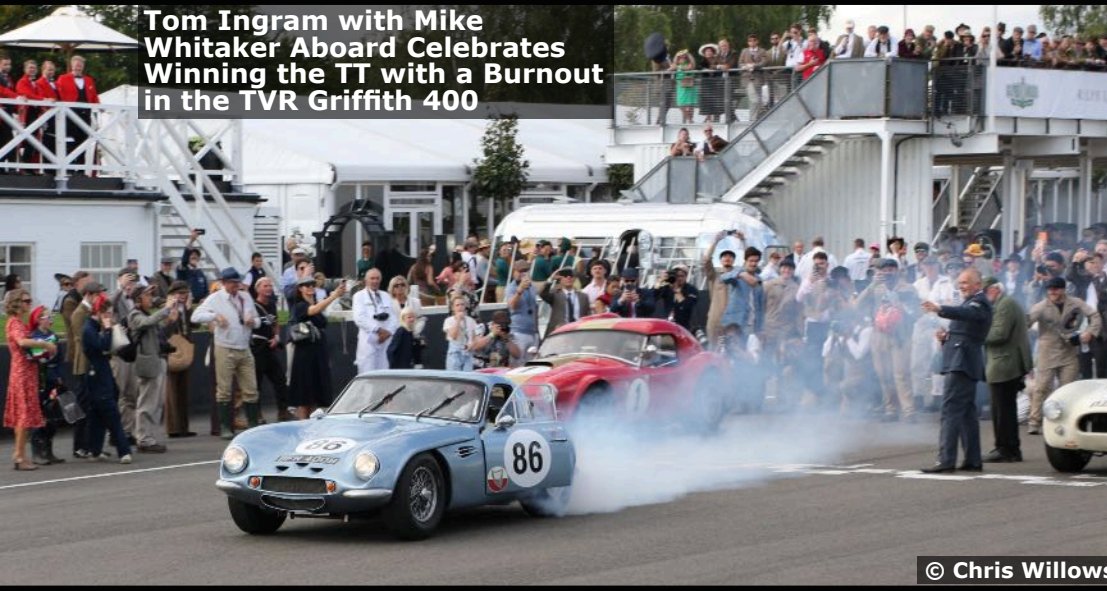
around the circuit as Ingram closed in on Hill was palpable. He caught and passed Hill on the penultimate lap and the crowd cheered two fabulous drivers to the rafters..
1st Tom Ingram/Mike Whitaker TVR Griffith 400
2nd Jake Hill/Oli Bryant AC Cobra
3rd Dario Franchitti/Andrew Smith AC Cobra

Dario Franchitti/
Andrew Smith AC Cobra
3rd in the RAC TT.

© Chris Willows



Tom Ingram with Mike
Whitaker Aboard Celebrates
Winning the TT with a Burnout
in the TVR Griffith 400



© Chris Willows

Jake Hill with cigar in mouth still looks happy with 2nd in
the RAC TT in the AC Cobra he shared with Oliver Bryant



© Chris Willows



© Chris Willows

Andy Middlehurst Lotus 25 Winner Glover Trophy by 0.038 of a second

Glover Trophy (1.5 litre GP cars between 1961-65)

A wonderful field of 1.5 litre Grand Prix cars graced the grid for the Glover Trophy. As with most races, practice was held in downpour conditions and several drivers decided not to risk their beautiful cars. Joe Colasacco, for example, admitted that he didn't want to risk his priceless 12 cylinder Ferrari and placed 14th on the grid, 8 seconds behind poleman Ben Mitchell in a Lola Mk IV. In dry conditions it was a

Ferrari 1512 Joe Colasacco 2nd place in Glover Trophy.



© Chris Willows



very even start from the front row and several drivers led at some point but Andy Middlehurst's Lotus 25 hit the front to try and win his 9th Glover Trophy but Colasacco hit his stride and steadily caught the Lotus but failed to pass by a mere 0.038 second at the flag. Shaw was 3rd and Andy Willis had another eventful race on both tarmac and grass to claim 4th in the BRM P261.

1st Andy Middlehurst Lotus 25 **2nd** Joe Colasacco Ferrari 1512 **3rd** Mark Shaw Lotus 21



Kyle Tilley brought out the unique Gilby Type B1 for the first time in many years and came home 7th in the Glover Trophy.

Freddie March Memorial Trophy (Sports cars in the spirit of the Goodwood 9 hours 1952-55)

After a pair of second places in earlier races Jake Hill finally secured victory in the potent HWM after a race long battle with Woolmer's Cadillac-engined car. The pair put 16 seconds between them and the following Allard.

1st Jake Hill HWM Jaguar **2nd** Richard Woolmer HWM-Cadillac **3rd** Scott Malvern Allard J2X

It had been a wonderful meeting with the shining stars coming from the BTCC brigade. Apart from the busy race schedule this year's event featured a track opening parade for Meyers Manx dune buggies celebrating 60 years of this cultural icon. Present at the head of an 80 car field was the very buggy that Steve McQueen drove in the Thomas Crown Affair. A second parade was a celebration of the Jaguar XJ engine which is 75 years old this year. A third was a celebration of the life of John Surtees who would have turned 90 this year and showcased many of the successful bikes and cars that featured in his career.

Finally in this 80th anniversary year of D-Day, the largest group of military vehicles – tanks, trucks, bikes, half tracks and Ducks toured the circuit on Sunday afternoon. Each day the show began with an air display by a Spitfire, a Mustang and a Thunderbolt, although conditions on Friday prevented this from happening.

Ferrari 158 - Actual John Surtees 1964 World Championship Winner



© Chris Willows

Jaguar XK parade - Two famous rallying XK120s RUB 120 & NUB120



© Chris Willows

Lola T60 F2 car as raced by John Surtees to win the 1965 Oulton Park Gold Cup



© Chris Willows

Ferrari 158 Recreation in NART livery as driven by John Surtees at the 1964 US GP



© Chris Willows

© Chris Willows



Ford Galaxies don't fit the paddock garages

Jaguar Xk Parade - D Type, HMW & 3.8 Mk2



Huge Meyers Manx Dune Buggy Parade

Goodwood's Char Ladies parading in a Dune Buggy



© Chris Willows



Beach Buggy Parade was led by the car driven by Steve McQueen in 'The Thomas Crown Affair'

Salon Privé
Blenheim Place.
28th August 2024.
By Simon & Janet Wright.
All photos Copyright
Simon & Janet Wright ©



**Best of Show and Class G: Sports Racers
winner - 1957 Ferrari 335 S by Scaglietti**





1988 Taka-Q Toyota 88C

As one of the leading automotive events in Europe, the 19th edition of Salon Privé Car Week 2024 at Blenheim Palace was an outstanding success. The four day event showcases some of the most spectacular vehicles on the planet, celebrating some of the most exclusive vehicles ever built. It then mixes them with some of the latest modern supercars from around the World, some of which make their public launch at Salon Privé. The high-light of the event is the Concours presented by Aviva Private Clients, with the largest ever show field of 72 cars entered. Of these, 26 were International entries representing 15 countries, including the USA, Thailand and New Zealand. The entry was spread over 14 different categories including the popular Pre-war class, celebrations of Bugatti, Rolls Royce and Ferrari and a fan favourite 'Legendary Liveries'. This included iconic motorsport colour schemes such as the iconic Silk Cut Jaguar XJR 8/9 Le Mans car, an Alitalia Lancia Stratos HF and 555 Subaru Impreza WRC97 rally cars. A new class for

2024 was in honour of the 60th anniversary of the Ferrari 275 which included several European cars. The judging was conducted by World class experts under the adjudication of the International Chief Judge Advisory Group (ICJAG) who examined every detail on these superb examples of motoring history. The prestigious **Best Of Show** award and **Class G: Sports Racers** winner went to an ex-works 1957 Ferrari 335 S by Scaglietti entered by American enthusiast Brian Ross.



Best in Show runner-up. 1933 Rolls-Royce Phantom II Sport Saloon

Best in Show Runner-up & Class D1: Inspiring Greatness - 120 years of Rolls Royce (Pre-war) winner - 1933 Rolls Royce Phantom II Sport saloon by Freestone & Webb entered by Lord Bamford.
Best in Show 3rd & Class A: Pre-War Open - Winner - 1927 Isotta Fraschini Tipo 8AS Fleetwood Roadster entered by Nic & Shelley Schorsch



Best in Show 3rd - 1927 Isotta Fraschini Tipo 8AS Fleetwood Roadster



Peoples Choice - 1996 Ferrari F50 by Pininfarina

Peoples Choice - 1996 Ferrari F50 by Pininfarina entered by Paul Hogarth.

Chairman's Award - 1923 Rolls Royce Springfield Silver Ghost Pall Mall entered by Jack Boyd Smith Jr.



Chairman's Award - 1923 Rolls-Royce Springfield Silver Ghost Pall Mall



Duke of Marlborough Award - 1993 Lamborghini Diablo

Duke of Marlborough Award - 1993 Lamborghini Diablo entered by Lars Nielsen

Class A: Pre-War Open: Honourable mention - 1937 Cord 812 SC Convertible Phaeton entered by Yohan Poonawalla

Class B: Bugatti - Grand Prix to Grand Touring winner - 1939 Bugatti Type 57 Cabriolet by Saoutchik entered by



Class B winner 1939 Bugatti Type 57 Cabriolet by Saoutchik

Anne Brockinton-Lee
Honourable Mention - 1927 Bugatti Type 38 Philadelphia
by Figoni entered by Luc Slijpen



Class C winner Bentley 4 1/2 L Brougham de Ville

Class C: Pre-War Closed/Elegance - Winner 1938
Bentley 4 1/2 L Brougham de Ville by James Young entered
by Axel Schroeter.

Honourable mention - 1930 Bentley 4 1/2 L Sports Saloon
by Freestone & Webb entered by Peter Little.

**Class D1: Inspiring Greatness - 120 years of Rolls
Royce (Pre-war)** Honourable mention - 1911 Rolls-Royce
Silver Ghost 'London-Edinburgh' by Holmes entered by
John Snook.

**Class D2: Inspiring Greatness - 120 Years of Rolls
Royce (Post war)** winner - 1954 Rolls-Royce Silver Dawn



**Class D2: 1954
Rolls Royce Silver
Dawn DHC by
Park Ward**

DHC by Park Ward entered by Volker Schumann
Honourable mention - 1988 Rolls Royce Silver Spirit 2-
door by Hooper & Co entered by Tony Robinson.



**Class E winner 1951
Mercedes-Benz 300S
Cabriolet A**

Class E: Post-War Open winner 1951 Mercedes-Benz
300S Cabriolet A entered by Albert Streminski.
Honourable mention - 1960 Maserati 3500 GT Spyder by
Vignale entered by Claudio Mosconi.

Class F1: Post-war Closed (International) winner 1960
Maserati 3500 GT by Touring entered by Greg Newman.



Class F1 winner - 1960 Maserati 3500 GT

Honourable mention - 1968 Lamborghini Islero GT by Marazzi entered by John Day.



Class F2 winner 1952 Jaguar XK 129 Supersonic

Class F2: Post-war Closed (British) winner - 1952 Jaguar XK 120 Supersonic by Ghia entered by Bill Heinecke.

Honourable mention - 1986 Aston Martin V8 Vantage X Pack entered by Lee Malpass.

Class G: Sports Racers - Honourable mention - 1954 Jaguar D-Type entered by Vijay Mallya.

Class H: Ferraris of the 1950s & '60s winner - 1953 Ferrari 166 MM Spider by Vignale entered by Lord Bamford.



Class H winner 1953 Ferrari 166 MM Spider by Vignale

Honourable mention - 1963 Ferrari 400 Superamerica Coupé Aerodinamico by Pininfarina entered by Michael Korecky.



Class I winner 1965 Ferrari 275 GTB/C by Scaglietti

Class I: 60th Anniversary of the Ferrari 275 winner - 1965 Ferrari 275 GTB/C by Scaglietti entered by a private collector.

Honourable mention - 1965 Ferrari 275 GTB 6C by Pininfarina entered by James Cottingham.

Class J: legendary Liveries winner - 1996 Subaru Impreza WRC 97 by Prodrive entered by Richard Coar.



Class J winner Subaru Impreza WRC 97 by Prodrive

Honourable mention - 1974 Lancia Stratos HF by Bertone
- Alitalia entered by Christian Gläsel.



Class K winner 1996 Ferrari F50 by Pininfarina

Class K: Supercar Icons winner - 1996 Ferrari F50 by Pininfarina entered by Karim Said.

Honourable mention - 1985 Ferrari 288 GTO by Pininfarina entered by Martin Allmand-Smith.

Class L: Supercar Icons to 2005 winner - 2004 Porsche 996.2 GT2 entered by Rob Howarth.



Class L winner 2004 Porsche 996.2 GT2

Honourable Mention - 1993 Lamborghini Diablo by Gandini entered by Lars Nielsen.

Honorary Awards



Spirit Award - 1960 Maserati 3500 GT Spider by Vignale

Spirit Award - The Margaret Bagley Trophy and Class E: Post-War Open Honourable mention - 1960 Maserati 3500 GT Spider by Vignale entered by Claudio Mosoni.
Most Exceptional Coachwork - 1966 Ferrari 500 Superfast by Pininfarina entered by Andrew Bagnell.



Most Exceptional Coachwork - 1966 Ferrari Superfast by Pininfarina



Most Opulent
1069 Rolls
Royce Phantom
VI Park Ward

Most Opulent - 1969 Rolls-Royce Phantom VI Park Ward entered by Murad Salikhov
Coup de Coeur - The Matt Pearce Trophy - 1958 AC Ace entered by Mike Dacre.



Best Interior 1939 Rolls Royce
Wraith by Mann Egerton

Best Interior - 1939 Rolls-Royce Wraith by Mann Egerton entered by Edward Liffe.
Most Elegant - 1932 Bugatti Type 55 by Gangloff entered by Shane Houihan.



Coup de Coeur The Matt Pearce Trophy 1958 AC Ace



Most Elegant 1932 Bugatti Type 55 by Gangloff

Most Iconic - The George Barry Gregory Trophy - 1965 Rolls Royce Phantom V by Mulliner Park Ward entered by Jody Klein.
Best Works Car - 1956 Lister-Maserati entered by Christian Jenny.



Best Works car - 1956 Lister Maserati

Best Liveried Race Car - 1967 MGC GTS Lightweight entered by Martin Block.



Best Liveried Race Car - 1967 MGC GTS Lightweight



Best Open Car - 1965 Ferrari 275 GTS by Pininfarina

Best Open Car - 1965 Ferrari 275 GTS by Pininfarina entered by Joe Macari
The judges 'Rarity and Elegance Award' went to an Australian 1971 Monteverdi High-Speed 375L by Fizzore owned by Albert Hitchcock. It is one of only nine built as Right Hand Drive (RHD) in the World.



Rarity & Elegance award - 1971 Monteverdi High-Speed 375L by Fizzore

Class Runner-ups - Honourable mentions



1937 Cord 812 SC Convertible Phaeton Class A



1911 Rolls Royce Silver Ghost Class D1



1986 Aston Martin V8 Vantage X Pack Class F2



1927 Bugatti Type 38 Philadelphia Class B



1988 Rolls Royce Silver Spirit 2 door Class D2



1954 Jaguar D-Type Class G



1930 Bentley 41/2 L Sports Saloon Class C



1968 Lamborghini Islero GT Class F1



1963 Ferrari 400 Superamerica Coupe Aerodinamico Class H



1965 Ferrari 275 GTB 6C Class I



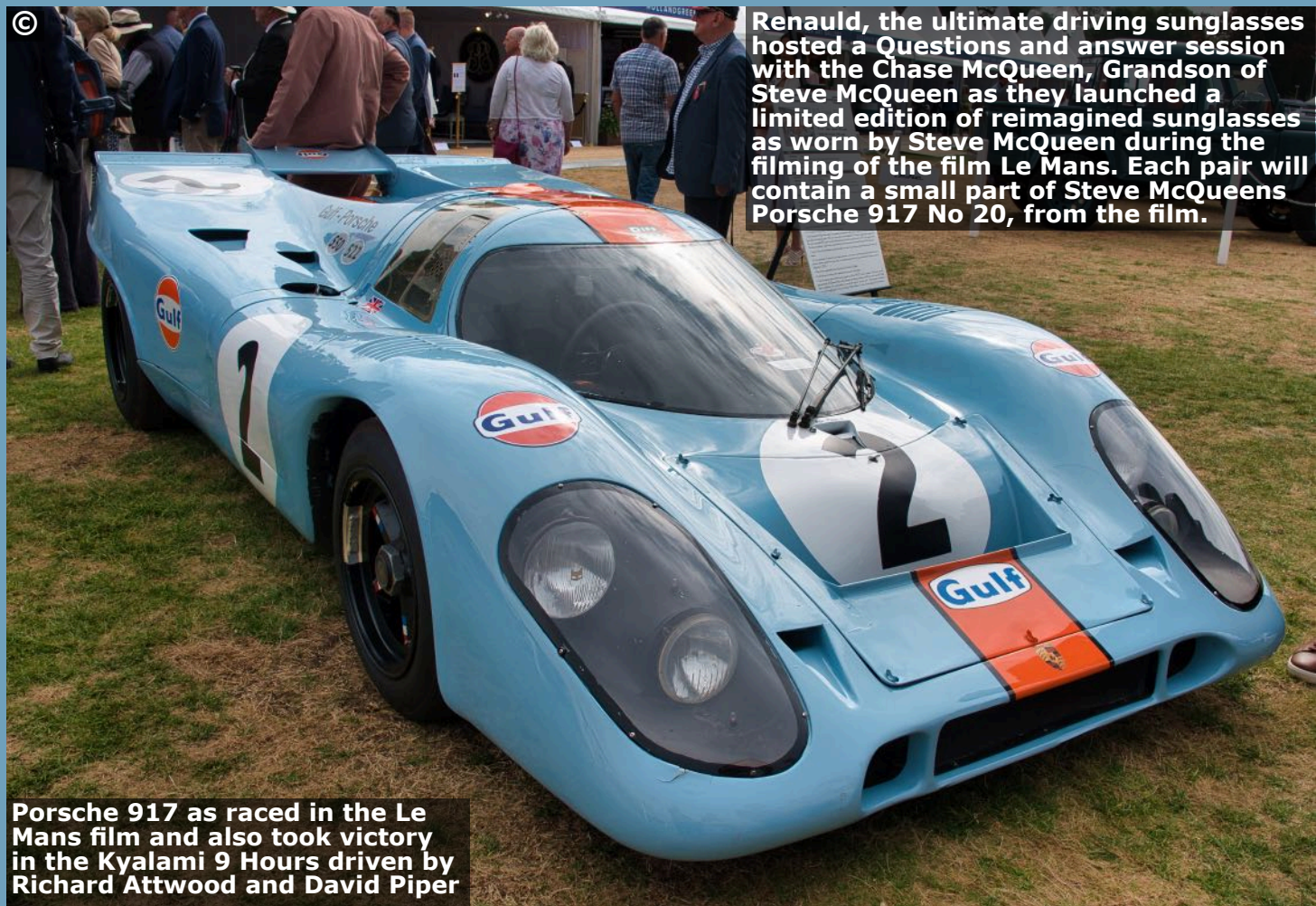
Q&A line up Peter Darley, Richard Bray, David Piper, Richard Attwood, Chase McQueen Grandson of Steve McQueen and hosted by Gareth Llewelyn CEO of Renault Sunglasses



1974 Lancia Stratos HF Class J



1985 Ferrari 288 GTO Class K



Porsche 917 as raced in the Le Mans film and also took victory in the Kyalami 9 Hours driven by Richard Attwood and David Piper

Renault, the ultimate driving sunglasses hosted a Questions and answer session with the Chase McQueen, Grandson of Steve McQueen as they launched a limited edition of reimagined sunglasses as worn by Steve McQueen during the filming of the film Le Mans. Each pair will contain a small part of Steve McQueens Porsche 917 No 20, from the film.

The centrepiece to this years show was the £120 million 'Blue' collection displayed on the central cricket square. Sixteen blue classic and supercars were lined-up with an estimated worth of over £120 million, thanks in part to the 1962 Ferrari 250 GTO by Joe Macari. Others included a 1951 Bentley Petersen Dartmoor Coupe, a 1961 Ferrari 250 GT SWB, a 1979 Ferrari 512BB, a 1980 Lotus Esprit 'Essex', a 2019 McLaren Senna and a unique 1989 Ferrari F40 in Azurro Hyperion from Furlong Cars.



2023 Rolls Royce Spectre



1955 AC Aceca



1951 Bentley Petersen Dartmoor Coupe
Influenced by the streamliners of the 1930s, this special is built on an extended Bentley Mark VI chassis by Bob Petersen Engineering in Devon. It is powered by a 6.5 litre Rolls Royce straight 8 engine B series engine from the end of World War 2. Modified with larger valves and modified camshaft it produces 265 bhp at the rear wheels. For greater usability at slower speeds, power steering has also been fitted.



Ferrari 250 GTO



1979 Ferrari 512BB



Bugatti Chiron



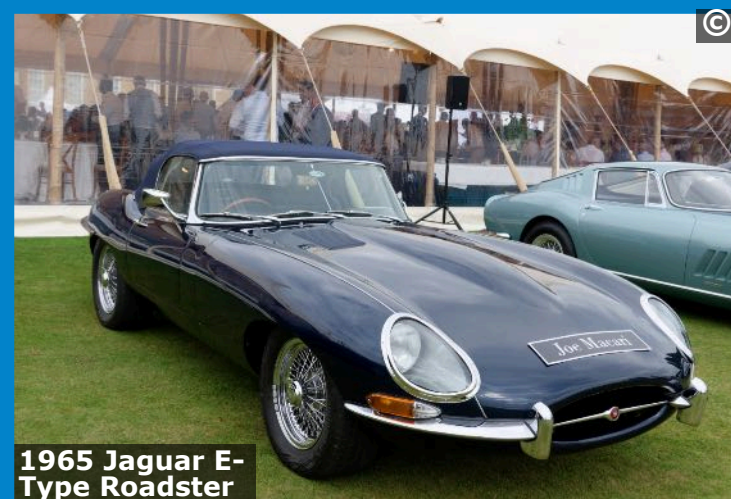
1980 Lotus Esprit Turbo Essex



1989 Ferrari F40

Bugatti Veyron

2022 Ferrari 812 GTS



1959 Ferrari 410 Superamerica Coupé

1965 Jaguar E-Type Roadster

2024 Ferrari 812 Competizione Aperta



1955 Jaguar XK140 DHC

1965 Rolls Royce Silver Cloud III

1967 Ferrari 275 GTB4

There was a spectacular array of new cars on display, many making their UK and sometimes World debuts.



Tuthill GT ONE

One car making its UK debut was the Tuthill GT ONE, returning home to make its UK debut just days after it was revealed to the World at the Monterey Car week. The GT ONE is a homage to the 1990s FIA GT1 Porsche 911 GT1 racing car which raced at Le Mans. It was conceived at Porsche specialist Tuthill based in nearby Banbury. It is a road car with a full carbon fibre body designed by Florian Flatau from California, giving a total weight of only 1,200 kg.. Only 22 will be built with owners having a choice of specifications. These will include a normally aspirated 4 litre Flat six-cylinder engine producing over 500 bhp or a turbocharged version producing over 600 bhp. It has twin wishbone front and rear suspension and carbon ceramic disc brakes all round.

Each car will require over 3,500 hours to hand build.



Kingsley Defender.

A new vehicle making its World debut on Wednesday was the Kingsley Re-Engineered Kingsley Defender. This new definitive stand-alone series of restored Defenders combines the companies two decade history with the Land Rover marque with modern requirements. Every alteration retains the essence of the Land Rover Defender while turning it in to the perfect companion for on and off-road trips.



Rolls Royce Cullinan Series II

A major car manufacturer with a stand was Rolls Royce Motor Cars who displayed the Cullinan Series II super-luxury SUV. The Cullinan is the most requested model in the marques current product range and the Series II is a bold evolution of the World's pre-eminent super luxury SUV.

BRABUS SL750 Performance.

Topcars representing German tuning brand BRABUS, with a six car line-up at the show. Making its first UK appearance was the BRABUS SL750 Performance. This has a power enhancement package including hybrid turbos that take the power output up to 750 bhp. It also adds a carbon-fibre aerodynamic package. The car is also fitted with newly released BRABUS Monoblock ZM alloy wheels.



MG Cyber GTS

A more main-stream sports car on display was the new Chinese built MG Cyber GTS, only weeks after its World debut to celebrate MG's 100th anniversary. The new car was inspired by the 1968 MG C GTS Sebring which had the best ever MG factory result at the 1968 Sebring 12 hours race. It finished 3rd in class and 10th overall driven by Paddy Hopkirk & Andrew Hedges. The new electric GT captures the spirit of the MG C GTS Sebring, finished in British Racing Green and delivering rear wheel drive experience using the high performance EV powertrain. The Cyber GTS is a concept of the Cyberster with a hardtop and is defined as a 2+2. As it is still defined as a concept car, no performance specification has been supplied but it is expected that it would be offered with the Cyberster's 335 bhp single rear e-motor or the high performance 503 bhp twin motor setup.





Maserati GranCabrio Trofeo.

Another car making its UK debut was the new Maserati GranCabrio Trofeo, a four seat luxury cabriolet. Powered by a 3 litre V6 'Nettuno' twin-turbo engine which produces 550 bhp. Maserati also had two other cars on display, the GranTurismo Trofeo PrimaSerie, celebrating 75 years of fine Italian Grand Touring and the companies flagship supercar, the Maserati MC20 Cielo.



Making its UK debut was the Naran Automotive Naran GT3 style Hyper Coupe. A striking four seater hyper coupe promising to produce 1,000 bhp and costing £2 million. Only 39 will be built and deposits are already being

accepted. Powered by a bespoke transmission and 5 litre Twin-Turbo V8 engine producing 1048 HP and 764 ft-lb torque, it has a top speed of over 200 mph. It



goes from 0-60 mph in 2.3 seconds and can accelerate from 0-200 mph in 16.5 seconds. It has 4WD/RWD. The aim is to make it the fastest 4 seater hypercar to lap the Nurburgring circuit.



Maserati Granturismo, MC20 and Grancabrio

Other manufacturers were displaying new models as well as some of their more exclusive range including Aston Martin, Electrogenic, Koenigsegg, Lamborghini, Lotus, Morgan, Mulliner, Oshe Automotive, Porsche Rolls Royce and Zenvo Automotive.



2023 Lotus Evija EV Sportscar

Zenvo Aurora from Denmark.



Gordon Murray Automotive GMA T.50 Fan Car



An electric powered DeLorean which doesn't require a 2.21 Gigawatt thunderbolt to power it. The Electrogenic converted DeLorean DMC-12 has a 43kWh battery pack and a 160kW motor. This gives a top speed of around 100 mph and 0-62 mph in around 5 seconds.



1966 Bizzarrini GT Strada 5300 from Germany



1934 Bentley Streamline Sport Saloon by Park Ward



1948 Delahaye 135M Cabriolet by Vesters & Neirinck



2022 Bentley Batur



1962 Lotus 20/22 Formula Junior



Naked Lamborghini which runs



F1 BRM P180



1946 Invicta Black Prince by Charlesworth



Ferrari F40



1987 Silk Cut Jaguar XJR 8/9

Silverstone Festival.

Silverstone Grand Prix circuit.

23rd-25th August 2024.

By Simon & Janet Wright

With additional material and photographs from David Goose & Stuart Yates of Motorsport Imagery.

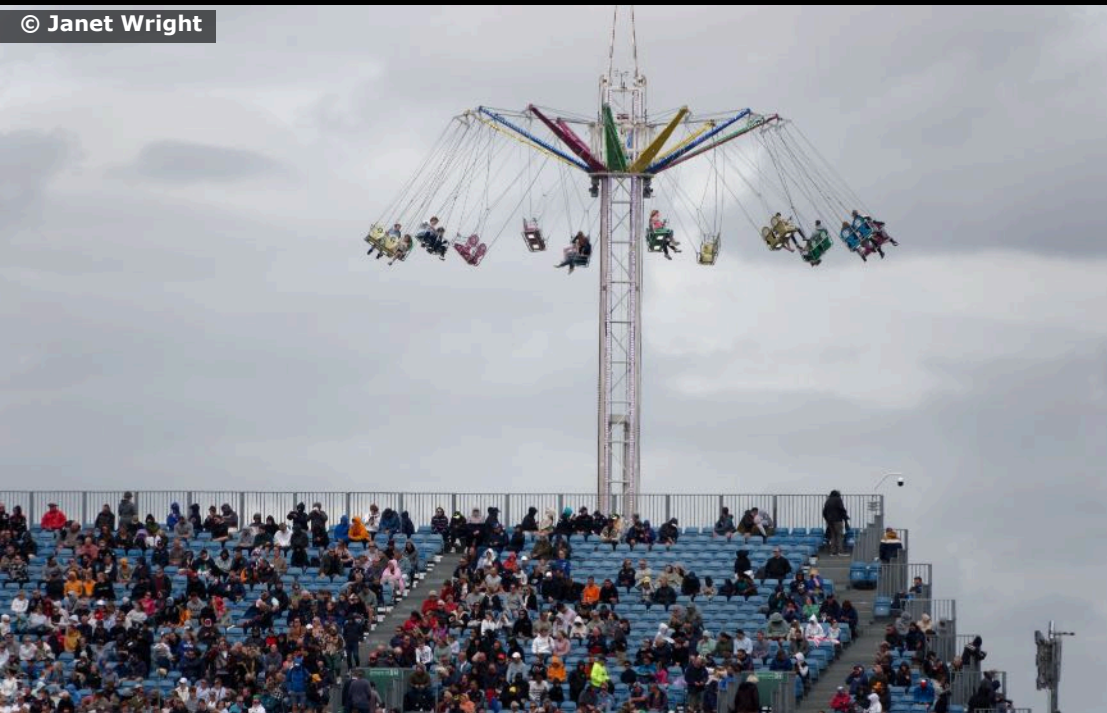


The Silverstone Festival always has something very special. This year it was the 1981 Lotus 88B. The unique double chassis ground effect car made its debut at the 1981 American Grand Prix West practice, driven by Elio de Angelis, and was immediately banned. It never raced in a Grand Prix. It was raced in the Masters Racing Legends (Formula One '66 - '85) by Nick Padmore to 7th on Sunday



Mercedes owners during Sunday lunchtime track parade.

Music fans have only 1 major festival every two years, Glastonbury, where as car fans have 2 major Festivals every year, The Goodwood Festival of Speed and the Silverstone Festival, both with their own unique features.



While Goodwood can show some very interesting cars running, the Silverstone festival can show some very interesting cars RACING! The other thing about the Silverstone festival is that the track action covers the majority of types of motor racing, with Formula 1,2, 3 and Junior single seaters, Sports cars, GT cars and saloons all included in the action.

This years Silverstone festival ran over the Bank Holiday weekend at the end of August, running Friday to Sunday. A major part of this years Festival was a tribute to Ayrton



Senna, 30 years after this tragic death at the 1994 San Marino Grand Prix in Italy. A display in the International paddock included his racing karts, his former racing cars from Formula Ford right through to Grand Prix plus other special vehicles and motorcycles. On Saturday there was supposed to be a demonstration os some of his Grand Prix cars driven by his nephew Bruno Senna, but it was rained off. There was a tribute on Sunday, when a couple of his former cars were demonstrated on track by other drivers.

Senna 30 Years Tribute



1985 Lotus Renault 97T-2 First GP win & 1984 Toleman Hart TG184-5 First GP car.

© Simon Wright



1982 Van Diemen RF82 FF2000 British & European Champion

© Janet Wright



1983 Ralt Toyota RT3 British F3 Champion

© Simon Wright



1988 McLaren Honda MP4/4-3 First McLaren and with Alain Prost, they won 15 of 16 races in 1988



1979 DAP 102 World Kart Champion

© Janet Wright

One of only two 100cc chassis built by DAP 1979 World Karting Champion where Ayrton Senna and Dutch team-mate Peter Koene finished in second and first positions.



1981 Van Diemen RF81. RAC and Townsend Thoresen FF 1600 champion

1983 Williams FW08C First F1 Test



© Simon Wright

1983 Toleman Hart TG183B-4 First Toleman test car



© Janet Wright

© Simon Wright



1985 Ford Sierra RS Cosworth rally car driven by Ayrton in 1986 in Wales for a Magazine test

© Janet Wright



1989 : Ayrton Senna helped Honda develop the mid-engine NSX Supercar. This car was driven by Ayrton on many visits to the UK

Car Club Displays



Impressive line-up, just part of the Aston Martin Owners club display.

As usual at the Festival there was a full day of track action scheduled for each day, with Friday taken up with Qualifying, and races taking place on Saturday and Sunday. But this is only part of the fun at the Festival. The centre of the circuit is filled each day with car clubs displaying members cars. These include the big clubs, like the Lamborghini Owners Club and the Aston Martin Owners club, right through to individuals who want to

slick round a large part of the circuit, which required the lunch break for the Marshals to clear it up. Then the



Part of a very Large Mazda MX5 display

display their prized classic car. Another high-light for the car clubs are the daily parades during the lunch break. Unfortunately the Friday parade got cancelled due to an engine blowing up during qualifying which caused an oil



1994 Marcos Mantara

Saturday parade was cancelled due to the heavy rain and the organisers hoping to re-schedule an earlier race to run during the lunch break, which it didn't because it was still raining. The Sunday parade ran OK.



Westfield line-up



1968 Lancia Flavia



1979 Bristol 603



Nissan Skyline



Maserati Indy



1988 Opel Manta



1984 Lotus Esprit Turbo



Lamborghini 1968 Islero & 2006 Gallardo Spyder



Classic Mini line-up



This year in the infield area there was also a large Food area, with plenty of choices to eat, plus demonstrations of food preparation by several famous TV Chefs. Plus to help keep the children and adults happy there are various free funfair rides, including a giant Ferris Wheel offering fantastic views across the circuit.



© Simon Wright

Vauxhall had provided several new cars for the Young Driver area, where children between 10 and 16 could learn to drive round a fenced off part of the paddock. If

this was not enough, there was a short tarmac rally stage on part of the old Silverstone grand Prix circuit, which also included some stunt driving. Also the paddock and garage areas were open to the public to get a real close look at the cars in action. If this all got you interested in joining the action in future, there was also an Auction of cars and

memorabilia in the top floor of the Silverstone Wing. To complete this mammoth package, the Silverstone Racing museum was also open, free of charge, over the three days of the Festival to race-goers. Oh



© Simon Wright

and going back to the music festivals, there was live music on a giant stage, going in to the evenings, with some big named acts performing free for the car fans.

Unfortunately, the weather gods were not too kind this year, with Saturday suffering some Biblical style rain storms which disrupted track action. Track action was due to start every day at 9am with the Historic Formula Junior races for Formula Junior single-seater racing cars from 1958 to 1963. Qualifying took place on a damp track in the dry. Alex Ames in a Brabham BT6 took pole position. Unfortunately due to the torrential downpour of rain on Saturday, the first race was cancelled.

Next out on Saturday was supposed to be the first of two Formula 2 Classic Interseries races over the weekend. However the rain was still so heavy that they never left the garages and the second race of the day was cancelled. Next to try was the first of two Formula 3 Classic Interseries races. The rain was unrelenting and the Formula 3 Classic also got cancelled, joining the F2 and Juniors in losing out to the weather.

verstone



Darren Fielding BMW E30 M3 on his way to the race win

Adrian Flux Trophy for MRL Historic Touring Car Challenge By Stuart Yates and David Goose of Motorsport Imagery.

Race three was the Adrian Flux Trophy for MRL Historic Touring Car Challenge, a single fifty minute race.

The Historic Touring cars are always a crowd favourite, the cars being easy to relate to as road cars taking to the track. In addition to the Historic cars the race would also incorporate the Tony Dron Trophy along with the U2TC and



Ric Wood in his class winning Nissan Skyline GTR 2nd overall



Class winner David Tomlin Ford Sierra Cosworth RS500 in the gloom and spray, 3rd overall

Sixties Touring Car Challenge.

All of this meant a very varied grid, from Lotus Cortina's of the 60s, Ford Capris and BMW CSIs from the 70s and Ford Cosworth 500s of the 80s. As we got towards the 90s, we would see the infamous Nissan Skyline GT-R R32 models from the Japanese Touring Car Championship.

Qualifying was quite early on the Friday morning, the track

Exiting the pits after driver change for Luis Liberal & Francisco Freitas BMW M3 (9th in class 32nd overall)





Julian Thomas in the Ex Andy Rouse Kaliber liveried Ford Sierra Cosworth RS500, 5th in class 12th overall

was damp but drying, this resulted in a high proportion of the fastest times being set in the latter third of session. Topping the times was Julian Thomas in a Ford Sierra Cosworth RS500 with a time of 2:11.802sec, almost 3seconds clear of David Tomlin in another RS500. In fact, the Cosworth's were so dominant, they filled the top eight places apart from the Ford Capri of Steve Dance in fourth

James Slaughter having an off in his Ford Capri Mk3



and the BMW CSL of Simon Watts and Alex Buncombe in fifth. Ric Wood in his Nissan Skyline GTR was in twelve, one place ahead of the Nissan GTR of Simon Arthur who had travelled all the way from Australia to

take part. Highest placed U2TC was the Lotus Cortina of Peter Reynolds and Daniel Quintero.

The saying "what a difference a day makes" could not have applied more to the Saturday. As both competitors and the public made their way into the circuit, they were greeted with heavy rain with little chance of it clearing.

It proved difficult for race organisers to get any of the scheduled races to start. First on track should have been the Formula Juniors, then F3 Interseries, both cancelled. Eventually, just after 10.30 the hardy souls in the MRL Touring Car Challenge took to the track. Two safety car interruptions and an eventual red flag it was very frustrating for the drivers, only a handful of the 10 laps being ran under green flag conditions.

Pole-sitter Julian Thomas kept the lead on the opening lap but had a spin on lap two whilst being pushed hard by Paul Mensley. Between two safety car periods all the drivers





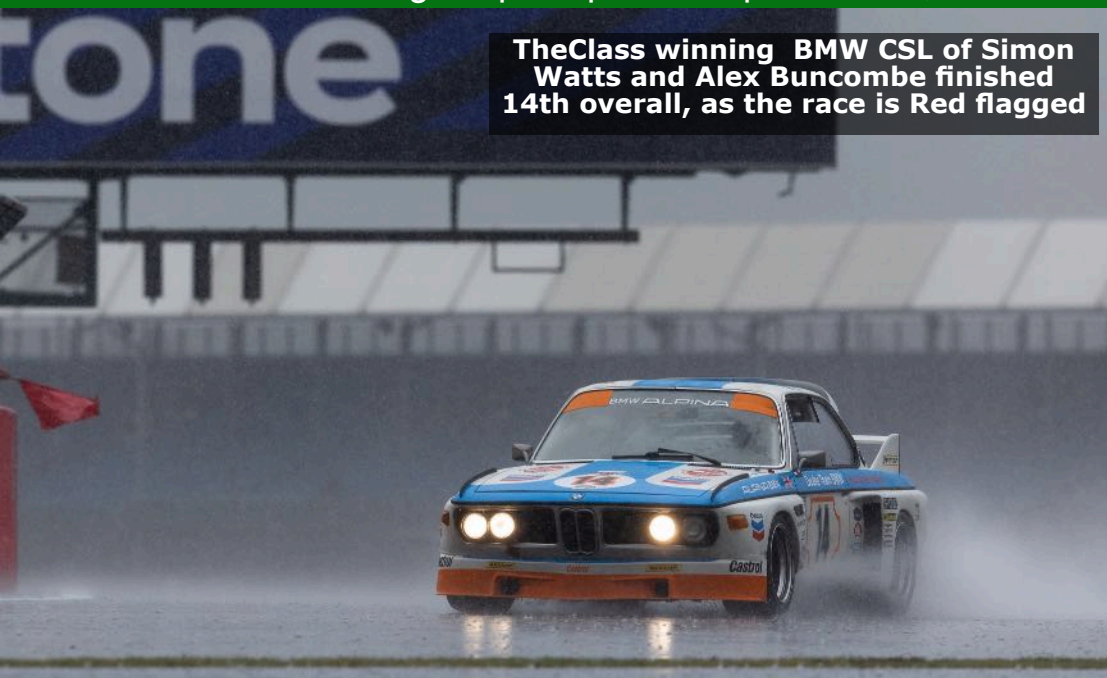
Richard Kent in a Ford Broadspeed Cologne Capri, 6th in class, 36th overall

served their mandatory pitstops. With all stops completed, it was Darren Fielding in his BMW E30 M3 who came out in front, having initially started from 11th on the grid. He was the deemed the winner, saying afterwards "You need a little bit of luck in racing, and I'll take it". Ric Wood was also rewarded after serving his pitstop at the optimal time,



The U2TC Winners was the Ford Consul Lotus Cortina of Max Lynn and Roan Lundy 27th overall

ending up in 2nd place in his Nissan Skyline GT-R. David Tomlin came home 3rd, the first of the RS500s to finish. First in the U2TC were Max Lynn and Roan Lundy in their Ford Consul Cortina Lotus.



The Class winning BMW CSL of Simon Watts and Alex Buncombe finished 14th overall, as the race is Red flagged



© Motorsport Imagery

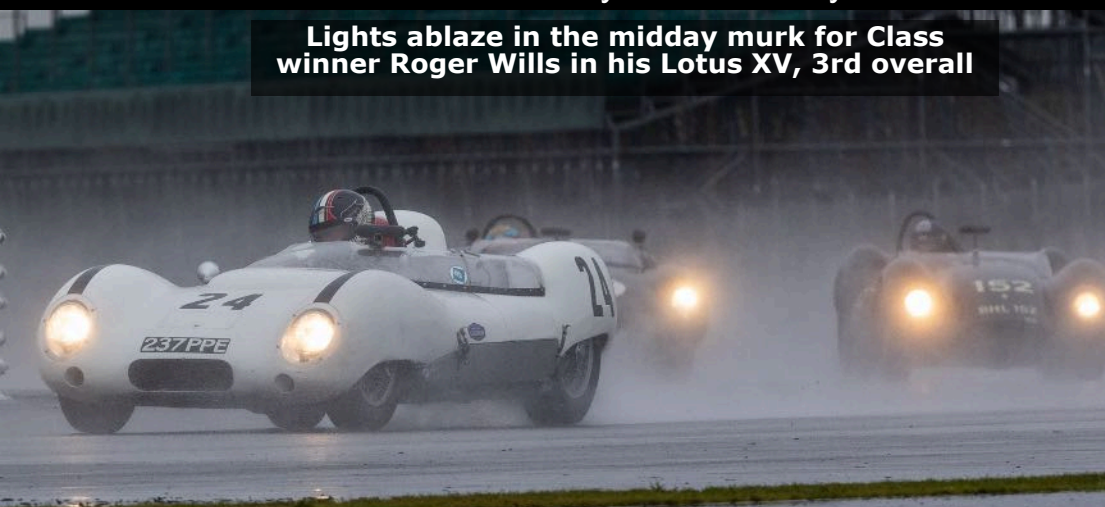
Paul Mensley and Michael Lyons just off the podium in 4th, 2nd in class - Ford Sierra Cosworth RS500



The Jaguar Lister Costin of race winners Nigel Greensall and John Spiers in the early stages of Saturdays race

Next out was the fifty minute **Royal Automobile Club Woodcote Trophy & Sir Stirling Moss Trophy race for Sports Cars from the early 50s & Sports Racing Cars built before 1961**. This race had attracted a large grid of forty four cars and after qualifying the front of the grid was very close. The Lotus 15 Series 3 of Johnny Mowlem and Bonamy Grimes took pole position by just 0.108 of a second from the Lister Jaguar Knobbly of John Spiers and Nigel Greensall, with the Lotus 15 of Roger Wills only 0.966 of a second off the pole time in 3rd on the grid. The race was the second to run on the very wet Saturday but didn't

Lights ablaze in the midday murk for Class winner Roger Wills in his Lotus XV, 3rd overall



run to the end, being red flagged after twelve laps or thirty seven minutes. At that point the winner was the Jaguar Lister Costin of Nigel Greensall and John Spiers who took the race win and the Stirling Moss Trophy. About fifteen seconds behind them was Roger Wills in a Lotus 15 but he was given a 4.5 second penalty, which dropped him to 3rd overall, but he still took a class win. Now in 2nd was David Hart in a Lister Costin by just 0.228 of a second. The Jaguar D-type of Martin Halusa and Ames took the Woodcote Trophy in 6th position. The other class winners were Malcolm Paul and Rick Bourne driving a Lotus 11 in 9th, Rick & Joe Willmott in a Jaguar XK140 Gomm Special, Thorne & Bennett-Baggs in an Austin Healey 100M 18th, Cliff Gray in a Frazer Nash Le Mans Replica Mk2 22nd followed by Scott Quattlebaum, 23rd in a LECO Sport.

Class winners Lukas Halusa & Alex Ames in a Jaguar D-Type, 6th overall





Matthew Wrigley Tyrrell 011 Took pole on Friday and won the second race on Sunday Masters Racing legends Formula One 66-85

After the lunch break racing resumed on Saturday around 2:15 pm with with the first of two twenty minute **Masters Racing legends for 3 litre Formula One cars 1966-1985**. The track was still wet as twenty six iconic Grand Prix cars took to the circuit. In dry qualifying on Saturday Matthew

Stuart Hall took the wet race win on Saturday in his March 821 ahead of Matthew Wrigley



Roald Goethe McLaren M19A won the Stewart class in both races being chased by Warren Briggs McLaren M29 12th second race.

Wrigley had taken pole position in a Tyrrell 011 by just under a second from Stuart Hall in a March 821. Only two cars withdrew before the start, the March 761 of Robert Blain from 28th on the grid and Mark Dwyer in an Osella FA 1D from 26th. Wrigley made a good start and led the first couple of laps but then Hall took the lead and had clear vision without any spray from the wet surface. It was close all the way to the finish with Hall beating Wrigley by just 0.356 of a second after eight laps. Jamie Constable was a long way back in 3rd, driving a Tyrrell 011B. Taking the Fittipaldi class win was Peter Williams driving a LEC CRP1 in 14th. The Lauda class went



Fittipaldi class winner in the first race was 14th placed Peter Williams LEC CRP1



Jamie Constable Tyrrell 011B 3rd overall in first race



Ewnn Sergison Shadow DN9A 4th in class 18th first race



Mike Cantillon Williams FW07C NC first race



Steve Hartley McLaren MP4/1 7th first race



Chris Perkins Surtees TS16 5th in class 21st



Patrick D'Aubreby Arrows A4 14th



Christophe D'Ansembourg Williams FW07C 9th first race



Warren Briggs McLaren M29 11th first race



Ian Simmonds Tyrrell 012 won the Lauda Class in the first race 20th

to Ian Simmonds in a Tyrrell 012 in 20th. Finally in the first race, the Stewart class went to Roald Gothe, 22nd in a McLaren M19A.

The second race on Sunday was held in the dry and the first nine from Saturday had their grid positions reversed. This meant that Christophe D'Ansembourg driving a Williams FW07C started from pole position with Steve Brookes in a Lotus 91 next to him. The Williams held the lead for the first couple of laps before Wrigley put the Tyrrell



First race 4th Simon Fish Arrows A4 leaving plenty of spray behind him

011 into the lead, which he held till the flag. This time he beat Stuart Hall by 1.229 seconds. Mike Cantillon was 3rd in a Williams FW07C. The Fittipaldi class was won by Carlos de Quesada in a McLaren M26, 15th. The Lauda Class was won by James Hagan, 19th in a Tyrrell 011 and Gothe won the Stewart class again in 24th driving a McLaren M19A.

Carlos de Queada McLaren M26 won the Fittipaldi class in the second race, 15th.



© Janet Wright



James Hagan Tyrrell 011 won the Lauda class in the second race 19th



Mark Harrison Shadow DN9 first race 10th



Mark Higson McLaren MP4/1B 13th first race



Jeremy Loisel Shadow DN8 7th Fittipaldi class second race, 26th



Steve Brooks Lotus 91 8th first race



Kirt Bennett Shadow DN5 3rd Fittipaldi Class first race



Nick Pink Arrows A5 19th first race



Robert Blain March 761 6th Fittipaldi class second race



Werner D'Ansembourg Brabham BT49 5th first race



Mark Hazell Williams FW07B 23rd in first race



John Spiers, Maserati 250F 2516 won the first HGPCA Pre 66 GP race outright in the wet conditions

Moving back a generation, race seven was for the first of two twenty minute races for **HGPCA Pre '66 Grand Prix cars**. On pole position was Will Nuthall in a Cooper T53 by almost a second. Saturday's race was wet, like most of the other races but the conditions did give a really close finish. The front engined Maserati 250F of John Spiers took the outright win by just 0.380 of a second from the rear engined Lotus 18 of Sam Wilson, who also took a class win. In 3rd place, and also taking a class win was Charlie Martin in a Cooper T53. The next class winner was 4th placed Rod Jolley in another Cooper T53, with 6th placed Geraint Owen in the Kurtis 500C taking the next class victory. Also

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Will Nuthall, Cooper T53 won the second HGPCA Pre 66 GP dry race



Sam Wilson, Lotus 18 370 took class wins in both races, finishing 2nd overall on Saturday in the wet

taking class wins were 8th Nick Fennell Lotus 25 R5, 9th Geoff Underwood Cooper T56-59, 12th Richard Wilson Ferrari 246 Dino, 13th Barry Cannell Cooper T51, 15th Ian Nuthall Cooper Bristol Mk2, 28th Stuart Tizzard Cooper T43 and 33rd Luc Brandts in a Talbot T26. The Sunday race was run in the dry, with rear engined cars filling the top ten positions. Will Nuthall took victory in his Cooper T53 by over two seconds from Charlie Martin in another Cooper T53. In 3rd place and taking a class win was Tim Child in a Brabham BT3/4. Taking second class wins of the weekend were Nick Fennell 6th, Sam Wilson 7th, Geoff Underwood 10th, and first front engined car in this race was the Kurtis 500C of Geraint Owen 11th. Also taking second class wins were 12th Richard Wilson, 17th Barry Cannell, first race winner John Spiers 20th, Stuart Tizzard 29th and Luc Brandts in 39th. There was one other class winner in the second race, 25th placed Paul Grant in a Cooper Bristol Mk2.

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Richard Wilson, Ferrari 246 Dino took two class wins over the weekend



Nick Fennell, Lotus 25 R5 took class wins in both HGPCA races



Geoff Underwood, Cooper T56-59 took double class wins over the weekend



Geraint Owen, Kurtis 500C took two class wins over the weekend



Stuart Tizzard, Cooper T53 took class wins in both races



Another double class winner Luc Brandts, Talbot T26



Tim Child, Brabham BT3-4 took a class win in the second race 3rd overall



Charlie Martin, Cooper T53 took a class win in 3rd overall first race



Ian Nuthall, Cooper Bristol Mk2 took a class win in the first race



Graham Adelman, BRM P261-5 3rd in class second race 15th



Jon Minshaw, BMW Z4 GT3 won the shortened Masters GT Trophy race in the rain

Next was a fifty minute race for **Masters GT Trophy**. These were some of the most modern cars racing at the Festival and had attracted a great entry of forty three cars. Pole position went to the Lamborghini Huracan Super Trofeo Evo driven by Neil Glover & Aaron Scott by just 0.797 of a second from the Ferrari 458 GT3 EVO of Jonathan Mitchell. This was another race affected by the weather, being red flagged after just thirty six minutes in to the



Class winning Lamborghini Gallardo GT3 of Nick Maton was 2nd overall



Class winning Ferrari 458 Challenge of Mowlem/Grimes finished 3rd

scheduled fifty minute race. At the red flag, the winner was Jon Minshaw in a BMW Z4 GT3 who was over twenty seconds ahead of Nick Maton who took 2nd and a class win in his Lamborghini Gallardo GT3. In 3rd place and also taking a class win was the Ferrari 458 Challenge driven by



Ray Harris Ginetta G55 4th and class winner



Lawrence & Freddie Tomlinson Ginetta G56 GT4 took the Invitation class win in 6th

Bonamy Grimes & Johnny Mowlem. In 4th place was another class winner, Ray Harris driving a Ginetta G55. Taking the invitation class win was 6th placed Ginetta G56 GT4 driven by Lawrence & Freddie Tomlinson. In 7th was the next class winners, Neil Glover & Aaron Scott in the pole position Lamborghini Huracan Super Trofeo Evo. In 14th place was the class winning Ginetta G55 driven by Aaron Cooke & Ali Topley with the Porsche 991.1 GT3 Cup



Lamborghini Huracan Super Trofeo Evo of Glover & Scott took a class win in 7th.



Class winning Ginetta G55 of Cooke & Topley 14th

of Dominic Malone & Adam Smalley also taking a class win in 16th. The final class winner was Tim Kuijl who was 36th in a Porsche 997 Cup.

This was followed by a couple of track demonstrations, the first for Modern F1 cars, followed by the Ayrton Senna Tribute Demonstration.

The final two races were scheduled to be able to run in to the dusk, the first being the forty minute Masters Endurance legends race.



Malone & Smalley Porsche 991.1 GT3 Cup 16th and class winners.



Class winner Tim Kuijl Porsche 997 Cup 36th



Harry barton & Nigel Greensall Toyota GR Supra Gt4 Evo 6th in class 30th



Stuart Marston/Peter Hunter, Ferrari 488 Evo Challenge got a black flag for causing a collision



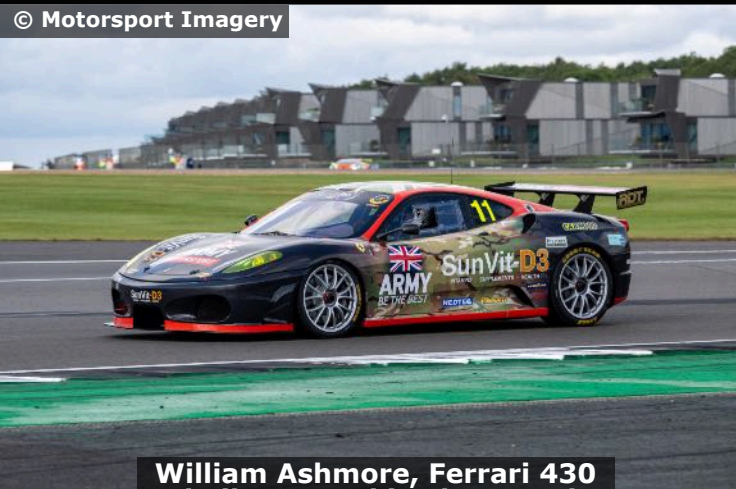
Martin Addison Aston Martin Vantage GT4 2nd in class 17th



Mosler MT900 Adam Sharpe & George Haynes 2nd in class 23rd



Barry McMahon Alfa Romeo Giulia 4th in class 20th



William Ashmore, Ferrari 430 Challenge 2nd in class, 12th



Motosport Elise Rob Fenn & Paul Whight 3rd Invitation class 11th overall



Frederic Laurent & David Cuff , Audi R8 GT3 25th overall, 3rd in class



Double race winners Christophe & Werner D'Ansembourg Pescarolo LMP1 (#17) leading the sister Pescarolo LMP1 of Timothy & Harindra de Silva 13th on Saturday (4th in class) and 14th on Sunday (5th in class)

Masters Endurance Legends By Stuart Yates and David Goose of Motorsport Imagery.

Bringing the glamour of Le Mans to the Silverstone Festival were the prototype and GT Cars from 1995-2016. One of the main attractions on the grid was the diesel engine Peugeot 90X, of which there were two examples on track driven by Steve Brooks and Stuart Wiltshire. Other cars of note were the Zytek 09S, several Pescarolo LMP1 cars, the Lola-Judd B12/60 of Steve Tandy to name a few. The full grid making it a very special addition to the Festival.

© Motorsport Imagery



A rainbow formed in the spray as cars make their way along the Hamilton straight during Saturdays race

As qualifying got underway on Friday afternoon, the conditions were bright and dry. Taking full advantage of this, the Pescarolo LMP1 of Timothy and Harindra de Silva set the fastest time on lap 5, just under 1.30s quicker than the second place Zytek 09S of Keith Frieser & Mikkel Mac.

Taking third place on the grid was the Steve Brooks in the first of the Peugeot 90X cars, with the Lola B12/80 of Hugo Cook alongside in fourth. The first of the 2 scheduled 40-minute races started at 17.15 on the Saturday, by this time the heavy,



Double Class winner Shaun Lynn BR 01 took 3rd on Saturday and 7th on Sunday

persistent rain of the morning had stopped, but the track was still very wet with bright skies. After starting from pole position, the LMP1 OAK-Pescarolo in the famous Gulf livery of Timothy and Harindra de Silva had a spin, this resulted in Steve Brooks taking avoiding action, dropping him several places. Werner D'Ansembourg in another OAK-Pescarolo passed the Ginetta of Keith



Jon Minshaw took a class win in the Ligier JS P3 in the first race on Saturday, 10th overall

Fraser, and in so doing took a decisive lead, Christophe took over from his father and maintained the lead taking the chequered flag and the win. Brooks soon started to recover from his earlier avoiding action and set off in pursuit but dropped back again after going onto the grass at Copse. Stuart Wiltshire in his Peugeot 908 would eventually finish second, just 4.744s back, the podium being completed by Shaun Lynn in the BR01. Further back it was Mikkel Mac, who had taken over the 'Red Five' Ginetta from Frieser



A 4th and 6th place for Keith Fieser and Mikkel Mac in a Zytek 09S, Winning their class on Saturday and 2nd in class Sunday



© Simon Wright

Mike Newton Lola B08/80 took two class wins, 12th and 13th



Double Class winner Cor Euser - Marcus LM600evo 22nd & 19th

setting a series of fastest laps, with a time of 1m57.514s being the fastest, resulting in a fourth-place finish. On Sunday, the second race for the Endurance Legends took place in far more favourable conditions, cloudy but dry. The two formation laps got under way with the Pescarolo 01 of the de Silva pairing again on pole, with Werner taking the first stint. Unfortunately, Bob Blain in the HPD-Honda ARX-03b span out on the first of the laps, becoming stranded, which resulted in a red flag for it to be recovered.

The Bentley Continental of Witt Gamski & Ross Wylie took two class wins 24th & 20th



Class winning Porsche 997 Grand Am of John Cockerton & Kevin Clarke 28th in the first race

The race was now shortened to 25 minutes, the pit window not changing. By lap 3 D'Ansembourg had a 9s lead from Stuart Wiltshire, Hugo Cook was on a charge and was now up to third. An outstanding drive so far by Freddie Tomlinson, who was driving solo in his Ginetta-Zytek GZ09S was up to ninth after starting down in twenty-third. The pit window opened after 10 minutes racing, Werner d'Ansembourg was in to hand over to father Christophe,



Ferrari 430 GT3 of Christopher Compton Goddard & Vance Kearney won it s class in first race and 2nd in class in second, 29th & 27th



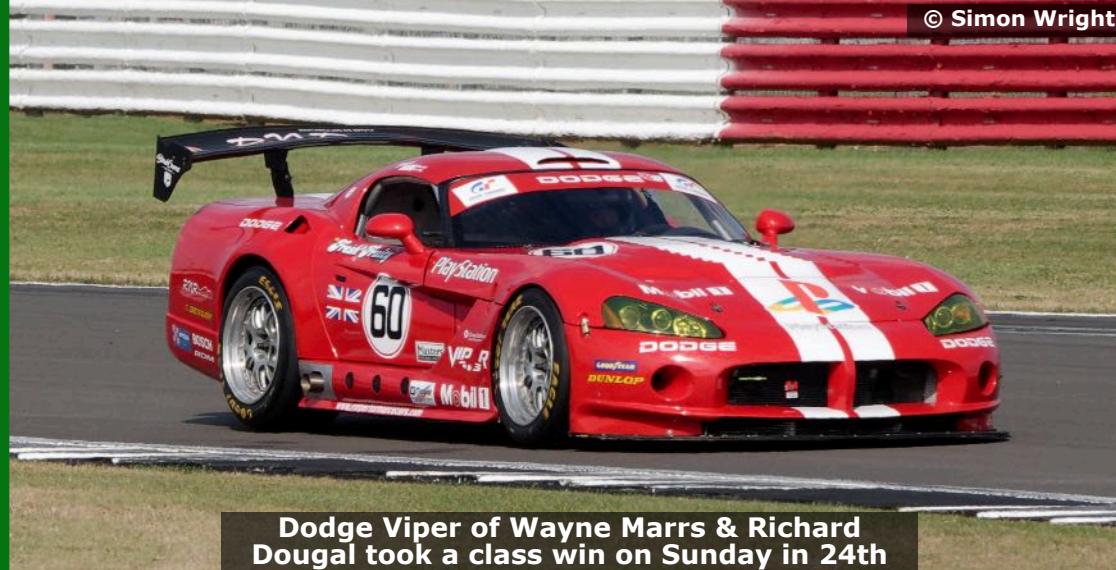
Gregor Fiskin Dallara SP1 took a class win in second race 5th

while Frieser gave the Zytek to Mikkel Mac. As the final pit stops were made and track positions became apparent, it was Christophe d'Ansembourg ahead of Wiltshire by a comfortable margin of 23 seconds. Both Steve Tandy and Hugo Cook were pushing hard. With just four minutes left, a full-course yellow was put in place to allow the recovery of the Lola-Judd B12/60 of Alan Purbrick/David Brise, this was over with three minutes of racing remaining.

At the front we now had Wiltshire only 1.8s off the lead car and a charging Cook up to third as the final minute of racing started.

The chequered flag was waved, and it was a double win for Werner and Christophe d'Ansembourg, Wiltshire was

Grahame Tilley and Charlie Robertson in a Ligier JS P3 took a class win on Sunday in the dry in 15th place.



Dodge Viper of Wayne Marrs & Richard Dougal took a class win on Sunday in 24th

second ahead of Cook in third, Alfie Briggs crossed the line fourth and first of the LMP2 cars home.

However, two post-race penalties would result in significant changes to the results. Stuart Wiltshire was given a 30-second penalty for speeding under the full-course yellow, this meant he dropped to third and Cook now promoted to second. In LMP2, the Toriba/Briggs BR 01 was handed a similar penalty for passing under yellow. As a result, the BR01 dropped from fourth to ninth, in the process handing the class win to Shaun Lynn's similar BR01.

All in all, two very entertaining races for the crowd in different conditions over the two race days, lets hope they are included on the 2025 race card.

© Simon Wright



Final class winner on Sunday was Richard Guy Mosler MT900R 29th



Hugo Cook Lola B12/80 2nd on Sunday



Stuart Wiltshire Peugeot 90X
2nd on Saturday, 3rd on Sunday



Mark Higson in an Orega 03 LM2, seen
during qualifying



Steve Tandy in a Lola-Judd
B12-60 4th on Sunday



Jack Fabby & Charlie Kennedy Norma
Duqueine DC08 3rd in class Saturday 17th



Paul Cope in the Reynard ProTran
RS06-H 2nd in class Saturday 23rd



Andy Cummings & Bradley Ellis
Morgan Pescarolo 01 3rd in class
Sunday 10th



Ginetta-Zytek 09S Lawrence & Freddie
Tomlinson 3rd in class both days



Ian Stinton TVR Cerbera
2nd in class Saturday 26th



Ferrari 512M of David & Oliver Hart won the Masters Sports Car Legends race.

The final race on Saturday was a fifty minute race for **Masters Sports Car Legends**.



John Sheldon Chevron B16
5th Marko Class 24th overall

Pole position was claimed by the stunning Ferrari 512M of David & Oliver Hart by just 0.584 of a second. By the time this race came to the grid at 6:15 pm, the clouds had finally cleared and the track was drying, allowing the race to run for its full fifty minutes. The battle for the lead was among three 5 litre sports cars, two Ferrari 512M and a Lola T70, with all have a spell at the front of the field. At the flag, victory went to the Ferrari 512M of David & Oliver Hart by over thirteen seconds ahead of the Stommelen class winning Lola T296 of Goncalo Gomes &

James Claridge. Only 0.048 of a second behind at the flag was the 3rd placed Lola T70 Mk3B driven by Gary Pearson & Alex Brundle. In 4th place was the Hulme class winning McLaren M1 B of John Spiers and Nigel Greensall. The Marko class was won by Timothy de Silva driving a Taydec Mk3 to 9th overall. The final class winner was Daniel Balfour who came home 13th in the Chevron B8 to win the Bonnier class.



Lola T290 of Pete Fisk was not Classified in the Masters Sports Car Legends race

Sunday

Sunday was sunny, and the **Historic Formula Junior** race was able to take place on a dry track after the previous days race had been cancelled. Michael O'Brien took the win in a Lotus 27 by nearly seven seconds from Horatio Fitz-Simon in a Brabham BT6, with Sam Wilson 3rd in a Cooper T59. The other class winners in the race were Peter de la Roche driving a Lotus 20 in 7th, Stuart Monument in a Lotus 18 in 19th, Ray Mallock in a U2 Mk2

in 20th, Richard Ferris in a Donford FJ in 28th, Andrea Guarino in an Elva 100 in 44th and finally Peter Fenichel in a Stanguellini in 47th.

© Janet Wright



Andy Smith March 783 won the F3 Classic InterSeries race on Sunday

Next out were the **F3 Classic Interseries** for their only race of the weekend after losing their race on Saturday due to the rain. The Sunday race saw Andy Smith in his March 783 start from pole position and take a convincing victory by over twenty one seconds. In 2nd place was the Lola Toyota T670 of Dominik Jackson. Taking a class win in 3rd place was Eric Martin in a Martini Mk39.

© Janet Wright

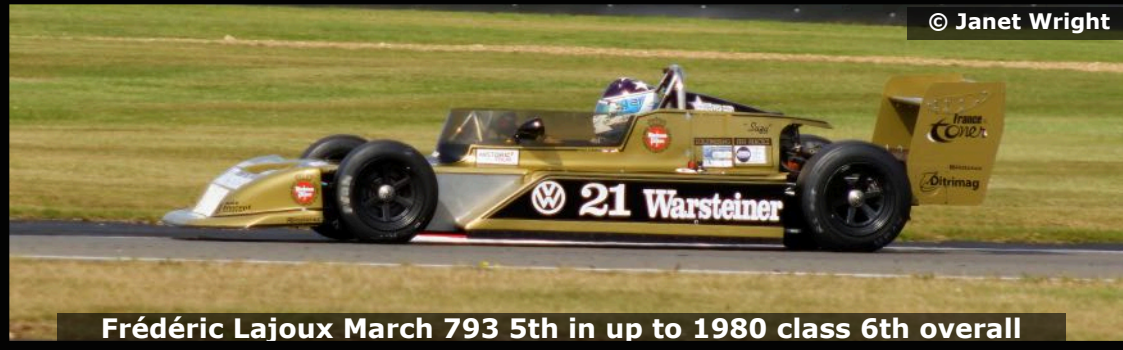


Eric Martin Martini Mk39 won the Post 1980 class in 3rd place



Pietro Tenconi Alba AR1 5th in Post 1980 class 14th overall

© Janet Wright



Frédéric Lajoux March 793 5th in up to 1980 class 6th overall

© Janet Wright



Gianlugi Candiana Chevron B38 10th in class 17th overall

Race thirteen on the programme was a forty minute race for the **BRDC 500 for MRL Pre-War Sports Cars built before 1941** Starting from pole position was the Frazer Nash Super Sports driven by Patrick Blakeney-Edwards & Chris Ward. When the race had to be red flagged with at least ten minutes still to run, the victors were Blakeney-Edwards & Ward in the Frazer Nash Super Sports. They were over thirty seven seconds ahead of the class winning Gareth Burnett in an Alta Sport. In 3rd place and also winning his class was Rudiger Friedrichs in an Alvis Firefly Special. In 4th was the class winning Frazer Nash TT Rep driven by Robert & Josh Beebee. Another class winner was 6th placed Michael Birch in a Talbot AV 105 Team Car Go 52. The penultimate class winners were Lewis Fox & Anna Getley in a Bentley 3/4 1/2 who finished 9th. The final class winner was Alexander Hewitson in a Riley 12/4 TT Sprite Rep who finished 11th.



F2 Classic Interseries race winner Alex Kapadia March 762

nine seconds from Matthew Watts. In 3rd place, almost thirty seconds further behind was Mark Charteris in a March 782. The other class winners were 9th placed Martin Wood in a March 73B and Julian Stokes in a Brabham BT30 who finished 12th.

© Simon Wright



Start of Formula 2 Classic race

This was followed by the **Formula 2 Classic Interseries** race which was able to take place in dry and sunny conditions with Matthew Watts starting from pole position in his March 772. At the end of thirteen laps it was Alex Kapadia driving a March 762 who took the race win by over

© Simon Wright



Formula Atlantic class winner Martin Wood March 73B 9th



F2 Classic InterSeries 1600cc F2 class winner Julian Stokes Brabham BT30 12th chased by Graham Ridgway March 742 6th

© Simon Wright



David Tomlin Rondel Motul M1 5th

© Simon Wright



Paul Bason March 712 3rd F2 1600 Class 15th

© Janet Wright



Chris Willie Chevron B29 Not Classified

© Janet Wright



Gregoire Audi Ralt RT1 10th

© Simon Wright



Mark Charteris March 782 3rd.

© Simon Wright



Nick Pancisi March 772 11th



Gregor Fiskin & Chris Ward winners of RAC Historic Tourist Trophy in their AC Cobra

The Royal Automobile Club Historic Tourist Trophy (MRL Pre 63 GT) was a fifty minute race for iconic GT cars of the late 50s and early 60s. Qualifying was close at the front with the John Spiers & Nigel Greensall Shelby Cobra claiming pole position by just 0.325 of a second. But at the end of the fifty minute race it was the AC Cobra of Gregor Fiskin & Chris Ward that took a convincing victory by over



Joe Willmott Austin Healey 3000 class winner 7th



John Davison Lotus Elite won his class

forty four seconds, having lapped everybody up to 10th. In 2nd place was Richard Cook in a Shelby AC Cobra only 0.459 of a second ahead of Gary & John Pearson in their Jaguar E-Type in 3rd. Taking a class win in 7th was Joe Willmott in an Austin Healey 3000. In 9th was the class winning Turner GT of Nikola Mortensen & Jan Magnussen and the final class winner was 17th placed John Davison in a Lotus Elite.



Turner GT of Nikolaj Mortensen & Jan Magnussen won class B 9th



© Simon Wright



© Janet Wright



© Simon Wright

Andrew Moore & John Clarke Jaguar E-Types

Triumph TR4 of Amanda Stretton & Freddie Wiltshire 10th in class 28th

Aston Martin DB4 George Millar & Les Goble DNF

© Janet Wright

© Motorsport Imagery

© Simon Wright



Richard Cook Shelby AC Cobra 2nd

Matthew Moore & Eddie Williams Austin Healey 3000 Mk1 9th in class 20th



Austin Healey Sebring Sprite Gregory Heacock & Gillian Carr 2nd in class 30th

© Janet Wright

© Simon Wright

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Sunbeam Alpine Gareth & Simon Evans 3rd in class 31st

Jaguar XK150S FHC Andy & Claire Keith-Lucas 13th in class 27th



John Spiers-Nigel Greensall, Shelby Cobra DNF

The Ayrton Senna Tribute demonstration took place just before the Sunday lunch break, and after lunch the second races took place for the Masters Racing Legends Formula One '66-85, Masters Endurance Legends and HGPCA Pre '66 Grand Prix cars. Between these the Modern F1 Demonstration also took to the circuit.

© Motorsport Imagery



Esteban Gutierrez in Lewis Hamiltons 2021 Mercedes W12

© Motorsport Imagery



Saudia Williams FW07



Race winner Sam Tordoff in his Ford Falcon Sprint

The penultimate race of the meeting was a forty five minute race for the Pure Michigan Mustang Celebration Trophy for Pre '66 Touring Cars which was for Road-going mass production saloons built prior to 1966. BTCC Ace Sam Tordoff took a convincing pole position in a Ford Falcon Sprint, over a second ahead of a pack of five Ford

© Motorsport Imagery



Highest placed Ford Lotus Cortina of Jake Giddings and Paul Streather won their class in 10th



Third place for Jan Mardenborough & Jimmy Broadbent Ford Mustang

Mustangs. Tordoff dominated the race, leading from start to finish apart from a few laps after his compulsory pit stop. His winning margin was over eleven seconds from Julian Thomas who made it a Ford Falcon 1-2. The leading Ford Mustang was 3rd driven by Jimmy Broadbent & Jan Mardenborough heading seven Mustangs at the finish. The first twenty six places were filled by Ford models with three Falcons, fourteen Mustangs and nine Ford Lotus Cortina's. The leading Cortina was the class winning car driven by Jake Giddings & Paul Streather who were 10th. The first non-Ford to finish was the class winning Austin Mini Cooper S driven by Daniel Wheeler who finished 27th. The final class winner was Harry Barton in a BMW 1800 Tisa who only completed seven laps but was still classified 45th



A slight lock up in the Mercury Comet Cyclone of Roger and George Will 19th in class, 33rd

The meeting closed with a fifty minute race for the International Trophy for Classic GT Cars (pre '66). Out again was the John Spiers & Nigel Greensall partnership, this time driving a TVR Griffith to pole position. They were only 0.157 of a second ahead of the Shelby American Cobra Daytona of Julian Thomas. After twenty one laps, the winner was Oliver Hart driving a Shelby American Cobra Daytona. He was only 0.345 of a second ahead of the similar Shelby American Cobra Daytona of Julian Thomas. Harry Barton made up for his disappointing saloon race to finish 3rd in a TVR Griffith. Finishing 4th and taking a class win was Dan Eagling in a Ginetta G4R. Spiers & Greensall must have run out of steam having competed in so many races over the weekend as they finished 5th. Joseph Willmott took a class win in an Austin Healey 3000 Mk1 in 26th position. In 36th position was the class winning Jaguar E-type of Paul Pochciol & James Hanson and the final class winner of the weekend was Jack Willmott in a TVR Grantura Mk3 who was 45th.



Joe Willmott Austin Healey 3000 having his second race of the day and his second class win in the International trophy 26th



Group B Audi Quattro S1



Group B Lancia Rally 037



MG Metro 6R4



Ford Escort Mk1



Stunt Driving Dragsters and Hot Rods

© Simon Wright



© Simon Wright



Terry Grant Stunt car

© Simon Wright



Nash Ambassador custom car

© Simon Wright



VW Camper Dragster - Mental Breakdown



1959 Nash Metropolitan Hot Rod 7.5 litre V8

© Simon Wright



Plymouth Hounddog dragster

© Simon Wright



© Simon Wright



© Simon Wright



© Simon Wright

57 Chevy Gasser Cherry Bomb

Inkberrow Vintage and Classic Car Show.

Inkberrow Village Green

Tuesday 23rd July 2024.

By Simon & Janet Wright.

All photos copyright Simon & Janet Wright ©



Organised by the Tuesday Afternoon Tea Club, the Inkberrow Vintage and Classic Car Show took place on a lovely sunny summers afternoon in July. The turn out of vehicles was impressive for a Tuesday afternoon, filling the village green and The Old Bull pub car park next door.



Classic British sports cars are always a popular attraction of the show, such as the MG Midget and Triumph TR4A IRS



1932 Morris Minor



2021 Chesil Speedster - Based on Porsche Speedster design



2015 Jaguar F-Type



1938 MG VA



1963 Lotus 7



2008 Lotus Elise R



1971 Gilbern Invader



1950 Reliant The Hovis Special Mk 2



Massey Ferguson 135 Tractor.



1931 Austin 7



1934 British Salmson



Mini Cabriolet



A pair of E-Type Jaguars on the Old Bull car park.



1931 Talbot



1925 Bullnose Morris



1972 Datsun 240Z





1959 AC Ace/Bristol



1948 Morris 8



1974 Ford Escort Mexico 1600GT



1928 Chrysler 65



1935 Frazer Nash Shelsley Special



1994 TVR Chimeara



1949 MG TC



Rochdale Olympic



1987 Volkswagen Golf GTi Cabriolet

VSCC Bob Gerard memorial Trophy Race Meeting

Saturday 31st August 2024

Mallory Park

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



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The start of the Young Persons' Scratch race, with Theo Hunt already pulling out a lead over the rest of the field,



A rare Salmson

The Vintage Sports Car Club (VSCC) completed their season of race meetings at Mallory Park at the end of August with the Bob Gerard memorial Trophy Race Meeting.

After morning practice, the first race was before lunch with the Young Persons' Scratch race. This had a good sized

Young Persons' Scratch Race winner Theodore Hunt in a Frazer Nash TT Replica



Wilfred Cawley finished 2nd in the Young Persons' scratch race in the GN/Ford Piglet

grid of twenty one cars taking part, with Theodore Hunt on pole position in the Frazer Nash TT Replica. He led the fifteen minute race from start to finish, winning by over thirty one seconds. In 2nd place was Wilfred Cawley in the GN/Ford Piglet. In 3rd place and the last unlapped finisher

Taking 3rd on the Young Persons' scratch race was Rebecca Smith in a Morris Mord



was Rebecca Smith in the Morris Mord. In 4th place was Rufus Flann in a Frazer Nash Super Sports, 5th was James Edwards in a GN Spider and 6th was Ollie Leston in an Austin 7 Special.

The Handicap results show a different picture, with 1st on handicap going to Miss India Walker in an Austin 7 Special. Making it a good day for the ladies, Ms Ellena Reece came 2nd on handicap in a MG J4 Sports. Finishing 3rd on handicap was Henry Lees in an Austin 7 Ulster TT. The next two places on handicap also went to Austin 7 Ulster

Young Persons' Scratch race winner on handicap was India Walker Austin 7 Special



models with Patrick Teague in 4th and Ollie Leston in 5th. Rounding out the top six on handicap was Rufus Flann in a Frazer Nash Super Sports. Race winner Theodore Hunt was 16th on handicap.



Edwardian Grid Walk during the lunch break created lots of interest

During the lunch break, the spectators were able to have a grid walk round the Edwardian cars which were parked on the grid ready for the Dick Baddiley & Edwardian Racing Trophies Handicap race in the afternoon session. The race was a fourteen lap event, but due to handicapping, Simon Scott in a Talbot 4 AB had to only complete ten laps, while



Edwardian Handicap begins - Ben Collings in the Züst Brixia leads



Gillian Carr Abbott-Detroit 34 finished 13th



Sandford Andrews 1913 Ford Kulick 4th



Christopher Crook 1911 Sunbeam 16/20 Pole position - finished 7th



The field head up to the hairpin on the first lap



Julian Grimwade 1913/18 Oakland Romano Special NC 2 laps behind



Simon Scott - 1909 Talbot 4 AB NC -3 laps behind in Edwardian race



Archie Collings Mercedes 120 won the Dick Baddiley & Edwardian Racing Trophies handicap race

Julian Grimwade (Oakland Romano Special), Edward Williams (Peugeot GP), Neil Gough (K.R.I.T) and Mark Walker (Darracq 200HP) all had to complete sixteen laps. The other competitor's had different number of laps to run between these extremes. The race also had a staggered start with Christopher Crook (Sunbeam 16/20) and Ben Collings (Zust Brixia) the only cars to start at the drop of the



102 John Polson finished 3rd in the Talbot 25 HP Sporting Model, chasing Francois van der Straten Ponthoz in the Theophile Schneider Aero Special on the first lap of the Edwardian race

flag, the rest of the entry started at different time gaps right back to Archie Collings in a Mercedes 120 who started 55 seconds after the flag drop. He didn't time it right and received a 10 second penalty for a false start. Despite this penalty Archie Collings in the Mercedes took the victory with still a twenty three second advantage after the penalty was included. In 2nd place was Ben Collings in the Zust Brixia, with John Polson taking 3rd in a Talbot 25 HP Sporting Model, thirty four seconds behind.

Edwardian race runner up Ben Collings - Zust Brixia



Mallory Mug winner Christopher Mann Alfa Romeo 8C Monza

The third race of the day was the Mallory Mug race for Standard and Modified Pre-War Sports Cars. Starting the race from pole position was Robert Beebee in a Frazer





Robert Beebee - Frazer Nash Tt Rep 2nd Mallory Mug.

Nash TT rep with Christopher Mann in the Alfa Romeo 8C Monza next to him on the front row. The race saw a great tussle at the front with Beebee leading every lap except the



Clive Fidgeon 1932 Frazer Nash TT Replica 3rd Mallory Mug.

one that mattered, the final lap. Mann swept though on the last lap, setting the fastest lap of the race as well, to take victory by just 0.5 of a second. Behind Beebee was 3rd placed Clive Fidgeon in another Frazer Nash TT Replica.



Michael James Riley 12/4 TT Sprite Rep 2nd VSCC Specials race

Next out was the Mallory Park Trophy race for VSCC Specials, with Theodore Hunt taking his second Pole position start of the day in his Frazer Nash TT Replica. This however was not as easy a race as his earlier victory. For the majority of the race, Michael James in a Riley 12/4 TT Sprite Rep was in the lead, then with three laps remaining Hunt got through in to the lead. He took victory by over



3rd in VSCC Specials race Anthony Seber Wolseley Hornet Special



Hamish Cameron-Eveleigh Morgan Super Sports had a spin at the hairpin and retired from the race.

twelve seconds from James at the flag. Some way back in 3rd was Anthony Seber in a Wolseley Hornet Special.

The big named race of the meeting was the twenty minute Bob Gerard Memorial & Robert Ashley Trophies race for Pre-war & Pre-1966 Racing cars. Unfortunately it also had

Bob Gerard Memorial race winner was Cameron Gillies Cooper T53



the smallest grid with just eight cars. Starting from pole position was Jon Milicevic in a Cooper T59 with Gary Thomas in a Kieft Formula Junior next to him. Milicevic



Gary Thomas Kieft Formula Junior 2nd Bob Gerard Trophy

took control of the race, leading until just five laps from the end, when he retired. This left victory to Cameron Gillies in a Cooper T53. He won by over seven seconds from Gary Thomas in the Kieft Formula Junior. A long way behind was 3rd placed Frederick Harper in the Kurtis Indy Roadster, the last unlapped runner.

The only other two finishers were 4th placed Tim Sage in a Mallock U2 Mk4 who was one lap behind the winner, and 5th placed Julian Wilton in a Cooper Bristol Mk II T23 who was three laps behind.



3rd place in Bob Gerard Trophy went to Frederick Harper Kurtis Indy Roadster, last un-lapped runner



Christian Pedersen Austin 7 Special Winner Burghley Trophy race

Race six was the Burghley Trophy for Austin 7s and Historic Austin 7s. This had a good entry with twenty two cars qualifying and Christian Pedersen claiming pole position in his Austin 7 Special. Only nineteen cars took the

2nd Simon Gallon Austin 7 Burghley Trophy for Austin 7s



Simon Blakeney-Edwards Austin 7 3rd Burghley Trophy race

start and Pedersen led from start to finish, lapping everybody up to 3rd and was over fifty one seconds ahead at the chequered flag. In 2nd place was Simon Gallon in an Austin 7. Although he started from the front row of the grid, Simon Blakeney-Edwards could only manage 3rd place in his Austin 7, one lap behind the winner.



Charlie Plain-Jones Austin 7 Cowley Special 5th lapping William Marsh Austin 7 Ulster at the Esses, Burghley Trophy race



Start of Boulogne Trophy race

This was followed by the Boulogne Trophy race for Vintage & Allcomers Scratch race. This was another small grid with just ten cars starting. James Baxter in ERA GP2 E Type started from pole position. He lost out at the start to the other front row driver Michael James in a Riley 12/4 Cotton Special and Matthew Walton in a Bugatti Type 51 who made a great start from the third row to hold 2nd place

Michael James Riley 12/4 Cotton Special won the Boulogne Trophy race



© Simon Wright



Sandford Andrews Morgan Aero 2 str 2nd Boulogne Trophy

behind James for the first five laps. Baxter got in to 2nd by lap six and even managed to lead a couple of laps before dropping back towards the end and retiring on the penultimate lap. This left James to take the win in the Riley by just over a second from Sandford Andrews in a Morgan Aero 2 str who took 2nd. In 3rd place was Adam Moody in a Riley TT Sprite. The only other unlapped runner was 4th placed Edward Bradley in an Aston Martin Ulster.



Adam Moody Riley TT Sprite 3rd Boulogne Trophy race.



James Baxter ERA GP2 E Type retired from the lead on the penultimate lap



Rufus Flann - Frazer Nash Super Sports won the Handicap race for Pre-War cars

Following on was the Handicap race for Pre-war Cars. This had a reasonable sized grid of twenty three cars, but unfortunately only fourteen took the start. As usual with a handicap race, the grid went of in a staggered formation with the last four cars starting forty five seconds after the



Peter Cundy MG NA was 2nd Handicap Race for Pre-War cars

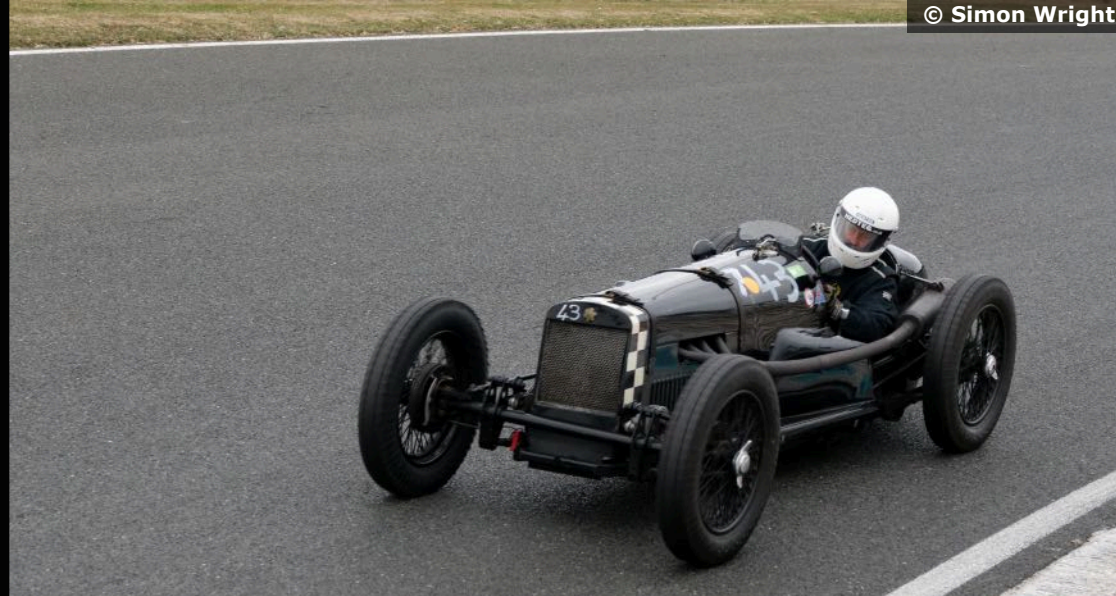


Grant Crawley Riley Special 3rd Handicap race.

start flag. Also drivers had different number of laps to complete within the timescale of the race. The race was set for fourteen laps with James Mabley in an Austin 7 Ulster only having to complete 11 laps and started 35 seconds after the start flag. So Richard Michael Wright in a Delahaye 135 and Nick Hayward-Cook in an Austin 7 Monoposto were scratch, starting on the flag with the standard fourteen laps to complete. At the end of the race the winner was Rufus Flann in a Frazer Nash Super Sports. In 2nd place was Peter Cundy in a MG NA and 3rd went to Grant Crawley in a Riley Special.



Rodney Seber Wolseley Hornet Special 5th Handicap race

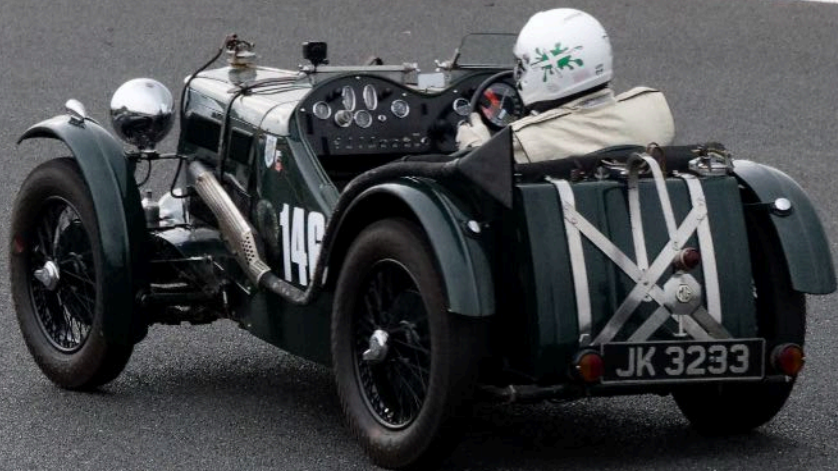


Winner Triple M Challenge Nicholas Powell Austin/MG LA Special

The penultimate race of the day was the fifteen minute Triple M Register Challenge race for overhead camshaft engined MG Midget, Magna & Magnette models built between 1929 and 1936. Pole position went to Nicholas Powell in an Austin/MG LA Special. He went on to dominate the race, leading from start to finish, winning by over six seconds. In 2nd place was Ian Goddard in a MG PA-PB, while 3rd went to Mark Reece in a MG J4 Sports.



Ian Goddard MG PA-PB 2nd Triple M Challenge



Mark Reece MG J4 Sports 3rd Triple M Challenge



Joanne White Riley Falcon Special 2nd Tidd & Ingham Trophy

Closing the meeting was The Tidd & Ingham Trophy Scratch race for Prewar Cars. This had a fifteen car grid with Joanne White starting from pole position in a Riley Falcon Special. She took the lead from the start and got in a battle with Wilfred Cawley in a Frazer Nash Super Sport, with them swopping the lead several times. Then Cawley

began to open out a lead, taking the win by over nine seconds. White was 2nd and the pair had lapped the rest of the field during the fifteen minute race. In 3rd place, one lap behind, was Richard Wiseman in a Bugatti Type 35.

Wilfred Cawley cornering in style in his Frazer Nash Super Sports on his way to victory in Tidd & Ingham Trophy race



3rd Tidd & Ingham Trophy - Richard Wiseman Bugatti Type 35

JDS Machinery Rali Ceredigion featuring the European Rally Championship, Probite British Rally Championship & Protyre Asphalt Championship

Wales. 30th August -1 September 2024. By Syd Wall



Yards into Brechfa1, the first 'proper' stage, eventual winners Haydon Paddon/John Kennard (Hyundai N i20 Rally2) are on song



1st BRC Junior 7th ERC Rally4 classes for Ioan Lloyd/Sion Williams

The JDS Machinery Rali Ceredigion attracted a superb quality entry and while the European entry was missing a good few of the regulars, this was only to be expected at this time of year. A sea crossing and then a long road trip to the western extremities of Europe (the Islas Canarias is a more difficult jaunt but it's early season with fuller budgets) and budget constraints resulted in just the top six ERC contenders arriving in Aberystwyth. We also lost Oliver Solberg with co-driver Patrik Barth's broken jaw and pelvis after



Andrea Mabellini/Virginia Lenzi (Skoda Fabia RS Rally2) leave the harbour on approach to Aberystwyth sea front

their Rally di Roma crash but the prospects of an exciting event were still there with the rally bolstered by the British and Protyre contenders plus nine Junior ERC runners. There was also a very large contingent of Motorsport Ireland crews across various classes.



A visit to the ERC from the Irish Tarmac Championship for Callum Devine/Noel O'Sullivan paid off with 5th place

Seeded at number 1 were the New Zealanders Haydon Paddon and John Kennard, current European champions and leaders of this year's title race, in their Italian based Hyundai i20N Rally2. While Paddon won this evening in 2022, he and Kennard haven't been on the top step of the podium this year but you wouldn't know that given their dominance on this rally. They took the lead on the first of Friday night's two runs through Aberystwyth town centre and stayed there to the end, winning all



5th and 3rd on the BRC plus 8th on the ERC made it a good weekend for Matt Edwards/David Moynihan

but two stages and coming home 1m 47s ahead of Italian challengers Andrea Mabellini and Virginia Lenzi. Mabellini's Škoda Fabia RS Rally2 held 2nd place on stage one, suffered various incidents in dropping to 9th on stage 6 and then fought their way back to 4th on the penultimate stage, jumping to second on the final stage. In 3rd place were

A close shave for Philip Allen/Craig Drew on the shakedown stage but they had plenty more contact with the scenery during the rally



© Syd Wall



Better known to Generation Z rally fans as Elfyn's Dad, Gwynndaf Evans and codriver Peredur Wyn Davis ended up in a bog on stage 11

French crew Mathieu Franceschi and Andy Malfoy in another Škoda Fabia RS Rally2. They were another pair to roam all over the leader board, reaching 2nd after stage 12 but they were caught out by a heavy rain shower just as stage 13 was beginning, dropping to 3rd. With great timing

© Syd Wall



Brechfa forest looks its best for German Royalty, 12th Prince Albert Maria Lamoral Miguel Johannes Gabriel Fürst von Thurn und Taxis/ Frank Christian but a medical emergency halted their day



Toyota fortunes took a nosedive for Meirion Evans/Jonathan Jackson - Toyota GR Yaris Rally2 - 9th in the ERC and 6th and 5th on the BRC

Miko Marczyk and Szymon Gospodarczyk put four wet tyres on their fourth place Škoda Fabia RS Rally2 for stage 13's rain and jumped to 2nd place, only for stage 14 to stay mainly dry and drop them back to 4th. The next four finishers were names more well known in the UK. Callum

Darrian stalwarts John Dalton/Gwynfor Jones were one of the quickest of the T90GTRs until retirement on stage 8



Fireworks were expected from Mark Higgins/Phil Pugh in this Subaru Impreza STi N14 but engine failure on stage 3 spelled the end

Devine and Noel O'Sullivan were 5th in the last of the top 10 Skodas, changing positions on almost every stage. In 6th place came Jon Armstrong and Eoin Tracy in the first of the Ford Fiesta Rally2s. Armstrong took his first ERC stage win on stage 12 and without the 50s he lost with a stage 5 puncture, he could well have been 2nd. Last year's winner came home next in 7th place, Osian Pryce and Rhodri Evans in another Fiesta after a steady performance.



Eamonn Kelly/Rory Kennedy were leading the ERC Rally3 class when they rolled out on stage 12



Matt Wilson put on a fabulous display of Rally1 power in Ford's Puma Rally1 before the Aberystwyth stages on both days

Recovering from 18th place after a stage 1 suspension-damaging incident were Matt Edwards and David Moynihan, fighting through the field in their Fiesta Rally2 up to 8th by the end. Last of the Rally2 cars were Meirion Evans and Jonathan Jackson in their still rare (in the UK) Toyota GR Yaris Rally2. Recovering from 21st on stage 1, a



Toyota Starlets of Chris Hand/Izzie Holman in action



Charlie Tuthill and Ben Wild won class M1, 2hrs 20min clear of Will Mains!!

spin into a bank on the wet stage 13 lost them time but they still kept 9th place. In 10th place and winning the ERC Rally3 section were Polish crew Jakub Matulka/Daniel Dymurski in the Ford Fiesta Rally3. They looked to be by far the quickest in the class, 1m 25s clear of the similar Fiesta Rally3 of their countrymen Michał Chorbiński/Michał Marczewski. It didn't look good for them when they rolled

Laying impressive rubber on stage 1 are Ieuan Lloyd/Gareth Parry finishing 1st in class M5 and 4th in Protyre Asphalt





© Syd Wall

and stopped the shakedown stage on Friday morning but a new windscreen and some panel beating and a mechanical service got them out in time for Friday evening's stages. The winners of the ERC Junior class were Max McRae (nephew of Colin and son of Alister) and Cameron Fair in a Peugeot 208 Rally4. Now for the big names which are



In the wilds of mid Wales and on the way to the ERC Junior class win go Max McRae/Cameron Fair

missing from the ERC finishers. Chris Ingram and Alex Kihurani were at the head of the Paddon's chasers, though still well over a minute behind by the end of Saturday's final stage 10. But on the first of Sunday's stages in and around Bethania village, a stretch of particularly shiny tarmac put the Toyota GR Yaris Rally2 off the road into a very heavy impact with a bridge parapet - over and out. Literally over

© Syd Wall

Jakub Maulka/Daniel Dymurski after their shakedown roll, losing a mirror here on stage 1 on the way to a class win



© Syd Wall



Mark Higgins and Phil Pugh Subaru Impreza STI N14 had engine failure on stage 3



Mikolaj Marczyk/Szymon Gospodarczyk (Skoda Fabia RS Rally2) dropped 2 places at the but still came a good 4th

and out later on in the same stage were Keith Cronin and Mikie Galvin - both cars blocked the road and the stage was cancelled for the following ERC crews. Making a big impact on Saturday's first stage were James Williams and Ross Whittock. Williams was quickest on stage 3, after which he was only 1.4s behind Hayden Paddon. But when he continued to push on stage 4, he rolled out early on, the blockage cancelling the stage for the later ERC runners. Saturday's stage 5, Nant-y-Moch ruined the ERC rally for both William Creighton/ Liam Regan and Garry Pearson/ Daniel Barritt (both Ford Fiesta Rally2s) when off-road excursions cost them 3 minutes and 10 minutes respectively. For the British Championships, Rali Ceredigion covered rounds 5 and 6 with full points awarded for both Saturday and Sunday positions. So BRC top point scorers on Saturday were Chris Ingram/Alex Khurani, Keith Cronin/Mikie Galvin, Osian Pryce/Rhodri Evans, Matt Edwards/David Moynihan and 6th place to Meirion Evans/ Jonathan Jackson. In 7th place were Rally3 winners Eamonn Kelly/Rory Kennedy (Ford Fiesta Rally3) and Rally4 winners in 8th place were Max McRae/Cameron Fair. Sunday's points scorers were winners William

Creighton, Jon Armstrong, Matt Edwards, Osian Pryce, Meirion Evans and 6th placed Garry Pearson. 7th place went to Rally4 winners Ryan MacHugh/Arthur Kierans (Ford Fiesta Rally4). Going into the final stage, Armstrong was leading from Creighton but team orders were enforced with Armstrong booking in late at the final control to swap positions to ensure maximum points for Creighton and to maintain his lead in the BRC. Finally, the Protyre Asphalt Championship rally was won by Callum Black/Jack Morton, Neil Roskell/Rob Fagg 2nd and Sam Touzel/Max Freeman 3rd, all in Ford Fiesta Rally2s. In 4th place was the first 2WD car, the Ford Escort Mk2 of Ieuan Evans/Gareth Parry. With all the rallies combined, Callum Black was 10th overall, just behind the European rally crews. The event received glowing praise from the European entrants and the organisers expect Rali Ceredigion to have established itself on the European scene.



Not a bad weekend for Jon Armstrong/Eoin Tracey but their stage 5 puncture probably cost them 2nd place in the ERC

Rising star from Ireland Aoife Raftery & Hannah McKillop Peugeot 208 Rally4 7th ERC Junior



© Syd Wall

Protyre Asphalt 3rd place for Jersey crew Sam Touzel/Max Freeman



© Syd Wall



Keith Cronin/Mikie Galvin Ford Fiesta Rally2 rolled on stage 11

© Syd Wall



The rally ending crash on stage 11 for Chris Ingram/Alex Kihurani Toyota GR Yaris Rally2

© Syd Wall



Chrysler Sunbeam of Dafydd Williams/Andrew Davies one to hit trouble on stage 5

© Syd Wall



Osian Pryce/Rhodri Evans Ford Fiesta Rally2 finished 7th

© Syd Wall



James Williams/Ross Whittock Hyundai i20 N Rally stage 3 win then a stage 4 roll

© Syd Wall



Will Mains/Tomos Whittle Vauxhall Nova led class M1 but an off and then Super Rally penalties put then 86th

© Syd Wall



First Darrian home was the T90 GTR+ of Gareth Edwards/Moi Williams, 2nd in class M5 and 6th in Protyre Asphalt

© Syd Wall

Fiats and Friends.

The British Motor Museum, Gaydon.
3rd August 2024.
By Simon & Janet Wright.
All photos copyright Simon & Janet Wright ©



In the UK, Fiat is probably best known for the little Fiat 500. It was introduced in July 1957, more than two years before the Austin Mini. The Fiat had a 497cc engine mounted in the rear driving the rear wheels. Nearly 4 million were built.



Fiat 124 Spider line-up

Fiat and Friends was a show organised by the Fiat Motor Club (GB) and was open to every Italian vehicle from 1899 to present day, including cars, campers, commercial vehicles, motorcycles and scooters. This year, 2024 marks 125 years since the launch of Fiat and the Fiat Motor Club (GB) decided it was time to have the largest gathering of Italian vehicles in the UK to celebrate.

The company was founded by Giovanni Agnelli in Turin, Italy in 1899. The first factory opened in 1900, employing 35 people and made 24 cars in the first year. By 1903 production had risen to 135 cars and by 1906 it was at 1,149 cars. Its first car was the 3 ½ CV with bodies supplied by Alessio of Turin. It was powered by a 697cc Boxer twin engine. It made its first truck in 1903 and in 1908 it exported its first vehicle to America, where they were considered as cars of distinction. They were very expensive, costing around \$4,000, when a Ford Model T cost \$825. By 1918 the cost rose to \$6,400 while the Ford Model T had dropped to \$525. In 1908 Fiat also built its first

aircraft. Over the years, Fiat has taken over the majority of other Italian car firms, including Abarth, Lancia, Autobianchi, Innocenti, Alfa Romeo in 1986 and Maserati. In 1960 Ferrari became a public company and from 1963 to 2014 it was a subsidiary of Fiat S.p.A. where Fiat bought 50% of Ferrari shares to handle manufacture of the road cars, while Enzo Ferrari concentrated on his beloved Ferrari racing



1969 Vignale Gamine

The Fiat 500 based Vignale Gamine looks like the Noddy car from Enid Blyton books. Based on the Fiat 500 platform with the engine in the rear. The two seater body kits were produced between 1967 and 1971. Powered by the 2 cylinder air cooled 499cc engine which produces 21 bhp, giving a top speed of 60 mph. Only 200 right hand drive versions were built.



1938 Fiat 500 Topolino
Over 500,000 were built between 1936 and 1955. Powered by a 570cc 4 cylinder side valve water cooled engine which produces 13 bhp. This gives a top speed of 53 mph and it could achieve 39 mpg. It had a 4-Speed manual gearbox with synchro on 3rd and 4th.

team. When Enzo Ferrari died in 1988, Fiat increased its share of the company to 90%.

Fiat Automobiles S.p.A is the largest automobile manufacturer in Italy and was the largest automobile manufacturer in Europe, third in the World behind General Motors and Ford for over twenty years until the late 1980s. In 1970 Fiat Automobiles employed more than 100,000 people and production reached a record high of 1.4 million vehicles. It was part of Fiat Chrysler Automobiles after purchasing 20% of Chrysler. Since 2021 it is now part of Stellantis after it merged with the PSA group that owned Peugeot and Citroen, through its Italian division Stellantis Europe. Fiat Automobiles was formed in 2007 and in 2013 Fiat S.p.A was the second largest European manufacturer and seventh in the World.

Probably best known in the UK for the small Fiat 500, Fiat have also made some quirky cars, like the original Fiat Panda that had deckchair style front seats, or the unusual looking Fiat Multipla, which people either seemed to love or hate its unusual appearance.



2003 and 2002 Fiat Multipla

Fiat were also very successful in Rallying in the 1970s with the Fiat Abarth 131 saloon before the group switched to Lancia to represent them in rallying, starting with the revolutionary Stratos.



2016 & 1979 Fiat 124 Spider 2000 Sports Car



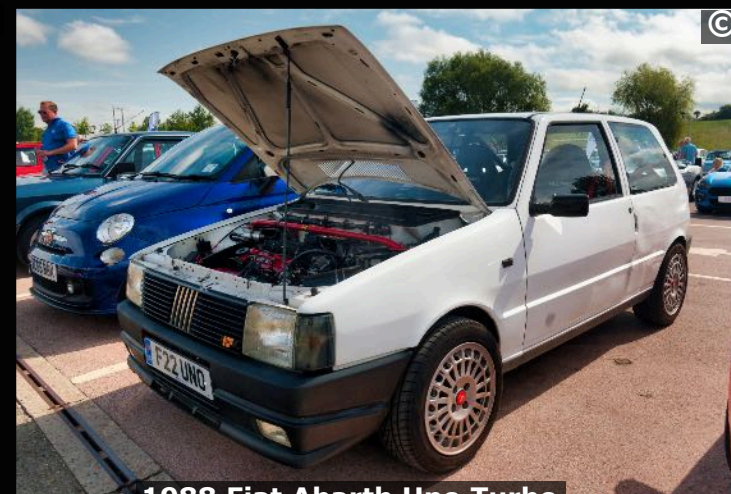
1982 Fiat Strada 75CL



1979 Fiat 900 T Camper van



1979 Fiat 124 Spider interior



1988 Fiat Abarth Uno Turbo



2003 Fiat Seicento SX



1971 Fiat Dino 2400



1983 Fiat Argenta 110



1973 Fiat 128 SL 1300



1979 Fiat 131 Mirafiori Sport



1998 Fiat Barchetta



1992 Fiat Panda 1000



1998 Fiat Punto Cabrio



1965 Fiat 2300S Coupe



Fiat X/19



T698 NRG



2023 Fiat 500e Electric.



1972 Alfa Romeo 2000 Spyder



1977 Alfa Romeo Alfasud ti 1200



1980 Alfa Romeo Alfasud Sprint Veloce 1.5



1999 Alfa Romeo GTV
2959cc V6 24v engine



1998 Alfa Romeo 156 V6 24v



2017 Alfa Romeo 4C



2012 Alfa Romeo Giulietta



2021 & 2019 Alfa Romeo Giulia



1982 Lancia Delta 1500



1981 Lancia Monte Carlo



1982 Lancia Beta 2000



1981 Lancia Stratos



1987 Lancia Thema 8.32



1977 Lancia Beta Spyder 2000



1976 Lancia Fulvia 3



1992 Lancia Delta Integrale HF



1976 Ferrari Dino 308 GT4



2019 Lamborghini Huracan Performante Spyder



1977 Maserati Bi Turbo Spyder Zagato



2010 Ferrari F430



Abarth 695 Tributo Ferrari



1958 Fiat Abarth 750 Derivazione



2018 Maserati Gran Turismo Coupe