



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

# Classic and Competition Car

Founded 2010

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Hinckley Classic Car Show



Birkett 6 Hour Relay Silverstone



London to Brighton Run



Classic Motor Show NEC



Australian Supercars Surfers paradise







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### Front cover:

Hinckley Classic Motor Show © Simon Wright.  
Birkett Six-Hour Relay © Janet Wright.  
London to Brighton - 1903 12nHP Wolseley  
Classic Motor Show, NEC : Marcos Owners Club © Janet Wright.  
Thomas Randle, Cam Waters' team mate is the Castrol half of Monster  
Castrol Racing and made it a race 1 1-2 for the team

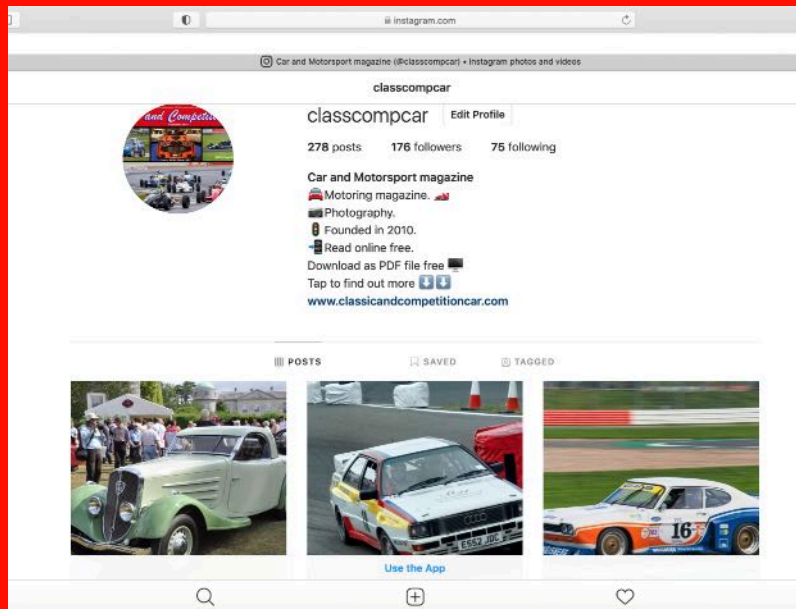
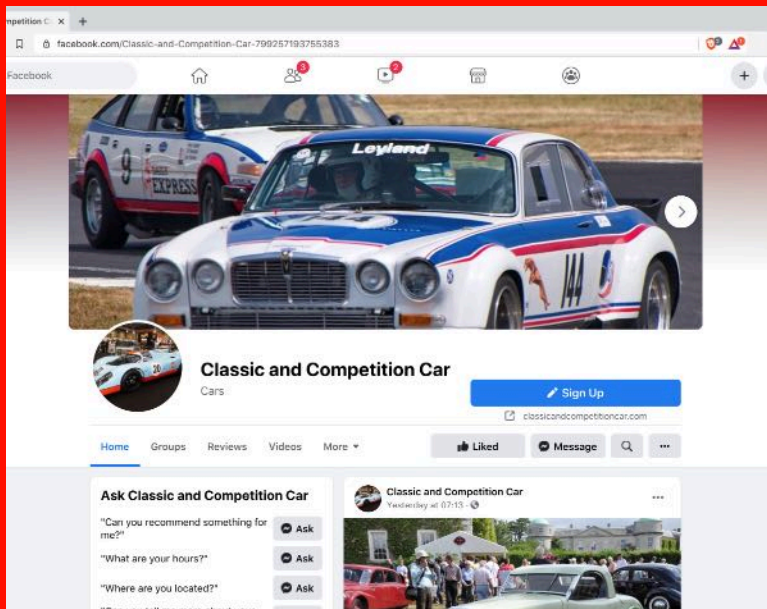
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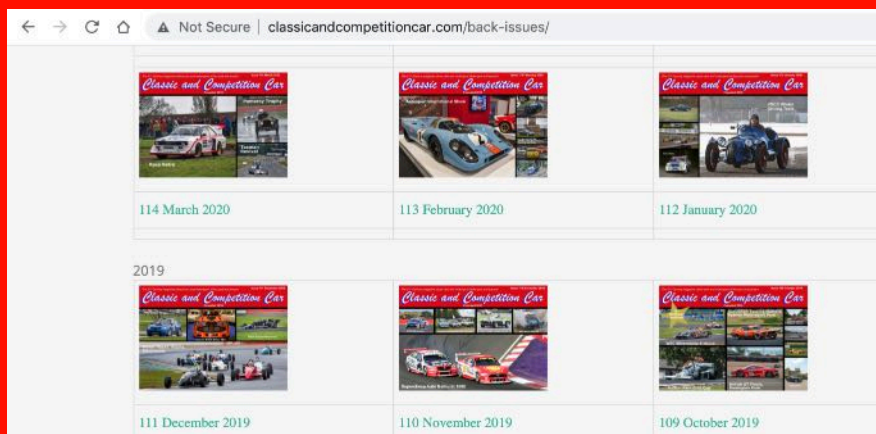
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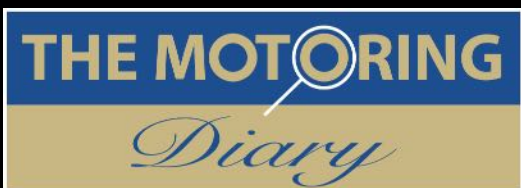
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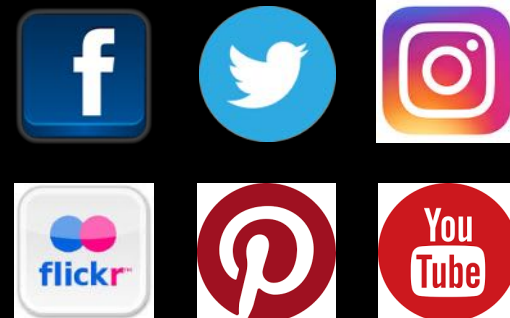


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# Photo of the Month

By Syd Wall



Mark Winterbottom flies his Chevrolet Camaro during qualifying for race 2 in the Australian Supercar race at Surfers Paradise. Report on the race meeting on page 32



## Oliver Bearman to open Autosport International.



The Autosport International show is returning to the National Exhibition Centre (NEC) between the 9th and 12th January 2025. Often dubbed four shows in one, it features the Engineering Show, the Motorsport show, the Performance show and the Live Action Arena.

This year the show is celebrating 75 years of F1 The cars, the stars and the most talked-about racing moments that have thrilled fans from around the World.

Opening the show on Saturday, the first public day of the show, will be rising British Formula 1 star Oliver Bearman. Already the

youngest British driver to start a F1 Grand Prix when

he was a last minute substitute at Ferrari for Carlos Sainz Jr in Saudi Arabia. The teenager was the third youngest driver ever to start a Grand Prix and scored points on his debut, finishing in 7th place. He then substituted for Kevin Magnussen in the Azerbaijan GP for the MoneyGram Haas F1 team, who he is already signed up to for a full season in 2025. He again scored a point in his second race, finishing 10th, becoming the first driver in history to score points for two different teams in his first two races.

There will be a stand dedicated to Bearman at the show and will feature the Formula 4 car he won both the German and Italian national championships in 2021. A MoneyGram Haas F1 car will also feature in a display to mark 75 years of the F1 World Championship at the show.







@ Simon Wright

### Renault 5 E-Tech.

On display at the Classic Motor Show was a brand new Electric Renault 5 E-Tech. It will soon be available with either a 40kWh urban range battery or a 52kWh comfort-range battery.

The urban range battery gives up to 186 miles driving range with a 125 hp drive train. Three versions will be available, Evolution, Techno or Techno S with prices starting from £22,995.

The comfort range battery gives up to 248 miles driving range with a 150 hp drive train producing 245 Nm of torque. There are just two versions available, the Techno or Techno S and prices start from £26,995.

They are said to offer greater driving pleasure thanks to a low centre of gravity and a multi-link rear axle.

They also claim a rapid charge system of up to 15% to 80% charge in 30 minutes.

### First Bentley Speed Six delivered in 94 years.

The first of 12 Speed Six Continuation Series cars has left the Mulliner workshop heading for a customer in the USA. It is going to John Breslow as a racing companion to his existing Bentley Blower continuation car. It is the first Speed Six customer car since 1930 to leave the factory. Each car is handcrafted over the course of eight months by the expert team of Mulliner technicians and artisans working closely with a network of specialist suppliers across the UK to recreate every detail of the original Speed Six.

To celebrate Bentley's first ever win at Le Mans in 1924, the Benjafield Racing Club held a 24 hour endurance event at Portimão in the Algarve. There were 25 period Bentleys driven by 87 club members, with one being a Blower Continuation Series customer car. It completed the race, being the first factory built Blower ever to finish a 24-Hour







### **Maserati MCXtrema arrives in UK.**

The first of Maserati's most powerful track only super sports car to arrive in the UK has been delivered. The Beast of Modena is powered by a 3 litre twin turbo V6 Nettuno race engine which produces 730 bhp. It has been honed to dominate the track through a blend of cutting edge race technology and Italian craftsmanship.

The body has been designed for optimum aerodynamics with minimal ride-height, flat underfloor, front splitter and large rear wing plus rear diffuser. The carbon-fibre monocoque chassis gives maximum rigidity for light-weight, giving a kerb-weight of 1,300kg. It also features new double wishbone suspension geometry along with adjustable racing dampers, springs and anti-roll bars plus cast-iron racing brakes. The interior features a racing seat with six-point harness, full roll cage, a carbon and aluminium steering wheel with a 5 inch central display. Production is limited to just 62 cars worldwide



**Caterham unveils limited edition Seven CSR Twenty.** From Dartford, caterham have launched their latest limited edition model, the Seven CSR twenty, to celebrate 20 years of the CSR chassis. It is also the first model for the UK market that has been built in Caterham's new multi-million-pound factory in Dartford, Kent.

The special edition features inboard front and fully independent rear suspension. The inboard front suspension provides more direct and composed steering. The independent rear suspension creates additional rear end grip and comfort. Powered by the most popular Caterham engine, the 2 litre Ford Duratec 4 cylinder, naturally aspirated engine producing 210 bhp, the engine used in the Seven 420. This gives the CSR Twenty a top speed of 136 mph and can accelerate from 0-60 mph in 3.9 seconds. The front mounted engine drives the rear wheels through a 5-Speed manual transmission and has ventilated front discs with quad-piston callipers.

Prices start at £79,995 and only 20 will be built.





# The Marshals Post



Birkett Relay, Silverstone



# 2024 Birkett Six Hour Relay.

Silverstone Grand Prix circuit.  
26th October 2024.  
By Simon & Janet Wright with additional photos by  
Stuart Yates and David Goose of Motorsport Imagery



Sam Reddrop (BMW E46 330Ci)

@ Motorsport Imagery



Sergei Mineev (BMW 325 Ti)

## Handicap winners of the Birkett Relay - Routec BMW I.M. Bill Reddrop

@ Simon Wright

@ Janet Wright



Saranga Sothisrihari (BMW 325 Ti)



Phil White (BMW 330 E46 Ci)



The Rolling Start with RSR driver James Ley leading the field in a Radical SR3 XX



The 750 Motor Club held their annual Birkett Six-Hour Relay race at the end of October round the Silverstone Grand Prix circuit. The event is like an end of season party for a large number of closed wheel club racers, giving them the chance to put in more laps round the circuit than they would probably have done in the rest of the seasons racing. The event is a team relay race where drivers join together to form teams, many being competitors in their normal series. This year teams consisted of a minimum of three drivers up to a maximum of six drivers. Some may share the same car in a team while other teams have one driver per car. Each team has one car on track at a time. The car change over occurs when the current car drives down the pit lane. As it passes the team garage the next car in

the team is released.

The race is two events in one, with a scratch race winning team who complete the most laps and finish 1st, and a handicap winning team who beat their handicap as set by the race organisers, with all teams taking part in both events.

This year marks 73 years since the event was first run as a six hour team race which was won by the VSCC Bentley team (handicap) and a team of Jaguar XK120s (scratch). This years event attracted a maximum entry of 70 teams and nearly 300 cars and drivers. Each team has a nominated name, with some interesting and quirky names such as Supatune Slowcoaches and Lock Stops and two Smoking Tyres. Qualifying was split in to six separate sessions, with a car from each team in each session, The thirty five row grid was lead by the **RSR** team (consisting of John MacLeod in a Radical SR3 XXR, Ben Stone in a Revolution 500 Evo & Radical SR3 XX and James Ley in a Radical SR3 XX & SR3 XXR) and **Daytona Motorsport with RJ** (made up of Leon Morrell in a Radical SR3 RSX, Alastair Smart in a Radical SR10, Charles Graham in a Radical SR3 RSX and Charles Hall in a Radical SR3 RSX) and made an impressive sight as it

stretched down the hanger straight behind the pace car for a rolling start. On the first lap Lay in the RSR Radical had a huge lead down the hanger straight from Hall in the Daytona Motorsport with RJ Radical. Both teams were obviously going for the scratch race victory, setting a very fast pace from the start. The rest of the field was strung out behind, with the Radical SR3 XX of Paul Steward (RJ Motorsport 2)



@ Motorsport Imagery



and the Caterham 7 420R of Jeremy Adams (Boss Cats) side by side fighting for 3rd, followed closely by the rainbow coloured BMW E46 M3 of Graham Crowhurst (Edmundsen Twickenham). Getting a little excited very early on was Neal Shore in a Mazda 2 (**2Racinguk**) who had a spin in

@ Janet Wright



Neal Shore Mazda 2 (2RacingUK) 2nd Class A Handicap race

@ Simon Wright



Stowe corner and then had the rear hatchback open. At half distance, the Handicap race was being led by **2RacingUK** (Consisting of Neal Shore, Nick Dougill, Robbie Boot, Joe Jakobs, Lewis Warren and Connor Woodford all driving Mazda2 hatchbacks. They had a nine second lead over **RAF Motorsports** (Consisting of Simon Frowen (Ginetta G20), Matthew Beech (BMW

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Alex Smith Honda Integra Type-R RAF Motorsports team 5th in the H'Cap.

@ Simon Wright



Royal Navy Motorsport Charlie Spice BMW 116i had an off in practice, 3rd on handicap at 3 Hours.

325i), Alex Smith (Honda Integra Type R), Ian Cooper (Daewoo Nexia) and Luke Arpino (Mazda MX-5)). In 3rd was **Royal Navy Motorsport**

(consisting of Adam Dewis (BMW 125i), Gareth Moss (Mazda MX-5), Richard Phillips (BMW 116i), Jack Squires (BMW 116i), Sean Graham (Peugeot 206) and Charlie Spice (BMW 116i)) forty eight seconds behind. The first six teams were all on the same lap.

At the end of the six hours, the Handicap results were very close, with only just under six seconds between 1st and 2nd after six hours of racing. Taking 1st place were **Routec BMW I.M. Bill Reddrop** consisting of Sam Reddrop & Phil White sharing a BMW 330 Ci plus Saranga Sothisrihari & Sergei Mineev sharing a BMW 325 Ti. They were 18th overall in the Scratch race, 10th in class sixteen laps behind the scratch race winners.

In 2nd place on handicap were **Checked Past with CAP** made up of Porsche Boxster S sports cars driven by Zak

@ Janet Wright



Checked Past with CAP 2nd on handicap - Zak Fulk Porsche Boxster S chased by Andy CAP Racing, 54th on handicap, Andrew Peck Porsche 968 CS



**Matthew Brennan Ford Escort MkII of Interceptor Racing leading Paul Hinson BMW Compact The 3 Amigos.**



@ Motorsport Imagery

**Simon Mann BMW 328Ci The Mixed Racers 11th in class Scratch and handicap with Michael Rudge, Anton Martin, Bryan Bransom and Jasver Sapra**



@ Simon Wright



**Tim Harvey on track instead of his usual commentating role. Seen here in one of five Suzuki Swift Sport cars in his team, 12th in class in both scratch and handicap**

@ Janet Wright



@ Simon Wright



**Paul Lawrie Hyundai Coupe Ahhh Seoul 13th in class Scratch and handicap with Paul Calloway & Dan Silvester**



**Ben Brain Alfa Romeo 1750 GTV Ensign Motorsports 7th in class Handicap with Richard Mitchell, Jim Turner, Wayne Bowcock, Alex Childs and John Harrison**



**Paul Plant alfa Romeo Giulietta Team FFS Racing aka Welll Fassst! 6th in class Handicap with Matt Adams, Giuseppe Callari, Stacy Dennis, Tom Butler and Graham Price.**



**Michael Downing Caterham Supersport Six Sevens 6th in class, Handicap with Barry White, Chris Buckley & Charles Elliot**



**Ben Trundle Mini Cooper S TGR Norfolk Mini 12th in class Handicap with Ian Trundle, Neal Clarke and Andy Langley**



Fulk, Richard Neall, Andrew Duce and Charlie Fulk. They were 14th overall in the Scratch race, fourteen laps behind the scratch race winners.

@ Janet Wright



Team BMW 3rd on Handicap - BTCC Star Colin Turkington BMW 325 Cup



@ Motorsport Imagery

Mid race interview Colin Turkington Team BMW

In 3rd place were **Team BMW** with BTCC drivers Colin Turkington (BMW 325 Cup) and Adam Morgan (BMW 325 Cup) plus Paul Laramy (BMW E46) who were only twenty

nine seconds behind the winners. They finished 26th in the Scratch race, eighteen laps behind the scratch winners. Only another four seconds behind Team BMW were **CALM Birkett Billies** with six drivers in 4th on handicap, all



CALM Birkett Billies - James Brodie Porsche Boxster S 4th on handicap

driving Porsche Boxster S sports cars. These were William & Mike Curtler, Martin Mason, Ben Richardson, John Westbrook and James Brodie. They were the last team not lapped on the handicap times. In the Scratch race they were 22nd overall, seventeen laps behind.

The 1st Team in Class A were 6th on handicap, the **Miata Maestros**. This was a five driver team all driving Mazda MX-5 sports cars, Mary & Paul Barnard, Andy Baylie, Martin Vernon and Ian Tomlinson. In the Scratch race they were 52nd overall, twenty five laps behind.

@ Simon Wright



1st Class A on handicap -Miata Maestros - Andy Baylie Mazda MX-5





Handicap 1st in Class C - The Tea Cups - Rich Webb MK Cup 200

Taking 1st in class C were **The Tea Cups**, a four driver line-up of Rich Webb, Dave Watson, John Cutmore & Mike Whiteman-Haywood all drive MK Cup 200 cars. They were 19th overall in the handicap. In the Scratch race they were 6th overall, only eleven laps behind the scratch race winners, also taking 1st in class C for the Scratch race. Finally 1st in Class D in the handicap were **St Winifred's**



Handicap 1st Class D - St Winifred's School Choir - Matthew Footman Ford Puma

**School Choir**, another four driver team. Matthew Footman (Ford Puma), Jon Glover (Ford Puma), Chris Fantana (Mazda MX-5) and Mark Chappell (Ford Puma). They finished 24th overall on handicap. In the Scratch race they were 54th overall, twenty six laps behind the winner.



McMillan1 team 2nd class C Handicap - Russ Olivant Caterham 420R plus Caroline Everett (Caterham 320R), Lewis Tootell & Matt Reeve (Caterham 420R)



Kieran Power BMW Z4 had a spin at Becketts - Galower Build team finished 17th in class, 34th overall on handicap, with Callum Bates and Chris Murphy BMW Z4.



# Birkett Relay Scratch Race winners RSR



**John Macleod Radical SR3 XXR**



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**James Lay Radical SR3 XX**



@ Janet Wright



@ Simon Wright

**James Lay Radical SR3 XXR**

**Ben Stone Revolution 500 EVO**



**Ben Stone Radical SR3 XX**





**Charles Hall Radical SR3 RSX, Daytona Motorsport with RJ 2nd in the scratch race**

The Scratch race was the more traditional race, with first past the chequered flag winning. At the one hour mark the scratch race was lead by **Daytona Motorsport with RJ** by over two minutes from **RSR with RJ Motorsport2** (Consisting of Matthew Jones (Radical SR3 RSX), Paul Seward (Radical SR3 XX) and Joe Crook (Radical SR3 RSX) in 3rd one lap behind. At two hours the scratch race was still lead by Daytona Motorsport with RJ, but now only by fifty eight seconds from RSR. RJ Motorsport 2, still in 3rd, one lap behind.

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**The Radical of Joe Crook from RJ Motorsport 2. The team finishing third in Scratch Race**

At three hours, the Scratch race first three teams remained the same with Daytona Motorsport with RJ holding a steady lead of around fifty seconds from RSR and RJ Motorsport 2 remained one lap down.

At the four hour mark, the scratch race was hotting up with RSR now only eight seconds behind Daytona Motorsport with RJ Motorsport 2 maintaining 3rd, still one lap behind. At the five hour mark, the scratch race battle appeared to be over with Daytona Motorsport with RJ now a full lap ahead of RSR and RJ Motorsport 2 now two laps behind in 3rd place. But RSR were not beaten yet and after the six hours **RSR** consisting of John Macleod Radical SR3XXR shared with James Lay who also drove a Radical SR3 XX

@ Simon Wright



**Edmundsen Twickenham 4th in Scratch  
Graham Crowhurst BMW E36 M3**

which was shared with Ben Stone who also drove a Revolution 500 Evo, took victory by just 0.95 of a second (34th on handicap). **Daytona Motorsport with RJ** consisting of Leon Morrell Radical SR3 RSX shared with Charles Hall, Alastair Smart Radical SR10 and Charles Graham Radical SR3 RSX were 2nd (33rd overall on handicap) with RJ Motorsport 2 completing the top three, still two laps behind the winner. In 4th place was **Edmundsen Twickenham** (Consisting of Adrian Bradley (BMW E46 M3), Niall Bradley (BMW E46 M3), Graham Crowhurst (BMW E46 M3) and Tom Walpole (KTM X-Bow





Scratch race class B 1st TSR Performance. - Jay Hadley VW Golf

GT4)) seven lap behind. In 5th overall and 1st Class B team were **TSR Performance** (Rob Ellick (Audi TT), Harry Yardley-Rose (Audi TT), Julian Daniels (VW Golf), Mark Jones (Audi TT) and Jay Hadley (VW Golf)), 10 laps down and in 6th overall and 1st in class C were **The Tea Cups** (Rich Webb (MK Cup 200), Dave Watson(MK Cup 200), John Cutmore (MK Cup 200) and Mike Whiteman-Haywood (MK Cup 200)), 11 laps down.



The Tea Cups took 1st Class C in the Scratch race as well as the Handicap race - Mike Whiteman-Haywood MK Cup 200 passes a spun off Kevin Borland Chevrolet NASCAR (Suffolk 'N' Fast)



Scratch 1st Class A DH Racing 1. Scott Smith Honda Civic Type-R

Finally 1st in Class A were **DH Racing 1** (Trafford King (Honda Civic Type-R), Ollie Musgrave (Honda Civic Type-R), Scott Smith (Honda Civic Type-R), Adam Huntley (Honda Civic Type-R), Lewis Ellis (Honda Civic Type-R) and Matthew Morgan (Honda Civic Type-R)) who finished 42nd overall 23 laps down on the winner.



Matt Creed Renault Clio Sport had a trip through the gravel trap at Stowe not long after the start - Very Random Racers were 35th in Scratch race, with Ben Macauley Lotus Elise S2, Gerard O'Donoghue MEV Exocet R and Trevor Hurrell Honda Civic Type-R





**John Cockerton BMW E46 M3 - JTK Racing finished 16th in Scratch race with Tommy Grout & Klass Kooiker BMW E46 M3**



**Scott Parkin Audi TT TDi Darkside Developments 33rd in class in both handicap and scratch with Michael Smith, Ryan Parkin and Lewis Barr**



**Tom Macfarlane VW Scirocco DH Racing 2 14th in class Scratch race with Lee Rickard, Matt Archer & Matt Duffell.**

**Steven Cogswell Nissan Almera GTi Four Corners 2nd Class A Scratch race with David Jones, Steve Kimber, Daniel Cogswell and George Kimber**



@ Janet Wright



**Stephen Berry Mini Coupe JCW - Bad Boy Tuning/Coolerworx 32nd in class in both scratch and handicap with Charlie Newton-Darby & Sean Wortley**



**Adam Lockwood Toyota MR2 Roadster Lock Stops and Two Smoking Tyres 4th in class Scratch race with Jim Mew and Daniel Bryant**



**Matt Snowball Plymouth Barracuda Suffolk 'n' Fast 12th in class Scratch & Handicap with Andrew Butler, Lee Maddox, Kevin Borland, Chris Richardson & Ashley Law.**



# Hinckley Classic Car Show.

Hinckley Town Centre.

15th September 2024.

By Simon & Janet Wright.

All Photos © Simon & Janet Wright







The annual Hinckley Classic Car show took place at the end of September, filled the town centre and Argents Mead park with hundreds of classic and vintage vehicles. The selection of cars, motorcycles and tractors is amazing, with lots of family favourites from the 1960s and 70s, bring back childhood memories of former family cars for many of the more mature visitors. But there were also modern supercars as well as vintage



cars, some around one hundred years old. The oldest cars have prime position in the Market Place, with other cars parked on Rugby road, where the motorcycle display is also located. Also on Rugby road, at the end of the Borough is a display of tractors and even a steam roller. Climbing the hill through the shops on Market place, there are again lots of cars on display in the pedestrianised area. Turning through the Church Walk car park,



1915 Ford Model T



cars, some around one hundred years old. The oldest cars have prime position in the Market Place, with other cars parked on Rugby road, where the motorcycle display is also located. Also on Rugby road, at the end of the Borough is a display of tractors and even a steam roller. Climbing the hill through the shops on Market place, there are again lots of cars on display in the pedestrianised area. Turning through the Church Walk car park,





1929 Ford Model A



1936 Ford V8 Tourer



Riley RME



1930 Triumph Super Seven 2/4 seater de luxe



1935 Rolls Royce Phantom II Airline Saloon



1923 Ford Model T



1937 Austin Seven



1936 Bentley 4 1/4 Litre Sports Saloon





**Palm Beach County Sheriff Dodge Intrepid**

again filled with display cars, you enter Argents Mead park. Outside the leisure centre is a display of Emergency vehicles, Police, Ambulance and fire brigade plus various former American police cars on display, which made the area a bit noisy when the police car sirens were sounded.



**Dodge Charger**



### **1985 Skoda Estelle 120 LS.**

A small family car produced by AZNP in Mladá Boleslav, Czechoslovakia. There were three variations of the rear-engined rear-wheel-drive saloon produced between 1976 and 1990, the Skoda 105, Skoda 120 and Skoda 125. The 120 LS was sold under the Estelle name in the UK and ran from 1976 to 1987. It was powered by a 1147cc 4-Cylinder ONV engine producing 54 bhp. This was a second generation model which also featured rack and pinion steering, rectangular headlights and rubber bumpers, with improved aerodynamics and a more up to date look. When purchased new in 1985 this car cost £3,076.06. It had only had three registered owners and has covered only 25,000 miles.

According to the web site How Many Left, there are currently only 7 Skoda Estelle 2's left in the UK and this is the only one running.





1954 Morris Cowley



1960 MG A in Alamo Beige, a factory colour



1961 Standard Vanguard



1956 Volkswagen Beetle



1962 Vauxhall Cresta



1956 Sunbeam Mk III



1955 Hillman Minx Mk VIII



1965 Ford Thunderbird





### 1986 Ferrari 3.2 Mondial Cabriolet.

The Mondial is a last of the mid-engined V8 Grand Tourer 2+2 built by Ferrari.

Production ran between 1980 and 1993. Styled by Pininfarina with bodywork by Carrozzeria Scaglietti, This model, the Mondial 3.2 was produced between 1986 and 1988 with just 810 cabriolet built.

It is powered by a lightweight alloy quad overhead camshaft 3.2 litre V8 engine, fitted transverse, across the body. This is a Quattrovalvole QV with four valves per cylinder. This produced 270 bhp at 7,000 rpm with 224 lb-ft of torque, going from 0-60 in 6.3 seconds.



The transmission housing is integral with the engine sump casting. A 5-Speed all-direct manual transmission using a 'dog-leg' selector pattern which has 1st gear to the left and behind reverse gear, allowing quicker changes between 2nd & 3rd and 4th & 5th. The mainly steel body panels are fitted to a separate steel space frame chassis. The car also features fully independent suspension with unequal length upper and lower wishbones with coil over dampers and front and rear anti-roll bars.



2000 Mitsubishi Lancer VI Evolution Tommi Makinen Edition



1994 Mazda RX7



1978 Opel Monza 3.0 E



1972 Saab 99



1989 Jaguar XJ-S and 1981 BMW 635 CSi



Nissan Nismo GT-R





### 1959 Ford Fairlane 500 Galaxie Skyliner.

The Ford Fairlane 500 Skyliner was a two-door full size retractable hardtop convertible produced by Ford between 1957 and 1959. In early 1959 the name was changed to the Fairlane 500 Galaxie Skyliner. The retractable roof system was marketed as the Hide-Away Hardtop and used exclusively on this model for three years. This was the first mass-produced retracting hardtop convertible in the World, with over 48,000 built between 1957 and 1959. It was

operated by several electric motors folding the front of the roof and retracting it under the boot lid, consuming most of the available boot space.

It was powered by a 4.8 litre V8 engine with double barrel carburetors, producing 200 hp. This gave an average of 14 mpg. This car had the optional 5.4 litre V8 engine which produced 265 hp

Over 20,000 were built in 1957, dropping to just over 14,000 in 1958 and only 12,915 in 1959.







**1957 Cadillac Sedan de Ville**

**1980 Pontiac TransAm**

**1966 Cadillac Coupe de Ville**



**1972 Dodge Coronet Custom**

**1966 Ford Mustang**

**1955 Imperial**



**1971 Chevrolet Corvette Stingray**

**1987 Pontiac Fiero GT 2.8L**





1969 Jaguar 420G



1968 Vauxhall Viva HB SL 90 Brabham



1969 Volkswagen Karmann Ghia



1959 Hillman Minx Convertible



1969 Vauxhall Cresta



1968 Bristol 410 V8



1974 Datsun 240Z



1961 Ford Zephyr & 1936 Ford V8 Tourer



1968 Renault 8 S





required for the model and they used an independent semi-trailing arm design, a first time for BMW. Access to the front seats was through the hinged front of the vehicle, while access to the rear seats was through a conventional door on the right side of the vehicle.



## 1959 BMW

### Isetta 600

The BMW 600 was the first four seater micro car built by BMW, between 1957 and 1959. It used the Isetta Bubble car as the starting point for producing a larger four seater economy car. It was noted for its space efficient design, carrying four people in a car with a shorter length than a Mini. It retained the front opening access of the bubble car and front suspension, but added a longer frame and a fourth wheel. This meant that a new rear suspension system was



It was powered by a 582cc flat twin engine taken from the R67 motorcycle/sidecar combination. It was mounted behind the rear wheels and developed 19.5 hp. It drove the rear wheels through a 4-Speed manual gearbox, with the option of a Saxomat automatic transmission system. It had a top speed of around 60 mph (100 km/h). Around 35,000 were built but sales did not meet expectations, with competition from vehicles like the Volkswagen Beetle.





**Big Bird - 1988 6.2 litre Volvo 760 Dragster with Jensen Interceptor engine**



**1962 Bond Model G Stretched Minicar 4-door 3 Wheeler**



**A pair of unusual 1991 Toyota Sera. Only officially sold in Japan**







Lada 1600 ES



2001 Daihatsu  
Mira Gino Turbo  
Minilite Edition



1968 Ford Cortina Mk2 Convertible



# The Boost Mobil Gold Coast 500

Surfers Paradise Street Circuit, Australia.

27th October 2024.

By Syd Wall.







**The Boost Mobile Gold Coast 500**

For rounds 21 and 22 of the championship, the Australian Supercars truck drivers had a relatively short trek to make after the Bathurst 1000 race. It was only 11 hours and 1000 kilometres to the famous Surfer's Paradise circuit on the Gold Coast, just south of Brisbane, for the Gold Coast 500.

The teams were faced with two races, one on Saturday and one on Sunday, each of 250 kilometres and with standard race lengths, the cars revert to single drivers after the two driver teams at Bathurst. The circuit couldn't be more different from Mount Panorama. A tight street circuit of 1.8 miles, the track is constructed over a two month period with the installation of over 2,500 concrete barriers, 6.2 miles of debris fencing, 9.9 miles of security fencing and 11,500 spectator seats. I'd been told by





Many of the residents have a fantastic view of the circuit



*Classic and Competition Car*

@ Syd Wall

@ Syd Wall



Lap 1 of the Supercars Race 1 and Waters makes the most of his pole position

someone at Bathurst that Surfer's Paradise photography wasn't particularly convenient, shooting through fencing being common. He couldn't have been more wrong. The action at the chicanes after the start line and on the back straight was absolutely stunning. I could have stood at these two places all weekend without going elsewhere. In fact, the photos with this report show that this was pretty



@ Syd Wall

All 4 wheels off the ground at the chicane. Bryce Fullwood's Chevrolet Camaro ZL1





Chaz Mostert Ford Mustang 10th chases Richie Stanaway Ford Mustang 9th in race 1

much the case. The commitment of all the drivers in all the races over the weekend was amazing, with the Supercars often having all 4 wheels off the ground after the second turn of the three-part chicane on the back straight. The first chicane, yards after the pit exit, was spectacular with the Supercar drivers launching over the chicane exit, straight at the barriers, flicking the car right with an inch to spare, then

Championship leader Will Brown Chevrolet Camaro had an average race 1 finishing 7th after a qualifying crash



Chas Mostert Ford Mustang's race 1 was hampered by a gear selection problem but here his perfect line keeps all 4 wheels on the ground

hitting a dip in the road and lifting the inside front wheel. This went on lap after lap through practice, qualifying and the races with only one mishap. That (dis)honour belonged to Triple Eight's Will Brown, the championship leader starting from 11th on the grid after crashing out of the qualifying session but the Red Bull Ampol Racing Chevrolet Camaro ZL1 was repaired for the race of course.

Mark Winterbottom perfectly judges the entry to chicane 1 in his Chevrolet Camaro ZL1







Jack Le Brocq Chevrolet Camaro's race 1 was ruined by first lap contact - stops for repairs put him last

Pole position for the 6th time this season went to Cam Waters in the Tickford Racing Ford Mustang GT and he crushed the field to win Race 21 with Chaz Mostert's (Mobil1 Optus Racing Ford Mustang GT) championship hopes taking a hit amid car issues. Waters led from start to finish and won by 9.4s from

Tickford Racing teammate Thomas Randle. Broc Feeney (Red Bull Ampol Racing Chevrolet Camaro) brought home a crucial podium after a late pass on Matt Payne (Penrith Racing Ford Mustang GT) with Bathurst winner Brodie Kosteki (Erebus Racing Chevrolet Camaro ZL1) leading home David Reynolds (Tradie Beer Racing Chevrolet Camaro ZL1) and the recovering Will Brown. Sixth place for Reynolds was a deserved reward for the squad which essentially built a new Chevrolet after Reynolds's significant Bathurst qualifying crash.

On a day Mostert had a chance to eat into Brown's lead after the latter crashed in qualifying, he instead left Saturday 243 points adrift after fighting to 10th, having been delayed by a gear sensor issue. During both his fuel stops it also slowed his Ford nearly to walking pace in the pitlane, costing him around five seconds in his first stop and 20 in his second. Incidentally, although the days of British drivers taking part in the Supercar series (notably at Bathurst) seem to be gone, there is still a semblance of Britishness involved! Walkinshaw Andretti United still retains the name of the

James Golding hits the bump on the exit of the turn 1 chicane



High Flying Ford Mustang of Aaron Love, 21st in first race





A long lasting race 2 midfield battle between Heimgartner, Winterbottom and Hill with Heimgartner going from 12th to 5th

late, great Tom Walkinshaw in the team name and Tickford Racing can trace its name back through its previous incarnations of Ford Performance Vehicles who selected Tickford to develop road versions of the Falcon XR6 & XR8, and Prodrive Racing Australia, Prodrive UK who bought Tickford from Aston Martin (based in Newport Pagnell), right back to an 1820s coachbuilding firm based in Tickford, Newport Pagnell. Fascinating!  
 Brodie Kosteki's race 21 was handicapped by a 10th place start after triggering a curb sensor on his Top Ten Shootout



Anton De Pasquale misjudges the chicane 1 entry in his Ford Mustang GT but gets away with it

lap but he made no mistakes on Sunday's race 22. He emulated Cam Waters' Saturday record by taking pole position and dominating the race to the flag. Fuel strategy proved to be important and most of the leaders cancelled each other out by short fuelling at the first pit stops, but Cam Waters' team chose for him to stay out meaning he was stopped for twice as long at his fuel stop. He dropped to ninth and overtook 4 cars over the next few laps and after the next fuel stop he was 4th and



A perfect line after the chicane for one of the Penrite Ford Mustang GTs



In an 11 car incident at turn 11 on lap 1 of race 2, Nick Percat suffered but after repairs he set fastest lap, a new lap record





Photo 1 Brodie Kosteki leads on lap 1 of Supercars race 2 as Chas Mostert prepares to shortcut the chicane



Photo 2 Supercars Race 2 lap 1 and the field splits - half follow Kosteki and half follow Mostert in the shortcut



photo 3 Supercars race2 lap 1 and the field splitting through the chicane is quite clear



Waters Ford Mustang airborne chasing Feeney in the Camaro



Battle with Randle's Mustang bouncing across the chicane chasing Golding's Camaro



threatening Feeney in 3rd, with KostECKi and Brown 1st and 2nd. However, his pace was slowed by a broken splitter leaving him 4th. Fifth place went to the second Tickford Mustang of Thomas Randle, ahead of Erebus's Jack Le Brocq, who was stung with a five-second time penalty for an unsafe release from his second stop. As a result he dropped to eighth place. Sixth went to Andre Heimgartner, who not only started from a lowly 17th on the grid but managed to tip-toe through a 10-car pileup at Turn 8 on the opening lap, which put Anton De Pasquale's Dick Johnson Racing Ford out on the spot, and delayed several other drivers. Grove Racing Ford's Richie Stanaway was seventh ahead of Le Brocq, team-mate Matt Payne and Reynolds. Mostert's hopes of a top-six result were ruined after his Walkinshaw Andretti United crew under-filled his Ford at his



Broc Feeney narrowly lost out on 2nd place after a race 1 long battle with Thomas Randle

@ Syd Wall

second stop and he had to pit for a third time. By the end of the race he was back in 11th and as a result, fell out of mathematical title contention. As a result, Brown's championship lead, which was 171 points after Saturday, is now 180 over Feeney, 2772-2592. Mostert remains in third place on 2463 ahead of Waters (2344), Payne (1863) and James Golding (1841). The title will go to one of the Triple Eight pilots and will be

decided on the streets of Adelaide, over two 250km races, on 16-18 November.

@ Syd Wall

Brodie KostECKi Chevrolet Camaro won the second race



Brodie KostECKi celebrates race 2 victory - after all, the circuit is called Surfer's Paradise

@ Syd Wall





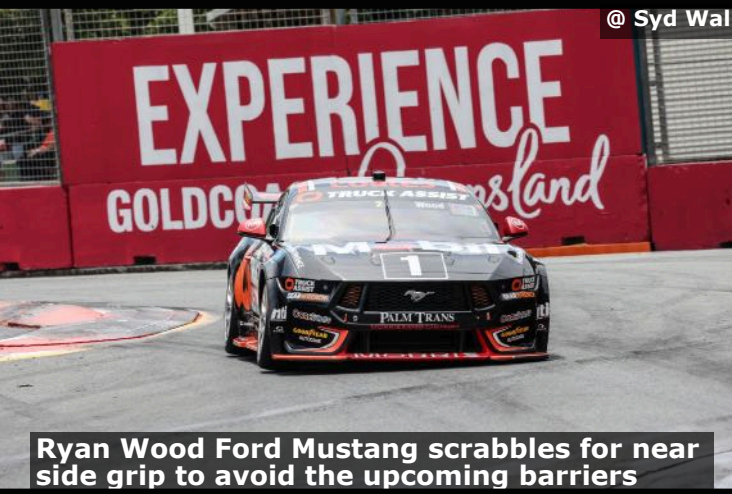
Richie Stanaway on his way to 9th in race 1



The AirTime FMX team gave numerous spectacular displays over the weekend



Jaxon Evans was another to fly at the back straight chicane in race 1



Ryan Wood Ford Mustang scabbles for near side grip to avoid the upcoming barriers



Lying 6th in the championship, Matt Payne made up 5 places from his grid position to finish 4th in race 1



A number of jet boats gave stunning displays throughout the weekend





**Cody Brewczynski's SuperUte was another to oversteer towards the barriers but still clear them**

Supporting the Supercars were the usual high quality formulae - the V8 SuperUtes, the TOYOTA GAZOO Racing Australia GR Cup, the Porsche Carrera Cup Australia and Aussie Racing Cars which were new to me. The Aussie Racing Cars are half sized replicas of cars in the Supercars



**Typical SuperUtes lap 1 carnage**

series. The UK/US equivalent would be the Legends racing series. The cars use purpose built steel tube space frame chassis and composite bodies of their full sized counterparts, Ford Mustangs, Chevrolet Camaros, Nissan Utlimas, Ford Falcons and Mercedes E63 AMG. Power



**One man team, Adrian Cottrell's Holden SuperUte still carries damage from his Bathurst dramas. Utes were first out on Friday practice - kerbs are still clean!**



**A furious Rossi Johnson, the innocent party, sets off again after the smash**





**SuperUtes race 2 Adam Marjoram leads the field on the back chicane**

comes from a modified Yamaha motorbike engine - 1.3 litre, 16 valve twin cam pushing out 135hp up to 11,500rpm. A 500kg weight speeds these little cars up to 150mph. In the final meeting of the year, the Adelaide 500, victory in race 23 went to Broc Feeney but a win for championship

**In Friday Toyota practice here, Josh Anderson had light damage but was still 2nd fastest. He comprehensively destroyed the car at this chicane on Saturday. Bruised but unhurt**



**Jett Murray's Toyota makes his way through the debris to 4th fastest in 1st practice. Note chicane barrier - this is after less than an hour of the weekend's action!**



leader Will Brown in race 24 confirmed Brown as the 2024 champion with Broc Feeney 2nd and Chaz Mostert 3rd.



**Porsche race 2 winner Bayley Hall is long gone but there's a tense fight for 2nd place between Dylan O'Keefe, David Russell, Dale Wood and Jackson Walls**





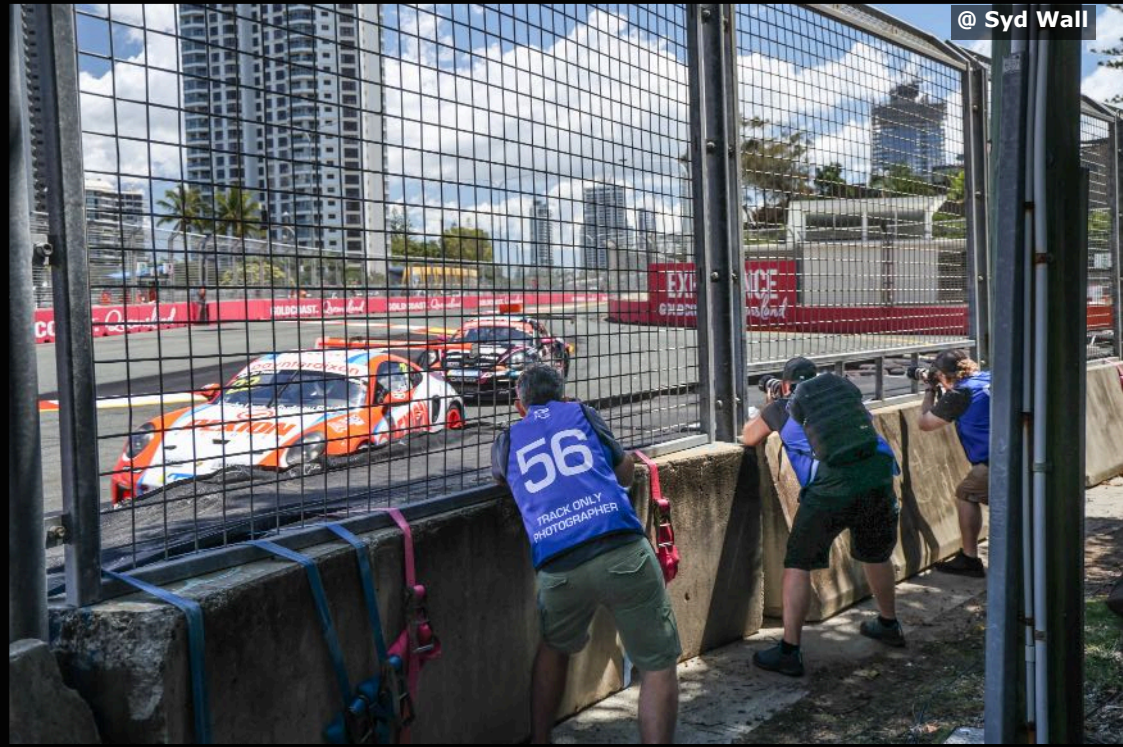
Frantic action in battle for 1st between Bayley Hall and David Russell



Ex-Supercars driver Fabian Coulthard is now a leading light in Porsche Supercup racing



Blue gaffer tape helps Marcos Flack get back up to speed



It can take a little while to adjust to having cars hurtling at you with just 1.5 yards of tyre and concrete as protection





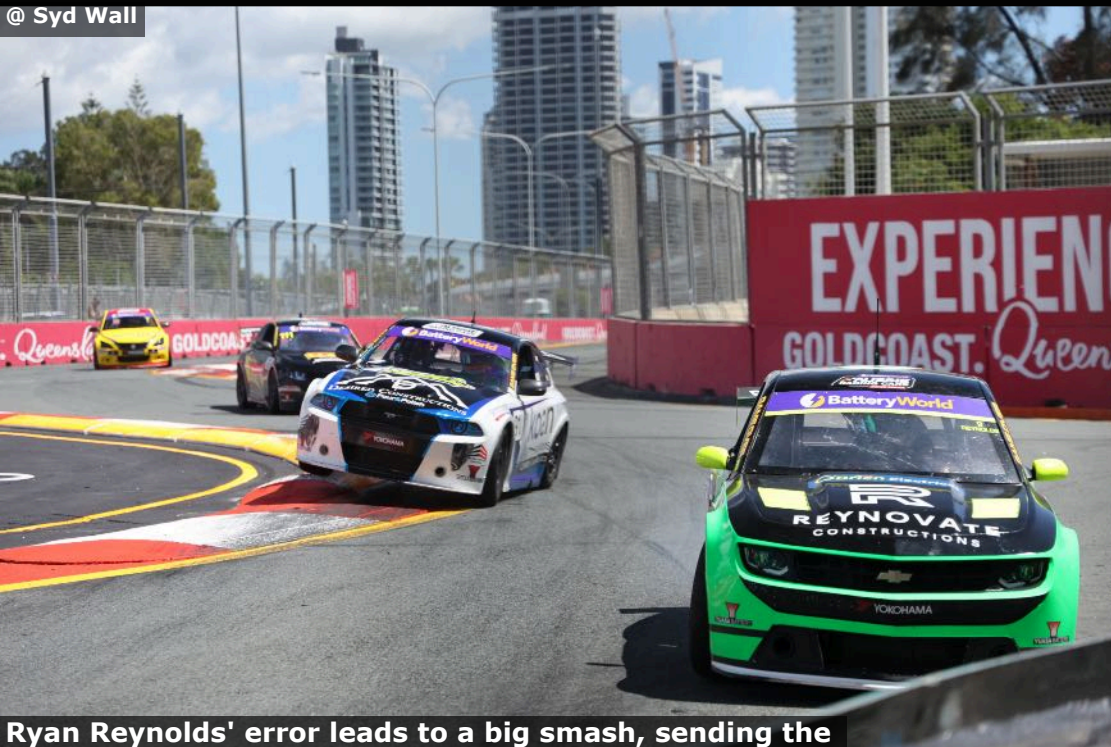
Aussie Racing Cars through the back straight chicane

@ Syd Wall



Joel Heinrich manages oversteer off the chicane in his ARC 'Mustang'

@ Syd Wall



Ryan Reynolds' error leads to a big smash, sending the following Deisel Thomas and Ian Chivas to hospital



Australian Championship Drifters had three sessions per day over the weekend



# Lancaster Insurance Classic Motor Show

National Exhibition Centre, Birmingham.  
8th-10th November 2024.  
By Simon & Janet Wright.



**1950 Morris Minor Series MM Tourer.**  
Believed to have been exported to  
Canada before ending up in California  
USA. Re-imported back to UK in 1992.  
Morris Minor Owners Club





This year's Lancaster Insurance Classic Motor Show celebrated its 40th anniversary at the National Exhibition Centre (NEC) at the beginning of November. With a record number of 338 different club stands and over 3,000 cars on show. Over the three days, 71,520 enthusiasts visited the show, an increase compared to last year. Occupying the larger halls at the NEC, the show filled six with a vast selection of classic and vintage vehicles, plus



**The Sporting Bears raising money for charity.**

trade stands, an auction and a staging area for The Sporting Bears to provide 10 mile Dream rides for charity over the roads in the countryside around the National Exhibition Centre. This year, the charity managed to raise £42,580 in exchange for their members rides in a wide variety of vehicles to choose from. Hall 1 housed some of the larger car clubs as well as main sponsors Lancaster Insurance own stand. There were large stands for motorsport orientated clubs like the Vintage Sports Car Club (VSCC), The Bugatti Owners



**1987 Bentley Eight in Lancaster Insurance Hall of Fame**



**VSCC Hall of Fame. Morgan GN Salome of Jon Giles. 2024 VSCC Speed Champion**





1966 Toyota Corona



Lamborghini 400 GT body shell undergoing restoration



Celebrating 60 years of the Moke.



Midas Owners Club



Lomax kit cars



Live stage



1971 Citroen SM - Citroen Car Club



Morris Commercial stand



1968 Volvo Amazon 131





**Bugatti Type 35  
Bugatti Owners Club stand**

Club, who run the Prescott Hill Climb and the Midland Automobile Club (MAC) who run Shelsley Walsh Hill Climb.



**Lancia Delta Integrale 16V - Group N rally car on the MAC Stand**



**1999 Porsche 996 GT3 on Porsche Club Great Britain stand**

Also in Hall 1 were several of the major car clubs including the Porsche Club Great Britain, the Mercedes Benz Club,



**Mercedes Benz W198  
1954-1963**

The Jaguar Drivers Club, the BMW Car Club GB, Alfa Romeo Owners Club and Ferrari Owners Club. A lot of the historic British marques were also represented in this hall including Austin Healey, TVR, Morgan, Bristol, and AC.





**BMW 3.0 CSL**  
BMW Car Club GB



**1993 Alfa Romeo GTV**  
Alfa Romeo Owners Club stand



**1955 Jaguar D-Type Long nose**  
Jaguar Drivers Club stand



**Ferrari 550 Maranello**  
Ferrari Owners' Club of Great Britain

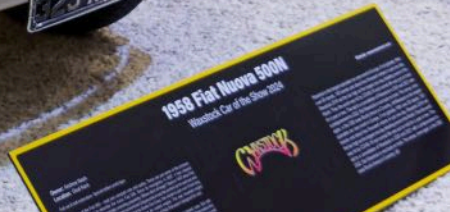


# Meguiar's Club Showcase

The centre piece to Hall 1 was the Meguiar's Club Showcase where they display 14 winning cars from various shows held during the year. Then expert judges select their car of the year, which this year was the 1958 Fiat Nuova 500N owned by Andy Nash.



**Meguiar's Overall winner  
1958 Fiat Nuova 500N  
Waxstock Car of the show 2024.**



**1972 Ford Capri  
Mk1 1600L**



**1996 Jaguar XJS Celebration Convertible  
Coventry MotoFest Concours**



**1981 Austin Mini Metro Base.  
Best in show**



**Ford Cortina 1600 E  
Cortina National Day**



# Meguiar's Club Showcase



**1997 Rover Mini  
British Mini Club**

**1986 Mercedes-Benz 190E**



**1997 Eunos Roadster  
MX5 Owners Club Class winner**

**2004 BMW E46 M3 Coupe**

**1956 Chevrolet  
Bel Air  
National Hot Rod  
& Custom Show**



**1991 Ferrari Testarossa  
Ferrari Owners Club Concours**

**1958 so23 Westfalia VW type 2 Split  
VolksWorld Top 20 2024**

**1967 Triumph TR5 A  
TR International Master Class Winner 2024.**





**A Honda NSX paying tribute to GP Legend Ayrton Senna who helped develop the car for Honda. Displayed on the NSXClub.co.uk stand**



### **1989 De Tomaso Longchamp GTSE.**

The first prototype appeared at the 1972 Turin Motor Show. The Longchamp was a Grand Tourer Coupe sold in limited numbers until 1989, with a total of just 409 built in GTS and GTSE versions. The GTSE was powered by a front mounted Australian built 5.8 litre Ford V8 351 Cleveland Ex NASCAR block, producing 330 bhp. This gave a top speed of 149 mph. Only 17 were built with a manual 5-Speed ZF gearbox, the rest were 3-Speed Ford C-6 automatic, all driving the rear wheels.

Only six GTSE versions were built, all right hand drive. They had side skirts, quad headlights, larger tyres and different bumpers to accommodate the larger wheel arches. It has independent wishbone suspension front and rear with coil springs. Power assisted rack and pinion steering and ventilated disc brakes on all four wheels. The rear discs were positioned inboard.



**2012 Aston martin Rapide Jet 2+2 by Bertone**





1963 Saab 95 Estate car on Swedish plate.

1932 Morris Family Eight 4 Door saloon



1965 DKW F102

1980 Talbot Horizon

1984 Polonez FSO on Polonia UK stand



BMW Dixi DA2 German version of Austin 7

First and second generation Renault 5

1935 Austin 10 Lichfield





**1909 Rolls Royce  
40/50hp Silver Ghost.**

**1902 Dennis 8hp.**

Based in Guildford, Surrey, John and Raymond Dennis started making Speed King bicycles in 1895 then produced a motorised tricycle in 1898 followed by motorised quadricycles. In 1901 they built their first car, so this is one of their earliest vehicles. This car was bought back by Dennis as a part exchange and was kept at then factory until 1932 when it was re-discovered by Ray Dennis. Since 1936 it has entered 72 London to Brighton runs and it has completed the run every time. The car is currently owned by John Dennis OBE, grandson of the founding brother John Dennis.

The car is powered by a de Dion single cylinder engine with a t3-Speed gearbox with shaft drive fitted, mounted in the rear. It had a top speed of between 4-10 mph.



Part of Hall 5 was used for the Classic Motorcycle show





**1936 Wolseley Super Six Series II 25hp LWB Limousine**



**1935 Hudson Eight Fixed Head Coupe**



**1967 Austin 1100 Countryman Convertible by Jensen One-off.**



**BC 8512**

**1905 Riley V-Twin 2-seater Touring car**



**1954 Morris Oxford Traveller Series II**



**Skoda 110L Rally Car Masat/Benes Czech**





### 1957 Simca 90A Aronde 1300 Plein Ciel

This is a second generation Aronde which was built between 1955 and 1958. This 2-seater coupé had a body from Facel. It is powered by the 1290cc 4 cylinder inline OHV engine fitted with a Solex 32 carburettor, which produced 48 hp.

The 90A model had been lengthen slightly from the previous version which allowed the spare wheel to be fitted under the boot, given a substantial increase in boot capacity. When tested by The Motor magazine, the Aronde was found to have a top speed of 83.6 mph and could accelerate from 0-60 mph in 19.6 seconds. It could achieve 35 mpg and the car cost around £896 including taxes. By January 1957 over 500,000 Aronde cars had been built and the car was also now exported to the USA.



### 1964 Auto Union DKW F12 Roadster Cabriolet.

A small front wheel drive saloon manufactured by Auto Union which was also made as a limited edition F12 Roadster Cabriolet. Powered by a two stroke 796cc 3 cylinder engine producing 34 bhp. Most of the cabriolet models had a the 889cc engine which produced 45 bhp. The engine layout is unusual in that the engine is mounted in the front, but the radiator is fitted behind the engine, next to the bulkhead. There is a top mounted belt driven generator with a fan at the rear to drive airflow through the radiator. In winter, the heat from the radiator could be ducted in to the passenger compartment. The engine also had no water pump, water circulation between the engine and the radiator being achieved by thermo-syphon. Power is taken through a 4-Speed manual transmission system driving the front wheels, with a column mounted gear change, The model was also the first in this class of car to be fitted with front disc brakes.







**1959 Aston Martin DB MK 111 saloon**



**1953 Bristol 404**



**1940s Allard Type L**



**2006 TVR Sagaris**



**1979 AC 3000ME**



**1939 Alvis 4.3 litre DHC**



**1935 Railton Light Sports Tourer.**



**Gordon Keeble**



**1910 Morgan Runabout  
Single cylinder Peugeot engine  
Recreation**





F2 March 722/Hart  
Ex-Ricardo Zunino  
1977.  
MAC Stand



1983 Jaguar XJR-5  
Group 44 Jaguar  
Drivers' Club stand



Marcos Mantis



1988 Demon  
Tweaks BMW  
E30 M3  
In Memory of  
Alan Minshaw  
and Roland  
Ratzenberger



Janspeed ADA Triumph  
TR8 Group 5 Le Mans



Audi Quattro A2 rally car recreation



Black Listed 1974 VW Type 3 Fastback dragster



1958 Austin A40 Rallye Monte Carlo





**2015 Motormouse  
dragster built by Jon  
Webster race  
Engineering. 8.3  
litre supercharged  
Chevrolet V8.  
Standing Qtr mile  
6.96 seconds**



**Mini Challenge GT of Malcolm Leggate**



**Hillman Imp  
Rally car**



**Vauxhall Astra 4S rally car**



**Transpeed Vauxhall Firenza - Tony Davies**



**Historic Rally Festival stand.  
Rover SD1, Opel Manta and Ford  
Escort Mk3**



**750 Formula - Racekits Falcon-  
James Jeffrey & David Reid.**



# 10 Classic American Car of the Year



**Winner 1960 Buick Invicta -Colin Shepherd**



**1966 Ford Mustang**



**1970 Oldsmobile 442**



**1966 Dodge Coronet Hemi - Jason Pettit**



**1949 Cadillac Coupe de Ville  
Graham Howard-Wall**



**1963 Chevrolet Corvette  
Michael Nash**





Monoposto Racing Club.  
Dallara F3  
Nigel Howard.



MG Metro 6R4  
6R4.Net stand.



Owen Motoring Club, 1965 Hillman Imp



VW Golf - Cannock & District Car Club stand



1960 Ford Anglia  
The Ford Anglia 105E Owners Club



Patrick Motors Austin Allegro rally car



Historic Marathon Rally Group  
A pair of Triumph Dolomite Sprints,  
a Ford Capri and a Ford Cortina Mk2





### 1956 Jaguar Mk7 2 door Phantom coupe.

Seen on the National Street Rod Association stand, this Jaguar Mk7 has been extensively modified. It has been converted from a 4 door to a 2 door, the roof has been chopped by 3 inches at the front and by 5 inches at the rear. The rear quarters have been shortened by 4 ½ inches and fully welded. The B post has been replaced with a rollbar and the window openings are frameless, with original rear glass. The front wings have been re-shaped and the front bumper is from a Buick.

The engine has been completely modified with a supercharged V8 Jaguar engine producing 490 bhp and a 7-Speed automatic gearbox. Brembo 15 inch power brakes have been fitted all round and power steering.

The custom fitted leather interior includes electric windows and opening rear quarters. Air conditioning has also been added along with soft glow lighting and a six point air bag system.







1956 Vauxhall Cresta



Toyota Celica Supra -  
The Toyota Enthusiasts Club



Quantum Owners Club



Ford Anglia Pop Rivet.



1955 Ford Consul Saloon Mk1



1985 Ford capri Mk III 2.0 Laser  
Tribute to greater Manchester Police  
Capri Club International stand



1970 Ford Taunus  
Ford Taunus Club-GB



1951 Chopped Mercury



Ford Corsair - Round the World in 43 days



# Lancaster Insurance Pride of Ownership



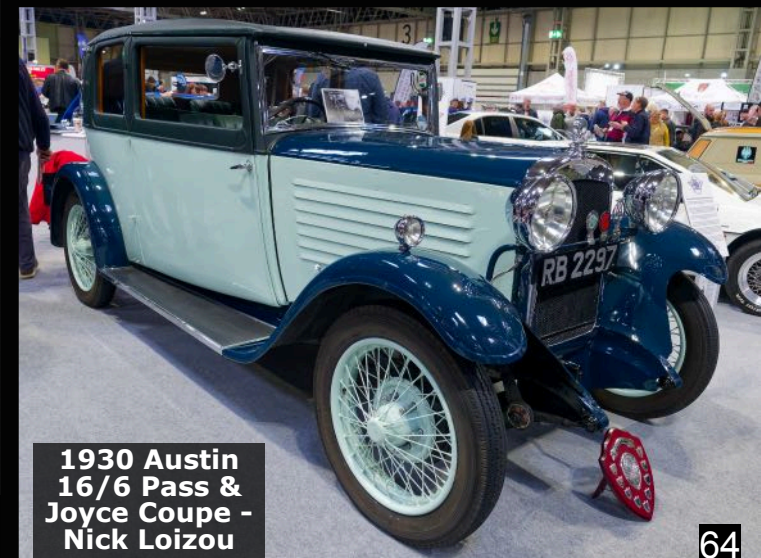
Winner - 1967 Ford Mustang - Richard Stacey.



2nd - 2002 Porsche Boxster S - Paul Clappison



3rd - 1986 Koenig Specials BMW 636 - Tahmid Haque



1930 Austin 16/6 Pass & Joyce Coupe - Nick Loizou





1991 Renault Clio 16v 'Dimma'



1967 Autobianchi van - Stephen Berry



2003 BMW 530d - Ship Duley



1983 Lotus Esprit HC - Dr Nathan Manghat



1977 MG Midget - Clive Thompson



1972 ADD Nova - Ed Straw



1994 Peugeot 106 Rallye



1959 Vauxhall PA Cresta



1983 Ford Capri 2.0S - Stuart Turp



1984 Volvo 240DL



1988 Austin Rover Mini 'Jet Black' Claire Serrell



1937 SS Jaguar 100 - Russ Swift



1976 Rolls Royce Camargue - Steven Prett



1984 Ford Orion Ghia - Carl Evanson



1969 Alfa Romeo Giulia 1600S - Simon Adams



1963 Ford Anglia 105E - Jim Angliss





**1952 Jowett Javelin Deluxe  
- Jowett Car Club 1923**



**1964 Goggomobil  
TS250 Coupe**



**1959 Nobel 200**



**1954 Daimler Conquest Roadster.**



**1922 Lancia  
Lambda 2nd  
Series Torpedo**



**Lancia Stratos replica.**



**Porsche Type 64 Tribute**



**1991 Jaguar XJS Monaco 5.3 litre V12  
believed to be one of only eleven built**



# Iconic Auction

Iconic Auctioneers held a sale during the Classic Motor Show in Hall 2. They had a wide range of vehicles for sale. Quite a few vehicles sold for undisclosed prices, but the highest recorded sale was for a 1990 Ford Sierra RS500 BTCC car- Ex Tim Harvey, which sold for £309,375 including premium. A 1975 Lancia Stratos Gp4 sold for £298,125 and a 1989 Ford RS200 with just 1,798 miles on the clock sold for £247,500



1975 Lancia Stratos Sold £298,125



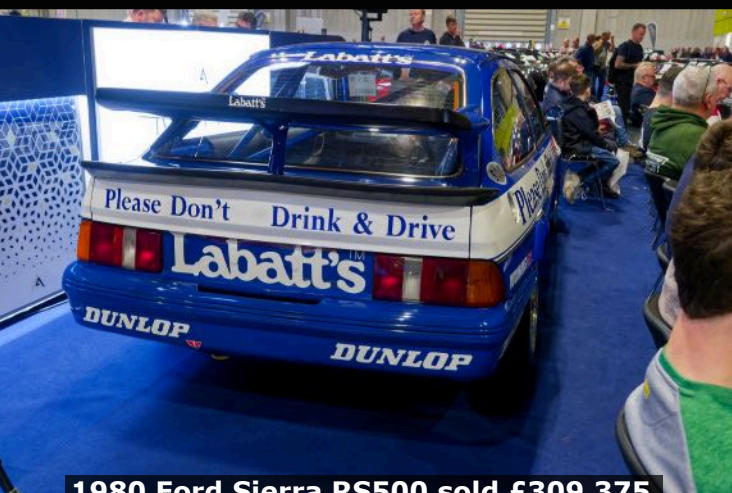
1990 Citroen 2CV6 Special 557 miles sold £22,500



1989 Ford RS200 Sold £247,500



1989 Ford Escort RS Turbo S2 Sold £38,250



1980 Ford Sierra RS500 sold £309,375



1978 Ferrari 512 BB Sold £167,833



2016 Zenos E10 2.3 R Roadster Sold £24,187





**1971 Porsche 911T 2.2 litre Targa - Not Sold**



**1978 Fiat 131 Abarth Rally Stradale Homage sold - £44,167**



**1950 Jaguar MkV Three position Drophead Coupe Sold £57,375**



**1957 Jaguar Mk1 3.4 litre Ex Les Ely Sold £36,000**



**1973 BMW 3.0 CSL Not Sold**



**1986 Mercedes Benz 500SL Sold £45,000**



**1952 Jaguar XK120 Coupe Sold £38,875 and 1953 Jaguar XK120 Coupe Sold £72,000**



**1959 Alvis TD21 DHC Sold £24,750**



**1963 Lotus Elite S2 Sold £43,875**



# TCR UK Touring Car Championship

BRSCC Finals race weekend.  
Silverstone International circuit.  
12th-13th October 2024.  
By Simon & Janet Wright.







Winner of the third TCR race was Brad Hutchison Cupra Leon TCR

The TCR championship concluded the 2024 season with three races at the BRSCC TCR Race meeting round the 1.8 mile Silverstone International race circuit in the middle of October.

The first race for the TCR UK Touring car Championship saw sixteen cars take to the track for qualifying, with the top four cars all covered by under a second. Callum Newsham claimed pole position in his JH Racing Hyundai i30 N TCR by just 0.204 of a second from Adam Shepherd in Arena Motorsport Cupra Leon Competición, despite Shepherd having one lap time disallowed for exceeding

@ Simon Wright



Gen1 Class winner in the first TCR race Cedrich Bloch Audi RS3 LMS TCR



Gen 1 Class winner race two Rick Kerry Cupra TCR

track limits. Shepherd grabbed the lead from the start with Newsham right behind for seventeen of the eighteen laps. On the last lap Newsham took victory by just 0.590 of a second from Shepherd. Over fifteen seconds behind in 3rd was Brad Hutchison in another Cupra Leon Competición TCR for Bond It. Carl Boardley was 4th in another Cupra Leon for CBM with Hart GT, 5th went to Ryan Bensley in a Motion Motorsport Lynx & Co 03 TCR and Alistair Camp was 6th in the second JH Racing Hyundai i30N. The Gen1 battle was won by Cedrich Bloch driving the Simon Green Motorsport Audi RS3 LMS TCR DSG in 12th overall  
The second race grid order for the first race on Sunday

@ Janet Wright



Gen 1 class winner race three Mark Smith Cupra TCR





Adam Shepherd Cupra Leon Competición TCR 2nd in first race.

was decided by drivers second fastest lap time in qualifying and saw Matthew Wilson in the JW Bird Motorsport Cupra Leon Competition TCR start from Pole position, with Sam Laidlaw in an Arena Motorsport Cupra Leon VR TCR next to him on the front row, Wilson lead the first lap before Bensley in a Lynk & Co 03 TCR moved to the head of the pack. By lap five Shepherd had taken the lead with Bensley retiring on lap eight. By lap seven, first race winner Newsham has taken the lead and Shepherd retired from 2nd on lap ten. This left Newsham to take his second



Steven Laidlaw Cupra Leon VZ TCR 2nd in third race.



Luke Sargeant Audi RS3 LMS TCR Gen 2 3rd in second and third race.

victory of the weekend by over twelve seconds. Hutchison improved on his third place in the first race to take 2nd in his Cupra, three seconds ahead of 3rd placed Luke Sargeant in the RS Vehicle Sales Audi RS3 LMS TCR Gen 2. Boardley took another 4th place in his Cupra. In 5th place was Darron Lewis in the DLR with JH Racing Hyundai i30N TCR followed by Steven Laidlaw in another Arena Motorsport Cupra Leon Competition TCR in 6th, The Gen1 battle was won by Rick Kerry in an EDF Motorsport Cupra TCR in 11th overall, with first race class winner Bloch in 2nd.



2023 TCR UK Champion Carl Boardley Cupra Leon Competición TCR 4th in all three races





Alistair Camp Hyundai i30 N TCR 5th in third race

The third TCR race of the weekend saw Shepherd lead the first part of the race until Hutchison continued to show improvement to take the lead on lap ten. Shepherd retired on lap eleven, leaving Hutchison to win by just over two seconds in his Cupra. This completed his podium hat-trick

for the weekend with his third, the second and finally 1st place. In 2nd place was Steven Laidlaw, making it a Cupra 1-2 finish. In 3rd place was Sergeant in the Audi, followed by Boardley in the Cupra. Camp in the Hyundai finished 3rd on the track but got a ten second penalty for a starting procedure infraction which dropped him to 5th overall. In 6th place was Sam Laidlaw in another Cupra, The Gen 1 class had its third different winner of the weekend, with Mark Smith in the Richmond Fire Motorsport Cupra TCR taking class victory in 8th and Bloch taking another 2nd in class.

@ Simon Wright



Ryan Bensley Lynk & Co 03 TCR 5th in first race

@ Janet Wright



Darron Lewis Hyundai i30N TCR 5th in second race





**Chris Murphy BMW Z4 took pole position for the Clubsport Trophy race and finished 9th**

There were a full set of supporting races over the weekend. The longest was the forty five minute SW Motorsport ClubSport Trophy race. This had attracted a large 45 car entry and saw the BMW Z4 of Chris Murphy start from pole position. From the start it was Phiroze Bilimoria in a VW Scirocco who led the first twelve laps until they pitted. This handed the lead to Jim Benson in a Lotus Elise who only

@ Janet Wright



**Clubsport trophy winner Phiroze Bilimoria VW Scirocco**



**Callum Bates BMW Z4 finished 1st on the road but was penalised back to 4th**

led for three laps before the Mazda MX5 of Boston/Reuter went through to lead. This only lasted three laps before they pitted. This gave the lead to Callum Bates in a BMW Z4. He stayed in front to the chequered flag, crossing the line over forty two seconds ahead. But he then got a four minute penalty for the mandatory stop infringement which dropped him to 4th. This gave victory to Bilimoria in a VW Scirocco, winning by over seven seconds. In 2nd place was Benson driving the Lotus Elise, who was also 1st in

@ Simon Wright



**Andrew Stephens Mini Cooper 1st Class D Clubsport Trophy.**





**Clubsport Trophy 1st Class C Adam Chafer Peugeot 206 GTi**

Class B and the Mazda MX5 of Boston/Reuter was 3rd. Taking 1st in Class D was Andrew Stephens, 15th overall in a Mini Cooper. In Class C, Adam Chafer took 1st in class driving a Peugeot 206 GTi to 19th overall. The final class winner was Richard Sutherland in a BMW E36 Compact, taking 1st in class E, 28th overall.



@ Simon Wright

**The Hayes/Bruce BMW E36 Compact spins, narrowly avoided by the Renault Clio of Steven Watson in practice for Clubsport Trophy.**

There were two races for the Milltek Sport Civic Cup Championship. The first race saw Max Edmundson win in a Honda Civic EP3, while the second race was won by Alistair Camp in Honda Civic FN2.

The Demon Tweaks Audi TT Cup championship had three

@ Simon Wright



**Paul Savage Audi TT 2.0 TFSi 1st Class M second Audi TT Cup race**

races over the weekend. The first race was won by Bradley Burns in an Audi TT 2.0 TFSi by just 0.876 of a second. Class M was won by Patrick Booth in 17th and Class G went to Joe Moss in 21st. The second race was won by Matt Luff in an Audi TT 2.0 TFSi, with first race winner Burns in 2nd. Class G went to Andrew Rogerson in 16th and Class M was won by Paul Savage. The third TT race was won by Adam Blair in his Audi TT 2.0 TFSi with Burns 3rd and Luff 4th. Rogerson took a second Class G victory while Class M was won by for a second time by Patrick Booth.

The BRSCC Fiesta Junior Championship also staged three races with Jenson O'Neill-Going winning all three races in a Fiesta ST.





Graeme Colfer Ford Fiesta ST240 took a couple of class wins in the Fiesta ST240 Championship races.

The Airtec Motorsport Fiesta ST240 Championship also ran three races with Zachary Lucas in A Fiesta ST240 winning the first restarted race. The Pro (M) class saw 3rd placed Alastair Kellett take 1st in class. The AM class saw Charlie Ellis 1st in class, 4th overall. The AM (G) class went to Graeme Colfer 5th overall and finally the AM (M) class went to Christopher Blackburn in 13th. The second race was won by Gary Miller with Kellett taking a second class win in 4th, Colfer also took a second class win in AM(G). Class AM was won by Henry Howarth in 7th, while Blackburn took his second class win in AM(M) in 13th overall. The third race saw Alastair Kellett take the outright race win. Miller was 2nd and took his second class win in the PRO class. Howarth took a second AM class win in 5th. Finally Marco Ricci won the AM(M) class win in 12th.

Christopher Blackburn Fiesta ST240 also took a couple of Class AM(M) wins in the Fiesta ST240

@ Simon Wright



Josh Evans Mini Libre took a class win in the second Miglia race in 13th

Two races for the Nankang Tyre BMW Compact Cup, both won by Steven Dailly in a BMW E36 Compact 318Ti. Finally there was plenty of action from the Dunlop Mini Challenge supported by Mini Spares, with two races for the Miglia and two for the Se7en, plus a carried over race for the Se7en's from Cadwell Park. The first Miglia race was won by Andrew Jordan and the second by Endaf Owens. The race run in lieu of Cadwell Park was won by Aaron Smith in a Mini Miglia, with Joe Thompson winning the Mini 7 class and Michael Winkworth the Mini 7 S Class. Moving on to the two Silverstone Mini Se7en races, the first was won by Ross Billison in a Mini 7 with Matthew Ayres winning the Mini 7 S Class in 8th. The second race was won by Joe Thompson in a Mini 7 with Michael Winkworth winning the Mini 7 S Class.

@ Janet Wright



Ross Billison Mini & won the first Mini Se7en race with Matthew Ayres winning the Mini 7 S Class.



# London to Brighton Veteran Car run 2024.

London to Brighton.

November 2024.

By David Goose & Stuart Yates  
of Motorsport Imagery.







1884 Moss and Mitton cycle



1897 4HP Daimler, the very early cars had modest Horse Power  
London to Brighton Veteran Car Run 2024

The Red Flag Act of 1865 required a person with a red flag to walk 60 yards in front of a mechanically propelled vehicle, in new Act in 1878 removed the need for the red flag but still required a person to walk 20 yards in front of



1903 6.5 HP Gamage Aster showing a clean pair of heels to the 1902 Waverley Electric car.



1903 10HP Panhard et Levassor



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1903 10HP White Steam Car



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1903 10HP Renault



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1903 14HP Clement



1903 10HP Wolseley

@ Motorsport Imagery



1903 14HP Daimler



1903 12HP Sunbeam





1899 3.5HP Hurtu

any powered vehicle. These restrictions were almost unique to the UK, with vehicles in most other countries being totally unregulated. On 14th November 1896 a new Locomotive on Highway's Act removed the need for the



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1900 3.5HP New Orleans



1900 3.5HP De Dion Bouton





1900 6HP Daimler

person to walk ahead of a powered vehicle and raised the maximum speed limit from 4 to 14 mph. To celebrate this, the first motoring club in the UK, The Motor Car Club celebrated the new Act by running the first ever legal run for motor vehicles, the Emancipation Run, a 60 mile run for



1900 8HP Auge

vehicles from London to Brighton. The first Commemoration Run from London to Brighton was held in 1899, and to this day still follows the same basic route from the centre of London to the promenade at Brighton. The run which is open to cars that were built



1900 6HP M.M.C

*Classic and Competition Car*



1900 10HP Stephens





1903 18HP Clement

@ Motorsport Imagery



1903 20HP M.M.C

@ Motorsport Imagery



1903 60 HP rare and valuable Mercedes Simplex Race Car

@ Motorsport Imagery



1903 24HP MORS, as cars became more refined, the horse power increased



1904 16HP Albion

@ Motorsport Imagery



1903 De Dion Bouton 6HP

1904 12HP British Duryea



@ Motorsport Imagery





1903 12HP Sunbeam

*Classic and Competition Car*



1901 8HP Albion

before the 1st January 1905, usually attracts an entry of up to 400 of these three or four wheel cars and is always run on the first Sunday near to the original date of the first Highways Act. The largest entry came in the centenary year 1996 when 680 cars took part, and in 2017, veteran cycles of the same period were invited to participate in the 60 mile run. In addition to the UK entries, cars entered came from sixteen different countries around the world including the US, Australia and Hong Kong. Over 100 different marques were represented in the entry list with some modern brands listed including



1902 5HP Oldsmobile





1902 8HP Dennis

Fiat, Ford, Renault, Chrysler, Vauxhall and Mercedes Benz. The run is always started by an entrant symbolically tearing up a red flag, this years was torn up by lady drivers, Joy



1902 8HP Renault



1901 2.7HP Royal Enfield





1904 5HP Peugeot



1904 Ford 10HP



1904 7HP Star

1904 24HP De Dietrich



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1904 20HP Aster

@ Motorsport Imagery



1904 10HP Ford

@ Motorsport Imagery



1903 Premier cycle

@ Motorsport Imagery



1904 28HP Mercedes





1902 10HP Wolseley

Tacon and Queenie Louwman to recognise the more than 50 lady drivers on this years event. The event started early in the morning when the first batch of pedal and motor cycles left the start to attempt the 60 miles. Departures from the Hyde Park starting line

commenced in batches from 7.00am, with the departure and initial part of the route through South London staggered and split between two routes to avoid unnecessary traffic delays. Of the 369 vehicles that started the 2024 event from Hyde Park, 325

made it to the Madeira Drive, Brighton finish line in good time. In a first for some of the entrants, sustainable fuels were used as an option for some cars. with the four cars



1902 15HP MORS



1903 12HP Darracq





1903 6.5HP Cadillac

entered by the Royal Automobile Club, a 1900 and 1903 Daimlers, 1901 Mors and 1905 Cadillac all completing the run on the new Sustain fuel. All cars were entered without



1903 6.5HP Stanley Steam Car



1903 6HP De Dion Bouton

modification from the original specification and in the words of the drivers ran as well or better than on traditional petrol.



1903 10HP De Dion Bouton





**RAC tries sustainable fuel on London to Brighton Run 2024.**

The Chairman of the Royal Automobile Club's Veteran Car Run Steering Group, Ben Cussons drove the 1903, 14hp 4 cylinder Daimler running the new Sustain fuel by Coryton on the London to Brighton run this year. After the event he said the car ran better than on traditional petrol particularly on the hills.

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The legendary 1904 Fiat 130HP, one of three team "Corsa" race cars, the first time this car has ever been seen in the UK. It has recently undergone a three year restoration at the Museo Nazionale dell'Automobile in Turin. With its huge 16.4 litre engine, this chain driven very early Grand Prix winner is the most powerful car to have participated in the event and was honouring Fiats 125th birthday in 2024.

Race drivers Amanda Stretton and Katrina Kyvalova drove the RAC's 1900 2-cylinder, 6HP Daimler, loaned to the RAC by the Jaguar Daimler Heritage Trust, Commented after the event they said that the car "was fantastic and the engine didn't miss a beat" on the new Sustain fuel.



# Guy Fawkes Revenge Shirley Owen Memorial AutoSolo

Curborough Sprint Course.

3rd November 2024.

By Simon & Janet Wright

All photos © Simon and Janet Wright







**Liam James Wykes BMW E46 325ci and Richard Yapp Mazda MX5 waiting for the start**

Cannock and District Car Club held their annual Guy Fawkes Revenge, Shirley Owen Memorial AutoSolo at Curborough at the beginning of November. As usual the event attracted a good entry to tackle the two tests laid out round the famous sprint circuit. Many competitors were also competing in the CDCC Wheelspin StreetCar series, including competitors from other locally invited car clubs. After six runs on each of the two tests, the competitors times were added together, plus any penalties that may have occurred during the runs, to give a total time. At the end of the day the Fastest Time of the day went to Michael Dolby driving a Mazda MX5 (E6), with a Total time

**This Mazda MX5 was unbeatable with Michael Dolby taking Fastest Time of the day and Steve Dolby was 2nd overall taking 1st in Class E**



**Tom Bishop Nissan Micra 1st Class C**



of 598.0 seconds. Although only third fastest on test 1, his time on test 2 was enough to put him over eight seconds head at the finish. Keeping it in the family, 2nd was Steve Dolby sharing the same Mazda MX5 (E5) who took the award for 1st in Class E. Just under two seconds behind was Eddie Martin in a



**Maciej Czechowicz Fiat 126 1st Class D**



The Nissan Micra of Ashley & Daniel Pearce won Class A with Ashley and Daniel took 2nd in class.



**CANNOCK**  
AND DISTRICT  
**CAR CLUB**



Mazda MX5 (E14) who took the 2nd in class award on 608.1, 3rd overall.

In 4th place was Tom Bishop in a Nissan Micra (C19). With a time of 614.8 he took the award for 1st in Class C.

Fastest Novice - Phil Gradwell Mazda MX5



The Renault Clio RS182 of John Jones was 1st in Class B

Jim Bryant in another Mazda MX5 (E11) finished 5th overall and 3rd in Class E with a score of 615.5. He also finished 1st on Test 1.

The next class winner was Maciej Czechowicz in a Fiat 126 (D10). His time of 617.5 placed him 6th and 1st in Class D.

Winning Class A was Ashley Pearce in a Nissan Micra (A2) with a score of 633.9, finishing 9th overall.

The Fastest Novice award went to Phil Gradwell in a



Fastest Junior - Liam Brotherhood Suzuki Swift Sport





**Fastest lady - Georgia Haslam Mazda MX5**

Mazda MX5 (E19), 12th overall with a score of 641.8 seconds.

The Renault Clio RS182 (B12) of John Jones took 1st in Class B, 14th overall, with a score of 656.3 seconds.

The Fastest Junior award went to Liam Brotherhood in a

**Nik Cowles was 1st in class F in the Mini Cooper S shared with Chris Cowles 4th in class**



**3rd overall and 2nd Class E Eddie Martin Mazda MX5**

Suzuki Swift Sport (B5), 29th overall with a time of 388.6 seconds.

The award for Fastest Lady went to Georgia Haslam in a Mazda MX5 (D11). Her time of 746.8 placed her 38th overall.

The final class winner was Nik Cowles in a Mini Cooper S (F3) who took 1st in Class F, 44th overall with a total time of 1296.3



**Jim Bryant has a sideways moment on his way to 5th overall and 3rd in class E in his Mazda MX5**



**Jamie Moffat Ford Fiesta 2nd in Class C**



**Bobby Grounds Mazda MX5 2nd Class D**



**Barry Mansell Renault Clio 172 2nd Class B  
shared with Isobel Mansell 3rd in Class B**



**Gavin & Suze Rogers Nissan Micra 2nd and 3rd in class F**





**George Royston Ford Fiesta 2nd Fastest Junior**



**Marc Grasby Vauxhall Corsa 3rd in Class A**



**Darren Mollen Keiller Hyundai i30 3rd in Class C**



**Daniel Pick Toyota MR2 3rd in Class D**





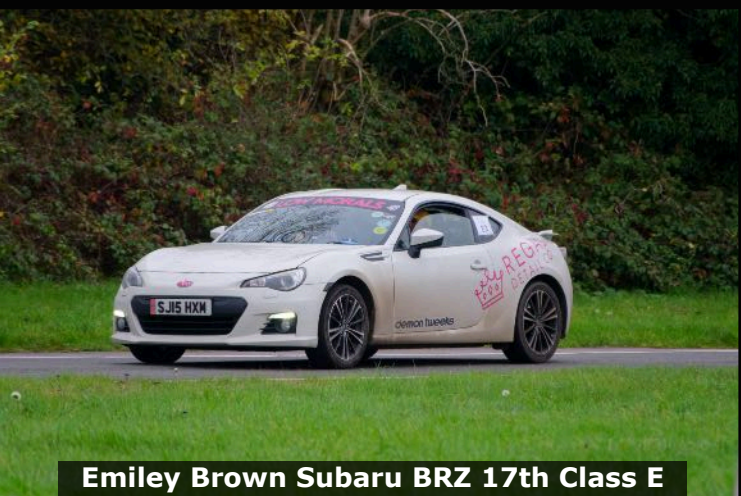
**Will Cavender Nissan Micra 3rd fastest Junior**



**Phil Matthews BMW Compact RS 12th in class**



**Aiden McHaffie GTM K3R 18th Class E**



**Emiley Brown Subaru BRZ 17th Class E**



**Martin MacKenzie Westfield SE 5th Class F**



**Citroen C2 of Jonathan & Samuel Keates, 6th & 8th in Class B**