



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

Classic and Competition Car

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Classic Motor Show NEC



MRL Silverstone



Alternative London to Brighton run.



Silver Fern Rally New Zealand



VSCC Winter Driving Tests



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Front cover:

Classic Motor Show : Morris Marina © Janet Wright.

MRL Silverstone : Christian Albrecht McLaren MP4 12C GT3 Legends © Simon Wright

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Wayne Marrs Dodge Viper GT3. MRL GT3 Legends race, Silverstone. Report on page 18.

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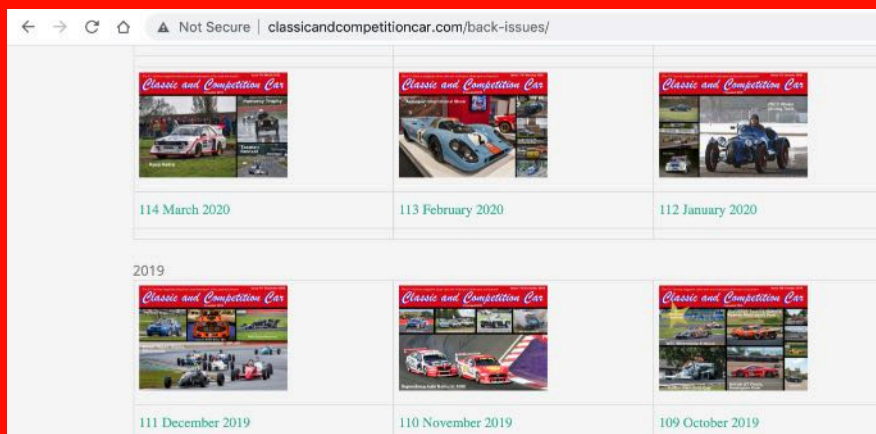
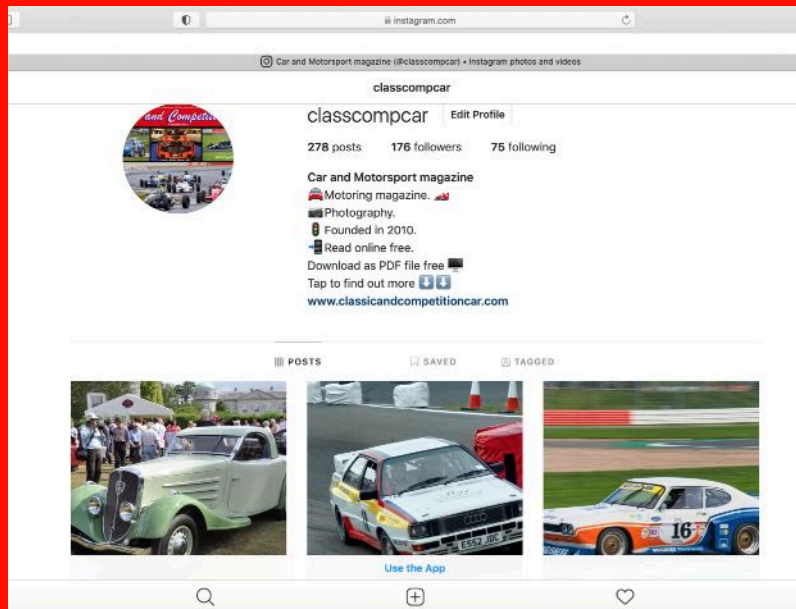
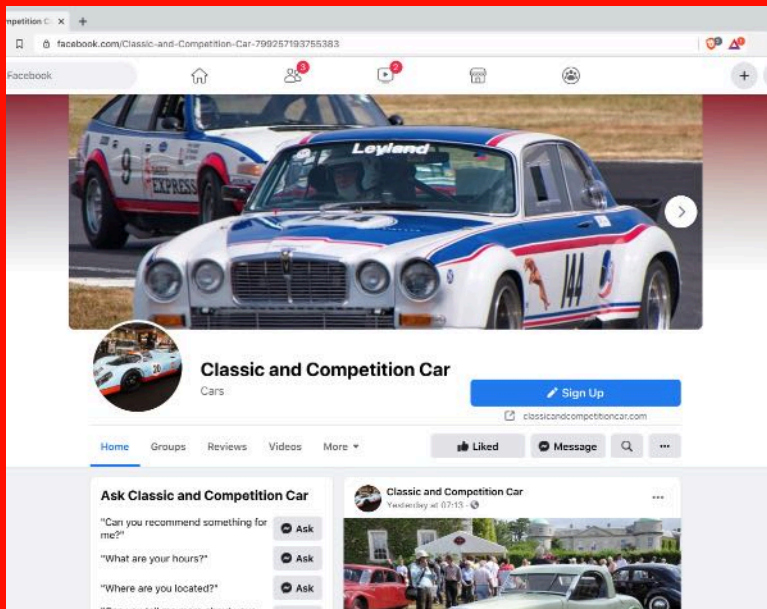
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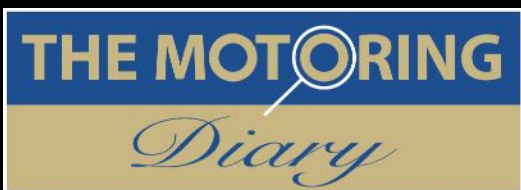
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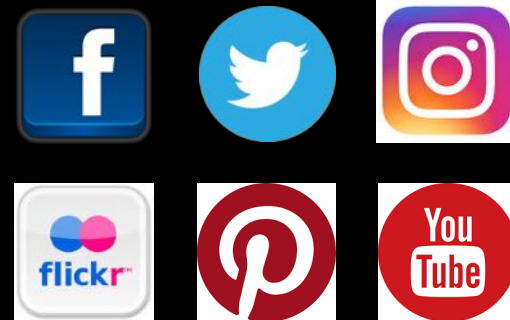


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Photo of the Month

By Motorsport-Imagery.

© Motorsport Imagery



It doesn't have to be modern to be spectacular. David Bond on two wheels during the VSCC Winter Driving Tests at Bicester Heritage. He took a 2nd in Class award, Class 2 Touring Cars. Report on page 60.



The Escort returns - at a price!

Boreham Motorworks have revealed the return of an icon, the new Ford Escort Mk1 RS Continuumod. Fifty years after the final limited edition high-performance version of the Ford Escort Mk1, Boreham Motorworks have announced a limited run of continuation chassis number Ford Escort Mk1. The cars will be built blueprint accurate as period-sympathetic with approved chassis numbers from Ford. No donor car is required, the cars are built from the ground up using modern engineering, design and advanced manufacturing for driving enthusiasts.

Customers can select from two engine options, the standard is the iconic Twin Cam which has been increased to 1845cc. With Fuel injection it produces 182 bhp and is matched to a 4-Speed manual 'Ford Bullet' synchromesh straight cut transmission system.

If you require more performance, there is a modern day interpretation of the classic Ford Motorsport DNA, a motorsport derived 4 cylinder, 2.1 litre, double overhead camshaft, high revving Ford engine. It will rev to 10,000 rpm and produces 295 bhp. This extreme performance engine will benefit from forged steel conrods and billet crankshaft. The coil over plug ignition uses a motorsport

specification wiring loom with the car also features advanced fuel injection and ECU management along with electronic throttle control. The engine is connected to a 5-Speed dogleg gearbox complete with bespoke gear ratios. A titanium exhaust system has been tuned for both performance and sound.

The car will be available as either Left or Right Hand Drive and has an optimised weight distribution of 55:45 with MacPherson front struts to provide responsive steering and front end grip. At the rear it has an all-new lightweight, aluminium and titanium fully floating rear axle with coil over dampers and an advanced limited slip ATB differential. To help deliver a pure driving experience, the car does NOT have power steering, ABS, traction control or brake servo.

Production will start in quarter 3 2025 and only 150 will be built, with genuine continuation chassis numbers. Prices start at £295,000 with a 2 year, 20,000 mile warranty.



2025 Festival of Speed to celebrate 'The Winning Formula - Champions and Challengers'.

Goodwood have announced the theme for the 2025 Festival of Speed presented by Mastercard. The Winning Formula will celebrate motorsports greatest champions and championships. It was inspired by the 75th anniversary of the Formula 1 World Championship, which will be at the centre of the events celebrations. The Festival will showcase the sport's quest to find 'The Winning Formula'. It will bring together the past and present of F1, with the event having its biggest ever celebration of the series. Fans can look forward to seeing legendary cars, drivers, teams, designers and personalities from the very top level of motorsport. Further details will be announced next month. The winning Formula was also inspired by 125 years of motorsport history and innovations, including the 125th anniversary of the Gordon Bennett Cup and the Thousand Mile Trial, plus the 100th anniversary of the World Manufacturers Championship, won by Alfa Romeo with the legendary Alfa Romeo P2. The Festival of Speed will take place from Thursday 10th to Sunday 13th July 2025. Early bird tickets are now available at www.goodwood.com



Emerson Fittipaldi 1972 World Champion JPS Lotus 72 at a previous Goodwood Festival of Speed.



GWM Haval Jolion Hybrid.

Chinese company Great Wall Motor (GWM), founded in 1984, are one of China's largest and oldest car manufacturers selling 1.28 million vehicles in over 60 countries in 2021.

In February 2025 they are launching the GWM Haval Jolion Pro Hybrid SUV in all GWM UK retailers. This is the 3rd best selling SUV in its class in the Australian market and has a five-star ANCAP safety rating. This mid-sized SUV has a class-leading electric motor power output of 147 bhp which is complimented by an efficient 1.5 litre petrol engine which produces a combined 186 bhp. This gives the driving characteristics of an electric car but with a theoretical driving range of 620 miles.

Measuring 4.47metres by 1.89 metres and 1.62 metres high it offers a mix of redefined space, comfort and sophistication. It features a 7 inch full-colour digital cluster next to an LED multimedia touchscreen up to 12.3 inches depending on specification ordered. It has keyless entry and push button start and the top spec Ultra Trim adds a Heads up display and wireless phone charger. Prices range between £23,995 and £29,995 OTR.



GT cars from over one hundred years ago.

Motor Racing Legends had an interesting display in the Silverstone paddock at their race meeting in October. In the middle of several modern GT cars were a couple of Veteran cars, both well over one hundred years old. The red car on the left is a 1900 Darracq, powered by a single cylinder water cooled engine producing 6.5 hp and a 3-Speed gearbox with reverse. This had a top speed of 37 mph (Downhill). The car has a good power to weight ratio and is frequently amount the earliest cars to complete the London to Brighton run. The car is owned by Mr Tim Summers and driven on this years London to Brighton run by Max Girardo.

The yellow car on the right is a 1901 Georges Richard, powered by a single cylinder air cooled engine which produces 3 hp and also has a 3-Speed gearbox with reverse and a Belt Drive. Unusually for cars of this period, this car is left hand drive and has a maximum speed of 25 mph (Downhill). This car is an exceptional original veteran car, restored in 2016 by Fairbourne Carriages Ltd. It also is a regular on the London to Brighton run, also owned by Mr Tim Summers and this year was driven on the London to Brighton run by Shaun and Mex Lynn.

The new Mercedes AMG PureSpeed.

The first model in the strictly limited Mercedes-Benz Mythos series is inspired by the Mercedes-AMG ONE hypercar. It made its World premiere at the Formula 1 Abu Dhabi Grand Prix. The car is the most direct way to experience performance and fun at the wheel. Its open design with no roof or windscreen means there is nothing separating the driver and passenger from the elements, allowing them to appreciate the road and the landscape with all their senses. The car features a HALO system like Formula 1 cars to protect the drivers head in the event of an accident. There are also two aerodynamically optimised helmets designed and manufactured specially for this car with an inbuilt intercom system.

The chassis consists of an aluminium space frame with a self supporting structure. It is powered by the AMG 4 litre V8 biturbo engine producing 576 bhp and 800 NM of torque. This gives a top speed of 195 mph and a 0-62 mph time of 3.6 seconds. It has the AMG SPEEDSHIFT MCT 9G transmission system and AMG Performance 4MATIC+ all-wheel-drive. AMG ACTIVE RIDE CONTROL suspension with semi-hydraulic roll stabilisation makes for optimum road contact. Finally Active rear-axle steering to improve cornering agility.



Aston Martin Valhalla





Valhalla, the ultimate drivers supercar.

Aston Martin have now announced details of the Valhalla as the vehicle development reaches an advanced stage. The car is a car of firsts for Aston Martin, first series production mid-engined supercar and first plug-in hybrid, delivering the companies first production vehicle with dedicated EV range capabilities. It is also the first vehicle to

use the bespoke 4 litre twin-turbo flat-plane crank V8 engine, the highest

performance V8 ever fitted to an Aston Martin. The 4 litre internal combustion engine (ICE) develops 816 bhp (828PS) and 1100Nm of torque plus the three electric motors deliver a further 247 bhp, giving a total power output of 1067 bhp. It is also the first model to feature the all new 8-Speed Dual Clutch Transmission (DCT) which incorporates an e-motor and electronic rear differential (E-diff). The twin front axle E-motors allow for Torque vectoring, reverse torque fill and EV only drive mode, along with regenerative braking.

The car also features Active Aerodynamics to





achieve and maintain 600kg of downforce from 150 mph to 217 mph. It also features DRS like on Grand Prix cars and an Air Brake function. A sophisticated integrated Vehicle Dynamic Control (IVC) system electronically monitors suspension, braking, steering, active aerodynamics and powertrain system to

achieve optimal performance and driver connection in all situations. This works in collaboration with the four driver selectable drive modes. The default/start drive mode is Sport mode with the driver able to also select Pure EV, Sport+ and Race. In Pure EV mode the car has a top speed of 80 mph and a range of only 8 miles but as the battery depletes, the car will automatically switch to Sport mode. The Active Aerodynamics only operate in Race mode. Production is due to start in Quarter 2 2025, limited to a maximum of 999 cars.





MAC Sprint

Curborough sprint course Figure 8 layout.

Sunday 29th September 2024.

By Simon & Janet Wright.



Fastest Time of Day went to Steve Barnard Ford Escort Mk1



Winner of the Porsche Club Speed Championship round and 2nd overall was Stephen Jory in a Porsche 944

The Midland Automobile club (MAC) left their home venue of Shelsley Walsh to hold the annual autumn sprint meeting at Curborough.

As well as the usual multi-class entry, typical for the majority of sprint and hill climb speed meetings, there were two additional classes at Curborough. The Healey Sport Speed Series and the Porsche Club Speed Championship with Ninemister had both attracted good entries, with a nice variety in the Porsche models including 911, Boxster, Cayman, 924 and 944.

The event was a two lapper, using the figure of eight layout and most competitors managed to get three timed runs.

© Janet Wright



2nd in Porsche Club Speed Championship round was Martin Leach Porsche 911E



© Janet Wright

The fastest Time of Day (FTD) went to Steve Barnard driving a Ford Escort Mk1 with a time of **62.21** seconds. He also gained a ½ second penalty for presumably hitting a marker cone. On his way to also being fastest in **Class Eb Sports Saloon Libre Cars** as the only car in the class. In 2nd overall was Stephen Jory in a Porsche 944, 1st in the **Class PCSC Porsche Club Speed Championship with Ninemister**. His best time was **63.96** seconds on his first run. He was over 1.14 seconds faster than Martin Leach in a Porsche 911E who took 2nd in the Porsche class with a time of 65.1 seconds. Completing the mix of Porsche, 3rd in the class went to Wayne Eason in a Porsche Boxster who did a 65.21 on his third run, having failed on his first run.

In 3rd overall was Nigel Fox driving a Caterham Superseven Zetec with a best time of **64.49** seconds. He

© Simon Wright



Fastest in Class Bb Road Cars Specialist Production Cars and 3rd overall was Nigel Fox in a Caterham Superseven Zetec

was fastest in **Class Bb Road Cars Specialist Production cars**, with only two in the class.



Fastest in Class Fb Sports Libre Cars up to 2000cc was Stuart Diaper Ford Anglia 105E

Fastest in **Class Fb Sports Libre cars up to 2000cc** was Stuart Diaper in a Ford Anglia 105E. His best time was **65.35** seconds and was the only starter in the class. Taking the award for 1st in **Class A1b Road Cars Series production up to 2000cc** went to Joshua Organ in a Renault Clio 182 with a best time of **66.03** seconds despite spinning at Molehill on his third run. He was only 0.81 of a

1st Class A1b Road Cars Series Production up to 2000cc Joshua Organ Renault Clio 182 despite this spin on his third run



second ahead of 2nd in class award winner Steve Moore in a Mazda RX8.

© Janet Wright



2nd Class A1b Road Cars Series Production up to 2000cc Steve Moore Mazda RX8

Fastest in Class Ob Saloons and Sports Cars manufactured up to 1971 inclusive was Ben Cross driving a MG Midget with a time of **67.01** seconds on his third run. There were no other competitors in the class.

© Simon Wright



Fastest in Class Ob Saloons and Sports cars manufactured up to 171 - Ben Cross MG Midget



1st in Class A2b Roa cars Series Production over 2000cc Andrew Roberts Renault Megane despite this spin at Molehill on his second run.



© Simon Wright

Class A2b Road Cars Series production over 2000cc saw Andrew Roberts take 1st in class award in a Renault Megane with a time of 67.91 seconds. He also managed to spin his Renault at Molehill on his second run. The 1st in the Healey class went to Michael Berry in an



© Janet Wright

1st Healey Sport Speed series Michael Berry Austin Healey 100M



2nd Healey Sport Speed series Richard Mason Austin Healey 3000

Austin Healey 100M. His time of 68.64 seconds gave him 1st in class award for **Class HSSS Healey Sport Speed Series**. He was only 0.02 of a second ahead of 2nd in class award winner Richard Mason driving an Austin Healey 3000 with a time of 68.66 seconds. Showing how close this class is was that 3rd placed award winner Paul Baker in an Austin Healey Sebring GT Sprite was only another 0.01 of a second behind on 68.67 seconds.

© Simon Wright



3rd Healey Sport Speed series Paul Baker Austin Healey Sebring GT Sprite



Class C2B Modified Cars Series Production cars 1400cc up to 2000cc George Tsaknis Renault Clio R3 fastest

Fastest in Class C2b Modified Cars Series production Cars 1400cc up to 2000cc was George Tsaknis in a Renault Clio R3. His best time was 69.23 seconds.

The Audi TT Mk1 of Graham Godfrey was fastest in Class A3b Road cars Series production 4 Wheel Drive of any engine capacity as he was the only entry in the class, with a time of 72.21 seconds.

© Janet Wright



Fastest in Class A3b Road Cars Series Production 4WD - Graham Godfrey Audi TT Mk1



Fastest in Class Mb Sports Racing and racing Cars was Philip Chatterton Lotus 23

The final class was Class Mb Sports racing and Racing Cars manufactured up to 1971 inclusive with just two entries. Fastest was Philip Chatterton in a Lotus 23, with a time of 72.21 seconds.

© Janet Wright



Nicholas Fell BMW 2002



Andrew Wilcox Caterham Super 7



Nick Stephens Lotus Elise S1



Mel Spear Porsche 911 (964) Carrera 2 Cup



Graham Rose Porsche 924S



Paul Chandler MG 3



Neil Hazlehurst Mazda MX5



John Ducker spins his Austin Healey 100 on his second run



Jan Nycz Mallock Mk3



Peter Shaw Ford Fiesta ST, second fastest in Class A2b

MSVR Motor Racing Legends Silverstone GP Meeting.

Silverstone Grand prix circuit

19th-20th October 2024.

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





**Historic Touring Car Challenge winners
Middlehurst/Bailey Nissan Skyline GTR**

Motor Racing Legends held their annual season ending UK meeting at Silverstone at the end of October. The two day meeting took place round the full Grand Prix circuit at Silverstone, but this it it ran from the original National Pits and paddock.

Saturday had just three Motor Racing Legend races, starting with the MRL Historic Touring Car Challenge with Tony Dron Trophy and Sixties Touring Car Challenge with U2TC. After morning qualifying, the fifty minute race was

© Janet Wright



**Darren Fielding BMW E30 M3 1st Class HT4B,
2nd Historic Touring Car Challenge**



**Steve Dance Ford Capri 1st Class HT2C,
4th Historic Touring Car Challenge**

run before the lunch break on Saturday. The race had quite a small entry with just fourteen cars entered. After qualifying Ric Wood put his Nissan Skyline GTR on pole position by just over a second from Darren Fielding in a BMW E30 M3. It was dry and bright for the race and Wood was in a tight battle with the other Nissan Skyline GTR of Middlehurst & Bailey with Wood just holding the lead until his pitstop on lap nine. Paddy Shovlin in a BMW E30 M3 had held second place for the first couple of laps before

© Janet Wright



**Joe Gomm Ford Escort RS1600 1st Class HT2B,
9th Historic Touring Car Challenge**



**1st Class TD2A Volkswagen Golf GTi Mk1 Morris/Jackson
11th Historic Touring Car Challenge**

retiring from the race. Fielding then took over second in his BMW for three laps before being passed by the Middlehurst & Bailey Nissan. Both Nissans pitted together leaving Fielding in the BMW in the lead, which he maintained after his pitstop on lap eleven. He managed to hold on to the lead until lap seventeen when Middlehurst/Bailey Nissan re-took the lead. They held on to the chequered flag, taking victory in the Nissan by over four seconds from Fielding in

© Simon Wright



**Julian Shovlin Ford Lotus Cortina 1st Class
U2TC, 12th Historic Touring Car Challenge**



**BMW E30 M3 Partridge/Soper 2nd class
HT4B, 3rd Historic Touring Car Challenge**

the BMW. Fielding also won his Class HT4B. In 3rd place, over a minute and a half behind, was another BMW E30 M3 driven by Partridge & Steve Soper. Taking 1st in Class HT2C was Steve Dance in a Ford Capri, 4th overall. The HT2B class was won by Joe Gomm in a Ford Escort RS 1600 in 9th position. The Volkswagen Golf GTi Mk1 of Morris & Jackson won Class TD2A in 11th and the final class winner was Julian Shovlin in a Ford Lotus Cortina who was 1st in the U2TC class in 12th, three laps behind

© Janet Wright



Pole position went to Ric Wood Nissan Skyline GTR, DNF



Palmer/Horrobin BMW 2002 2nd Class HT2B, 10th Historic Touring Car Challenge



Nic Strong Nissan Skyline R32 2nd Class HT5C, 6th Historic Touring Car Challenge



Fisken/Blakeney-Edwards BMW CSL 2nd Class HT2C, 7th Historic Touring Car Challenge



Ford Capri RS 2600 3rd Class HT2C Evans/Littlejohn, 8th Historic Touring car Challenge



GT3 Legends winners Holme & Jordan Chevrolet Corvette Class C3

The second race was the new GT3 Legends fifty minute race starting after lunch. This race had attracted a fantastic twenty three car entry with a superb selection of GT3 cars from Aston Martin, Audi, BMW, Chevrolet, Dodge, Ferrari, Lamborghini, McLaren, Morgan, Nissan and Porsche. After qualifying it was the Ferrari 458 GT3 of Jonathan Mitchell on pole position from the BMW Z4 Gt3 of Jon Minshaw by 0.495 of a second. Minshaw made the best of the start to lead the first lap in the BMW before Marcus Oeynhausensierstorppff powered his Audi R8 in to the lead for the next five laps. By lap seven the Lamborghini Gallardo GT3 of



Class C2 winners Tetley & Maton Lamborghini Gallardo GT3 2nd overall

Classic and Competition Car



3rd overall Marcus Oeynhausensierstorppff Audi R8 2nd class C3

Tetley & Maton took the lead until they took their pitstop on lap fourteen. This gave the lead back to the Oeynhausensierstorppff Audi for a lap until he also headed for the pits. The lead now returned to the Tetley & Maton Lamborghini but the Chevrolet Corvette of Holme & Jordan was starting to rapidly close the gap on the leader and by lap twenty one it was through into the lead. It continued at a rapid



3rd Class C3 Jonathan Mitchell Ferrari 458 GT3 4th overall



2nd Class C2 Lynn & Wolfe Audi R8 LMS, 6th Overall

pace to take the race win by over sixteen seconds. Showing the great diversity of the entry, the Chevrolet Corvette of Holme & Jordan took the race win and Class C3 victory, from the Lamborghini Gallardo GT3 of Tetley & Maton. They also took the Class C2 win. In 3rd place was the Audi R8 of Marcus Oeynhausens-Sierstorpf who were 2nd in Class C3. They were followed by a Ferrari 458 GT3 of Jonathan Mitchell who was 3rd in Class C3. The Nissan



1st Class C1 - John & Gary Pearson Ferrari 430 GT3 13th

R35 GT3 of Shaun Lynn was 5th. Five different manufacturers in the top five places. Taking 2nd in Class

3rd Class C2 C & F Lillingston-Price Lamborghini Gallardo LP560 GT3 7th



15th Morgan Aero Supersport GT3 Whiteside & Barton 2nd Class C1



16th Ferrari 430 GT3 Goddard & Dougal 3rd Class C1

C2 was the Lynn & Wolfe Audi R8 LMS, 6th overall. The final podium place in Class C2 went to the C & F Lillingston-Price Lamborghini Gallardo LP560 GT3. The final class winners were John and Gary Pearson who finished 13th in a Ferrari 430 GT3 to win Class C1. The



8th Richard Meins BMW Z4 GT3 4th Class C2

unique looking Morgan Aero Supersport GT3 took 2nd in Class C1 driven by Whiteside & Barton to 15th overall. The final step on the C1 podium went to Goddard & Dougal in a Ferrari 4390 GT3.



5th Nissan R35 GT3 Shaun Lynn 4th Class C3



9th Jason Wright Ferrari 458 GT3 5th Class C2



10th Simon Evans Porsche 997 GT3 6th Class C2



14th Porsche 997 GT3R Phillips & Greensall 7th Class C2



17th Massimo Vignali Audi R8 GT3 8th Class C2



11th Roald Goethe Lamborghini LP560 GT3 5th Class C3



12th Richard Cook BMW Z4 GT3 6th Class C3



18th Wayne Marrs Dodge Viper GT3 4th in Class C1



Robert Oldershaw Aston Martin DBRS9 Retired on lap 17



Audi R8 LMS of Laurant/Thomas DNF



Jon Minshaw in the BMW Z4, withdrew after 15 laps in the race



Rob Hall BMW Z4 GT3 retired on lap 2



Christian Albrecht in the McLaren MP4 12C seen here in a wet qualifying. He withdrew from the main race after 1 lap



Pall Mall Cup winners Barton/Reuben TVR 200 Griffith Class 4a

The final race of the day was the three hour MRL Royal Automobile Club - Pall Mall Cup race for GT, Sports Racing and Touring Cars built before 1966. This had a large entry of thirty four cars, with the Jaguar E-Type of Oeynhaus-



Lotus Elan 26R of Littlejohn/Evans 1st Class 3a 2nd overall



Porsche 911 of Danglard/Quaife 1st Class 3c 11th overall

Sierstorpff & Newall claiming pole position by less than half a second from the Jaguar E-type of Kent, Ward & Harris. With the race lasting three hours, at one third distance, the one hour mark, it was the TVR 200 Griffith of Barton & Reuben that held a seventeen second lead from the Lotus Elan 26R of Littlejohn & Evans. Class S was being led by the Ginetta G4R of J, S & T Ward in 10th overall, one lap behind. Class 2b saw the Jaguar E-type of Williams and Nistorica leading, two laps down in 13th. Class 3c was



Gardener/Bitirim MG B 1st Class 3b 13th overall



being led by the Porsche 911 of Bates & Haddon in 16th overall, also 2 laps down. Class 3b saw A & S Drabble leading in a MG B.

At two hours the lead had changed to the Lotus Elan of S & M Lynn who had a thirty eight second lead over the similar Lotus Elan of Wolfe & Tinkler. The Barton & Reuben TVR which had been leading at the end of the first hour was now



1st Class S Ginetta G4R
of J S & T Ward 26th



A Chevrolet Corvette C2 Stingray driven by Stuart, James and Clive Morley 3rd in Class 4a 12th overall

down to 3rd but still leading class 4a. Maintaining their class 3c lead was the Porsche 911 of Bates & Haddon, now 5 laps down but now up to 12th overall. Class 3b had a change of leader, with the MG B of Gardener & Bitirim



Matt Neal heads out after taking over from Stephen Edwards in the Porsche 911 2nd Class 3c 14th



Triumph TR4 of Wiltshire/Stretton 2nd in class 2b, 23rd overall now leading the class in 14th overall. The Jaguar E-Type of Williams & Nistorica was still leading class 2b but they had dropped to 19th overall, 7 laps behind. Also the Ginetta G4R of J, S & T Ward was still leading class S but down in 24th overall, fourteen laps down. At the end of the three hours, the winner was the TVR 200 Griffith of Harry Barton & Reuben. They had covered seventy one laps and were over one minute and forty two

© Simon Wright



The Marcus Oeynhausien-Sierstorpf/Andy Newall Jaguar E-Type had a spin at Becketts



Class winning TVR Grantura Mk3 of Klompstra/Rozema (32nd) leading the Jaguar E-Type of P & B Adams (9th)

seconds ahead of the Lotus Elan 26R of Littlejohn & Evans who were 2nd, also winning class 3a, who were the only unlapped finisher. In 3rd place was the Lotus Elan of S & M Lynn, one lap down. In class 3c the winners were Danglard & Quaife in a Porsche 99, seven laps down. Class 3b saw the MG B of Gardener & Bitirim take the class win in 13th overall, eight laps down. Williams & Nistorica won class 2b in their Jaguar E-Type in 17th overall, also eight laps down. Finally the Ginetta G4R of J, S & T Ward won Class S in 26th position, thirty nine laps behind at the finish.

Sunday also saw the Historic Racing Driver Club bringing some of their series to the meeting. After the usual morning qualifying, the first race before lunch was the thirty minute HRDC 'Dunlop Allstars' After lunch racing started again with a one hour MRL Pre '63 GT race which was won by John Spiers & Nigel Greensall in a Shelby Cobra.

© Motorsport Imagery



Cowens/Caudwell Jaguar E-Type 5th



© Motorsport Imagery



John Spiers and Nigel Greensall, victorious in the Pre 63 GT Race in the Shelby Cobra



© Motorsport Imagery

Gary Pearson, Jaguar E-type 4th



© Motorsport Imagery

Howard Spooner in a Jaguar E-Type 2nd

This was followed by the forty five minute HRDC Gerry Marshall Trophy



Gerry Marshall Trophy race winners, John Spiers and Nigel Greensall in the Ford Capri Hermetite



Jack Moody, Rover SD1, 2nd place in the Sunday race



3rd place in the Gerry Marshall Trophy Scott Kendall, Leyland Mini 1275GT



Alisdair Coates in the Sunoco Racing Ford Escort MK1 RS2000 was disqualified



A rare sight at UK circuits, Tom "Spud" Grindall, MG Maestro 1st Class Willhire



David Margalies, Alfa Romeo GTV6 4th in Class Willhire



Winners of the Stirling Moss Trophy, John Spiers and Nigel Greensall, Lister Jaguar Knobbly

The second Masters race of Sunday was the one hour MRL RAC Woodcote Trophy & Stirling Moss Trophy.

The race and Stirling Moss Trophy was won by John Spiers & Nigel Greensall in a Lister Jaguar Knobbly.

The Woodcote Trophy was won by Benjamin Eastick in a Jaguar D-Type, in 7th position overall.

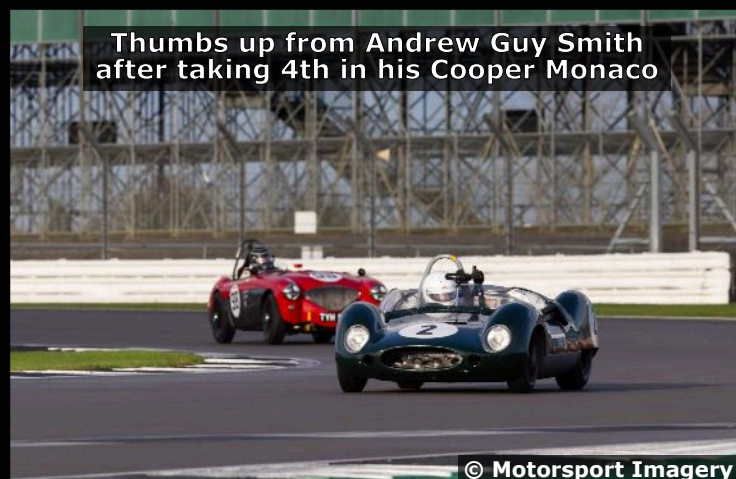


2nd place for Nick Jarvis & Scott Malvern in a Lister Costin Chevrolet



Dafyd Richards in his Lotus 11 3rd place

Thumbs up from Andrew Guy Smith after taking 4th in his Cooper Monaco



© Motorsport Imagery



Rick and Joe Willmott, Jaguar XK140 Gomm Special 1st WT class



Jonathan Abecassis, Austin-Healey 100-4 2nd Class WT3a, 11th overall



Peter Baker in an Aston Martin DB2 1st Class WT3, 14th overall



The pairing of Richard Hudson and Stuart Morley started on pole but withdrew from the race after 5 laps

The meeting closed with a forty five minute HRDC Jack Sears Trophy race which was won by the Ford Mustang of Spiers/Greensall, leading a Mustang 1-2-3-4. Richard Dutton was 5th in a Ford Lotus Cortina Mk1 who won the MANN class. The Mini of Burnett/Kendall won the Rhodes class in 9th. The Leston class was won by Mike & Andrew Jordan in an Austin 'GT40'. The Aley class went to Ford Anglia 105E of M & G Rumble in 18th.



2nd Jack Ruddell, Ford Mustang



3rd Matt Johnson and Robert Ross, Ford Mustang 289



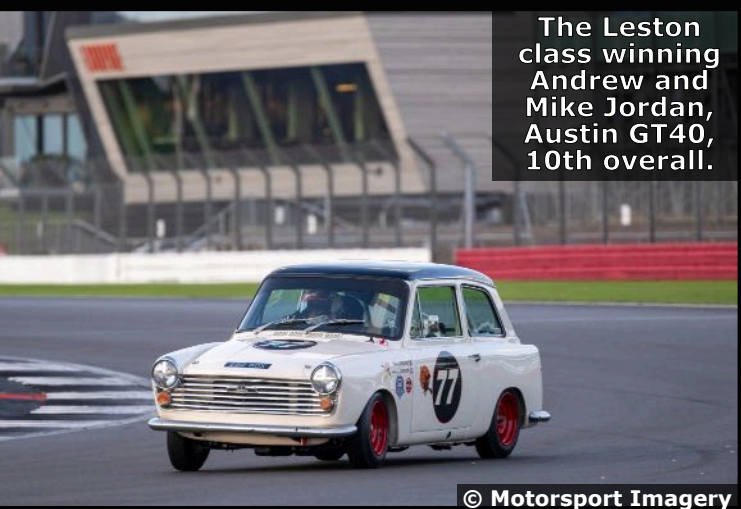
Nick Jarvis and Scott Malvern, Ford Lotus Cortina Mk1 2nd Mann Class 6th overall



Paul Smith, Ford Lotus Cortina Mk1 3rd Class Mann, 8th overall



Richard Colburn/Peter Dorlin, MG YB 5th in Class Leston, 25th overall



The Leston class winning Andrew and Mike Jordan, Austin GT40, 10th overall.



James Colburn, Standard Vanguard Six DNF



David Alexander & Richard Fores, Alfa Romeo Sprint GT, 4th in MANN Class, 12th overall

Silver Fern Rally 2024

Christchurch, New Zealand.
23rd-29th November 2024.
By Syd Wall



Winners James Ford/Neil Shanks stamped their authority on the rally right from the start, establishing a 20 second lead after the first stage



Roger Clark and Jim Porter came 14th on New Zealand's 1976 Southern Cross International Rally in this Ford Escort RS1800

It's been a longstanding ambition to visit the Silver Fern Rally so I was fortunate that a planned New Zealand South Island holiday this year coincided with the event's 4 yearly appearance there. Like the UK's Roger Albert Clark rally, it's a long distance endurance event and while it attracts a much smaller entry, it runs for 7 days versus 5 for the R.A.C. The 51 stages cover 575 stage miles in a total

Robbie Stokes flicks the Escort RS1800 into oversteer preparing for a 90 Right en route to 2nd place



distance of 1897 miles. This compares to the 2023 Roger Albert Clark which had 33 stages over 350 stage miles in a total distance of 671 miles. So the Silver Fern has a substantially higher proportion of road miles, but those miles are over the exceptionally beautiful New Zealand South Island landscape. A look at the entry list showed a dozen or more names which all British rally fans would be familiar with, their cars having been in transit since June or July. At number 1 were the winners of the last Silver Fern



Philip Kadoorie/Ryan Champion exit Stage 12 Lake Lyndon in their fabulous Lancia Stratos HF

in 2022, James Ford with Neil Shanks on the notes in a Malcolm Wilson/Billy Coleman tribute Thomas Motors Mk2 Escort RS1800 - they had a duplicate Mk2 for Chris, his Dad. Meirion Evans was at 5, with Wales Motorsports running three Mk2 Escorts RS1800s here for Roger Chilman Jr and James Brandon. At the same time Wales Motorsports were looking after 5 or 6 Mk2s on the Anglo



Rob Gough/Jez Rogers had a comfortable rally, holding 3rd place for the last 19 stages

Caledonian rally running the same weekend in ice and snow of the North of England and Scotland. Other big names on the list were Ryan Champion, this week on the notes for Hong Kong's Philip Kadoorie in a genuine Lancia Stratos, the sister car to the well known Steve and Seb Perez Stratos and three time British Rally champion Matt



Following the Wales Motorsport crew over Arthur's Pass towards Stage 19

Edwards on the notes for Welshman Bonamy Grimes in a Mk2 Escort. Other well known names were Tony Jardine and Will Midgley both in Toyota Corollas, Julian Birley's Sunbeam Lotus, Grant Shand in the RallyXtreme Mk2 Escort, Rob Gough in another Mk2 Escort and Andrew Siddall's Mk1 Escort, run by Dansport who were also looking after the Stratos. Siddall's co-driver was Gary McElhinney, crowned British Historic Rally champion co-driver during the week before the rally when news came of



A Stage 5 problem dropped Roger Chilman/Patrick Walsh down the order but they recovered to finish 4th



Hippie paint design for the Tuthill Porsche 911 of Kris Rosenberger and Nicola Januschke-Bleicher



After a couple of early steady early stages, Andrew Siddall/Gary McElhinney progressed through the field to finish 15th

Mark Higgins/Carl Williamson's withdrawal from the Anglo Caledonian rally after Mark Higgins fell from a ladder at home and dislocated his shoulder. Perhaps the most famous name in the rally was Paddon. But this wasn't Hayden, it was his Dad Chris, driving the family Toyota Levin and Hayden was on the spanners. I also spotted Phil



James Worker/Mags Marshall sideways in the Mitsubishi Lancer Evo6



Mills, Petter Solberg's WRC co-driver who is team director for Viking Motorsport who are looking after James and Chris Ford, Rob Gough and Bonamy Grimes. Tuthill Porsche were here too, with two 911 Carreras. Coming to New Zealand with World Rally Championship



A broken gearbox on the first stage was an awful start for renowned Toyota Corolla specialists Will Midgley/Geoff Maybank

2nd on the 2 day rally, Stephen Gill/Grant Molloy, make the rally even shorter by surprising us with a huge cut on this corner



© Syd Wall

experience were Belgium's Stéphane Prevoit, co-driving for Kiwi Jeff Judd in a Mk2 Escort RS1800, Sweden's Per-Gunnar Andersson, one time works Suzuki driver, co-driving for Cypriot Evgeniy Kireev in a Tuthill Porsche 911 Carrera RS and Spain's Cándido Carrera a regular co-driver for Dani Sordo, who sat with Spain's Daniel Alonso Villain in another Mk2 Escort. As for the cars, there were



© Syd Wall

It looks like a Rally2 car but Dave Strong/Rob Scott's Honda Jazz is a unique RWD rear engine supercharged 2.3 V6 machine

the expected numerous immaculate Mk2 Escort RS1800s from the UK and New Zealand plus the cars we don't normally see here, rotary-engined Mazda RX-2, RX-3 and RX-7s, one in Group B trim, a Mitsubishi Station, plus various Datsuns and Toyotas. Two standout local specials in the modern class were a RWD Toyota Yaris with a 2.5 litre Millington engine in the front and a Honda Jazz which Andy Burton would have been proud of. It looks like a



© Syd Wall

Dave Clearwater/Stephen Lloyd's Mitsubishi Lancer has a very desirable number plate



© Syd Wall

Nathan Quinn/David Green flat out in their Mazda RX-2 set top 5 times throughout but a stage 21 crash led to finishing 27th

Michael Tall/Matt Richards in a Mitsubishi Mirage in the modern rally



© Syd Wall



© Syd Wall

Rally2 car and was built and developed over about 10 years by owner/driver Dave Strong. He took the front end of a larger Honda with it's 2.3 litre V6 engine, turned it round and attached it to the rear of his Jazz, so he now has a RWD mid-engined rocket, adding a 6 speed sequential gearbox and a supercharger.

Starting as they meant to continue, James Ford/Neil © Syd Wall

Bonamy Grimes/Matt Edwards roar off the start line of Stage 17

Shanks won the first 5 stages of Day 1 (Christchurch to Christchurch) before Marcus van Klink/Toby Marsh were fastest in the Group B Mazda RX-7 on stage 7. At the end of the day, Ford had a big 1m 12s lead over Dean Buist/Tim McIver's Escort Mk2, with van Klink 3rd and Nathan Quinn/David Green close in 4th place in their Mazda RX-2. Meirion Evans had a disaster of a day with

14th place for the Escort RS1800 of Grant and Rosa Shand



© Syd Wall



One of the many quick 1600cc Toyota Starlets, Dan Alexander/Waverley Jones weren't particularly sideways here

A reliable and steady run to finish 20th for the Escort RS1800 of James Brandon/Dale Furniss



gearbox trouble on stage 4 and then an engine and gearbox change overnight and Will Midgley also needed a new gearbox after stage 2. Marcus van Klink must have been frustrated on Day 2 (Christchurch to Greymouth),

Nigel Ede/Mark Grimmer brought this lovely Subaru Legacy to the Touring rally section



Bringing their Escort RS1600 from Ohio, British crew Iain Dobson/Harry Stubbs finished 21st

winning 5 out of 9 stages but still lying 3rd at the end due to a power steering problem. James Ford still led though an off on stage 14 lost time and damaged both the front and rear nearside corners, with Buist still 2nd and Quinn still 4th. Day 3 (Greymouth to Timaru) started with



Josh Hilton/Rodney Vanderpool took no chances on the first event in their replica Toyota Celica TC Turbo on the way to 42nd place



Dean Buist/Tim McIver lay 2nd until engine failure before the start of leg 3

disappointment, the cancellation of the first stage which was to have been my final stage of the rally, but that did mean I was able to dash back to Greymouth Parc Fermé and have chat to the crews before they set off. The day began with drama for Dean Buist when Escort's BDA engine wouldn't start and the car was pushed across the Parc fermé exit, out of the rally until the start of day 4. Nathan Quinn was also out after a big off on stage 21, where Meirion Evans also left the rally. James Ford won all



Marcus van Klink has one of New Zealand's quirky registration plates on his Group B Mazda RX-7

the day's stages except for one, won by Robbie and Amy Stokes in a Mk2 Escort who lie third overall with van Klink still second, now 2min 20secs behind Ford. Of the British crews, Rob Gough/Jez Rogers and Roger Chilman/Patrick Walsh lie 5th and 7th in their RS1800s. On Day 4 (Timaru to Timaru), James Ford lost the lead at the midday halt after bending the rear axle but was lucky for this to be on the morning's final stage so the axle could be changed over lunch. He lost the lead to Marcus van Klink, but regained it right away when the screaming rotary engine lost power and Marcus was forced to retire. Dean Buist was back in after engine repairs and set top 5 times all day. At the end of the day, James Ford leads from Robbie

IB780 is famous in New Zealand having been driven by Mikkola, Waldegard, Mouton, McRae, Kankkunen, Vatanen, Martin and Ostberg!



Stokes, Robert Gough and Roger Chilman. Day 5 (Timaru to Dunedin) saw Dean Buist exit the rally again on the first stage. Stage wins were shared out today, with three for James Ford, two for Nathan Quinn, back in the repaired Mazda RX-2, one win for Jeff Judd/Stephane Prevot whose RS1800 had rolled out the previous day and one for Robert Gough. The finishing order remained James Ford, Robbie Stokes, Robert Gough and Roger Chilman. Into 5th came

one of the Tuthill Porsches, that of the Austrian/German crew Kris Rosenberger and Nicola Januschke-Bleicher. Day 6 (Dunedin to Dunedin) finished with Philip Kadoorie rolling the Lancia Stratos but an all-nighter by Dansport with assistance from local teams I believe, had the car repaired and ready for day 7! Tony Jardine also hit trouble, stuffing earth up the exhaust after a 100mph spin on the penultimate stage and then hitting a bank and taking a tyre off the rim on the final stage, but nothing was going to stop

© Syd Wall

The New Zealand fans loved seeing Julian Birley/Emyr Hall's Sunbeam Lotus



them from finishing the day. James Ford had a big enough lead to slow his pace so it turned out to be a great day for Robert Gough, winning 5 of the day's 6 stages with Robbie Stokes taking the other win, though the top 5 order stayed the same. The final day from Dunedin to the finish in Wanaka featured just three stages, but two were the longest of the event, stage 50 at 26.8 miles and stage 52 at 33.6 miles and all the stages were won by Robbie Stokes. So the final results remained the same, James Ford/Neil Shanks 1st, 4m 21s ahead of New Zealanders Robbie and Amy Stokes. In 3rd were Robert Gough/Jez Rogers and in 4th place, Roger Chilman/Patrick Walsh. It's a long way to

© Syd Wall



Not fans of 4WD then! Alistair MacKay/Keir Beaton in their very quick Escort RS1600

go, but a fabulous event to spectate on. I cannot recommend it highly enough. Spectators have free access to all stages and with a limited number of marshals to police long stages, it's left to common sense where is safe to stand and I didn't see anyone taking stupid advantage of this freedom. Stages tend not to have as many mid stage access roads as in the UK though. It runs next in November 2026 on the North Island.

© Syd Wall



Only 1300cc powering Kiwi crew Steve Cox/Laurie Brensell's Toyota Starlet but spectacularly quick



© Syd Wall

The three Ford Escort RS1800 Mk2s of Wales Motorsport at scrutineering



© Syd Wall

Picturesque servicing after Stage 12 at Lake Lyndon on Arthur's Pass



© Syd Wall

Renowned Journalist and Silver Fern regular Tony Jardine in the Toyota Corolla 1600GT AE86 finishing 28th with Duncan Jordan



© Syd Wall

With an appropriate registration plate, Richard Spink/Nigel Hutchinson brought their Escort RS1800 home 19th



© Syd Wall

Stage 14 and the Meirion Evans/Gwynfor Evans Escort RS1800 has already had a new engine and gearbox before going off for good on stage 21



© Syd Wall

There was no mud for the Escort RS1800 of Jeff Judd/Stephane Prevot whose rally was ruined by a roll on stage 33

Alternative London to Brighton Run.

London to Brighton.

November 2024.

By David Goose & Stuart Yates of Motorsport Imagery.



1927 Lagonda 1460



© Motorsport Imagery

1932 Morris Minor

The alternative London to Brighton car run
 This is probably one of the best and least well known rolling car shows in the country, nothing serious or organised, just a nice drive out in the countryside, no rules or restrictions on what can take part, so you get exactly what you see on the day.



© Motorsport Imagery

1973 Reliant Scimitar.



© Motorsport Imagery

1960 MG A

The obvious attraction is there, take your car along the same route as the Veteran Car Run, first Sunday in November each year. The route is openly published and although there are sections that cannot be used these are typically short and easily worked around. The variety of cars on show is wide, from true classics from the early 1900's through to modern supercars. The one thing these alternates have in common, they are all too modern (some over 100 years old) to take part in the true London to Brighton and are therefore totally unregulated, you never know what you might see.

© Motorsport Imagery



Austin Metro



1950 Talbot Lago T26 Record. By Simon Wright

This French manufactured car was the mainstay of Talbot Lago production between 1946 and 1953. It is powered by a 4.4 litre 6 cylinder engine with twin camshafts mounted high in the block. It produced 170 bhp with two Zenith-Stroberg carburettors giving it a top speed of 110 mph. This made it the fastest 'four-seater' road car of the period. It was also the road car that had the same engine and 4-Speed Wilson pre-selector manual gearbox as the Grand Prix and Le Mans winning cars from Talbot in the period. For tax purposes it had a fiscal horsepower of 26 CV and in 1948 it had a list price of 1,250,000 Francs. As a comparison, a Ford V8 was priced at 330,750 Francs and a Citroen 15-Six sold for 330,220 Francs.

The road car was offered as a steel bodied two and four door saloon or coupé mainly built by Talbot in the manufacturers extensive workshops. In 1950 only 433 were built.



1959 Austin A55 Cambridge Mark II



1986 Porsche 911 (930)



1927 Austin Seven, Kermit.



1937 Morgan Three Wheeler.



1986 Austin Mini 1000 Mayfair



1971 Rolls Royce Convertible



1911 Napier 15hp Colonial 5/7 seater



1968 Triumph TR5 PI



1963 Sunbeam Rapier convertible



1909 Rover 6 HP



c1916 Pierce Arrow Liberty Truck



1953 Jaguar XK DHC



1958 Austin A55 Cambridge Mk1 saloon



1960 Hillman Minx



1961 Messerschmitt KR200 Cabriolet



1954 Citroen 2CV Minivan



1962 Austin A35 van



1963 Alfa Romeo Giulia 1600 Spider



1952 Morris Minor MM, said to be the first Production Minor ever built.



1983 Reliant Rialto



1937 Riley 12/4 Adelphi



1985 Audi Quattro SWB



1939 Ariel 350



1937 Austin Seven



1938 MG VA Tickford



2010 Caterham Superlight R 400



1933 Rolls Royce 20/25 with rare Dutch body by Schutter & van Bakel



1925 Humber 12/25



1929 Austin Six Estate Coach 8 seater



1979 Ford Escort 1.3 Mk2



1968 Jaguar E Type



1928 Austin Twelve 12-4 Tourer



1930 Humber 16 50



1935 Chrysler Wimbledon



1952 Bentley Tourer



1952 Jowett Jupiter.



1959 Ford Zodiac



1932 Alvis 12/50 Boat Tail Special

Walter Hayes Trophy

Silverstone national circuit,
2nd-3rd November 2024.
By Stuart Yates & David Goose
of Motorsport Imagery.





When it comes to the annual Walter Hayes meeting, held late in the racing season at Silverstone, we normally associate the event with, cold, wet and often windy weather. This year proved an exception, with cloudy, overcast and dry conditions over the two days. This year, Silverstone's National circuit would see almost 90 entries taking part in the 24th running of the event.



Klayden Ensor-Smith finished 3rd in the final in his Spectrum 011C



Talking tactics with Jan Magnussen



Runner up for Andrew Rackshaw - #40 Spectrum 011C leads the pack in to Luffield

Competitors coming from as far afield as Australia, South Africa and the United States, the latter being individual drivers, as Team America would not be competing this year. It would be the qualifying heats and pre-finals on the Saturday, before the elimination rounds and final on the Sunday.

The action got underway with the first four rounds of the Qualifying Heats, all four produced very close finishes. The biggest gap between the first and second being 0.495s in Heat 2. Alex Walker took the win in Heat 1, Luke Cooper - Heat 2, Michael Eastwell -Heat 3 and Rory Smith -Heat 4.



© Motorsport Imagery

Luke Cooper Swift SC20, missed out on third place by just 0.322s in the final



© Motorsport Imagery

End of race for Leanne McShane and her Firman FF1600 in the first Semi-Final



Last years winner Chris Middlehurst Van Diemen LA10 #1 won Heat 2 but retired from the final.

Moving on to the actual Heats, these were over 8 laps, not the 12 of the Qualifying Heats. Andrew Rackshaw took the win in Heat 1, his Spectrum 011C 0.844s ahead of the similar car driven by Klayden Ensor-Smith. It was a far closer result in the second Heat, as last year's winner Chris Middlehurst took the flag just 0.161 of a second ahead of Luke Cooper.

Last year's runner up Michael Eastwell won Heat 3, with initial third place going to Julian Van Der Watt after Thomas



Jonathan Kotyk, 6th in the final in a Van Diemen RF01



David McArthur in a Medina BH19 finished 17th in Final

McArthur received a 5 second penalty for track limits. This was then rescinded putting McArthur back up to third place. Rory Smith took his Medina Sport JL18 to first place in Heat 4 ahead of Jason Smyth and Tom Nippers. Continuing the close racing, the top two in the Progression Race were split by only 0.220s. Isaac Canto De Silva taking the flag, with David McArthur second, James Hadfield in third a further 8.000s back.

With the weather still dry but cloudy, the Last Chance Race saw the top three covered by a mere 0.757s at the flag. This time David McArthur taking top spot in his Medina BH19, Gavin Wills second in a Van Diemen RF00. with David Parks bringing his Reynard to complete the top 3.



The Van Diemen RF00 of Gavin Wills being pushed hard in his Semi Final 2 but finished 21st



Thomas McArthur Medina Sport BH20,
5th in Semi Final 1 and a DNF in the final

The first of the Semi-finals had Rory Smith on pole alongside Michael Eastwell. It was a straightforward lights out to flag win for Smith. Jason Smyth, third on the grid quickly took second and held the position for the rest of the race. Thomas McArthur, starting in sixth place, quickly made-up places, by the end of the opening lap he was up to third. This proved to be short lived, as by lap 3 Eastwell had regained the spot and would finish in third. Semi Final 2 had Andrew Rackshaw on pole, alongside Chris Middlehurst. The result of this race proved messy due to penalties. Rackshaw would be given a 10sec penalty, dropping him out of the top ten. This would then be rescinded giving him the win. Klayden Ensor-Smith would take second ahead of Chris Middlehurst in third. The light was fading fast over the National Circuit at Silverstone as the final started. Rory Smith on pole, Andrew Rackshaw second, Jason Smyth and Klayden Ensor-Smith completed row 2 of the grid. After starting on pole, it was a straightforward race to the flag for Rory Smith. Never losing the top place despite being pushed hard from the drivers behind. Rackshaw held onto his second place start till lap ten when he was passed

by the Van Diemen RF01 of Alex Walker. Jason Smyth went from fourth on lap 11, to second on lap 12, but on lap 14 he was down to midfield and retired on the penultimate lap.

This gave Rackshaw a place back and in the space of one lap he had got second place back. Alex Walker had briefly got up to second but lost out to Rackshaw and Ensor-Smith.

Rory Smith could now have his name added to the Walter Hayes Roll of Honour. Andrew Rackshaw finished second ahead of Klayden Ensor-Smith in third and Luke Cooper in fourth. Cooper having an excellent race coming from the seventh row of the grid.

It was an unfortunate weekend for Jan Magnussen, making his Walter Hayes Debut, a positive start, finishing second behind Joseph Ahrens in the pre-final race. When it came to the final though Jan only managed one lap before withdrawing from the race.



© Motorsport Imagery

Janet Cesar Memorial Trophy



Darwin Smith on his way to a win in the Janet Cesar Memorial Trophy

In the Janet Cesar Memorial Trophy, Darwin Smith took his Van Diemen RF90 to victory with a margin of only 0.154s over Alex Ames and Cam Jackson in 3rd, both also driving Van Diemen RF90's. Finishing in 4th place was Callum



Cam Jackson - Van Diemen RF90 3rd Janet Cesar Memorial Trophy

Grant in another Van Diemen RF91. In 5th place was Richard Tarling in a Reynard 89FF and completing the top six was Benn Tilley in another Van Diemen RF89.



© Motorsport Imagery

Alex Ames Van Diemen RF90 2nd in the Janet Cesar Memorial Trophy



© Motorsport Imagery

Callum Grant Van Diemen RF91 Janet Cesar Memorial Trophy race 4th

Carl Hamer Trophy



Benn Simms Merlyn Mk20 winning in the Carl Hamer Trophy



Alex Fores Van Diemen RF80 2nd being pushed hard by #46 Mark McKenna Crossle 45F 6th during the Carl Hamer race

The Carl Hamer Trophy was followed the weekend trend of

Matthew Wrigley Merlyn Mk11A 501 4th at the head of a group in the Carl Hamer race

close racing, Ben Simms claiming the win in his Merlyn MK20 by only 0.068s over Alex Fores in a Van Diemen RF80. Jake Shortland took 3rd place in a Lola T440, Matthew Wrigley completing the top four in his Merlyn Mk11A 501.



Jan Magnussen in a Van Diemen RF78 DNF Carl Hamer final

VSCC Winter driving Tests

Bicester Heritage Centre

30th November 2024

By David Goose & Stuart Yates of Motorsport Imagery.





Gordon Hodgkinson and Matt Ralph shared the Riley Sports

The VSCC Winter Driving Test, Bicester Heritage Centre

The last weekend in November saw the Vintage Sports Car Club, the VSCC, make its way to the Bicester Heritage Centre for its annual Winter Driving Tests. As always it was the last official competitive event of the year for the VSCC, and one of the organising team, Mark Elder was promising a series of new tests to challenge the drivers and cars



Christopher Crook's class 1 Award winning 1918 Dodge



Duncan Cartwright, 1930 Riley Monaco won the Malcolm Elder Trophy, 1st award Class 2

abilities. In theory the tests are very easy, to drive as quickly as possible from the start to the finish whilst negotiating a series of skills around a series of bollards. Penalty points are awarded for hitting bollards, or not following the tests exactly, the challenge for the drivers is to either drive it quickly and possibly incur penalties for errors or take it more



Harry Colledge in the 1929 Ford Model A Tudor, 1st Award Class 2 for Touring Cars



Andrew Wright, Austin 7



Annabel Jones, Austin 7 Gordon England



© Motorsport Imagery



Emma Bowyer, Austin 7.



Sean Bramhall, Riley 12/4 Special



Mike Gardiner, MG J2



Robin Cohen, MG M Type



Mark Worrall in the Austin 7 Tourer



Trevor Goldberg, Austin 7 Cambridge



Tobias Bruce, SINGER 9 Sports, 1st class award winner in Class 3

cautiously but incur time penalties. Held in moderately good weather, (it was neither raining nor freezing), the competitors in the seven classes made the most of the favourable weather to, in some cases really push their cars to the limit.



David Rushton's 1932 MG M Type 1st Class Award Class 3



Archie Bullett, 1st in class award, Class 4 in the 1922 GN Vitesse

Class one was for the Veteran and Edwardian cars, of which four cars were entered. Christopher Cook in his 1918 Dodge was victorious with Ian Morgan and Simon Ponsele both in Ford Model T's second and third.

Class two was for slightly more modern touring cars, from around 1930. Harry Colledge in the 1929 Ford Model A Tudor and Duncan Cartwright in the 1930 Riley Monaco



William Marsh, Austin 7 Ulster, 1st place award in class 4



Patrick Teague, Austin 7 Ulster 1st in Class award Class 4

sharing 1st in class. David Bond, Austin 7 Chummy, George Scudamore, Ford Model A Phaeton and Laurie Patton in another Austin 7 Chummy completed the top three award winners in the class.

Class three comprised mostly 1920's / 30's Standard Sports Cars, Tobias Bruce , Singer 9 Sports and David Rushton, MG M Type sharing top honours for the class.



© Motorsport Imagery

Class four was for the ever popular Modified Sports Cars, including Austin 7's, Fraser Nash's, and Morgans from the late 20's and early 30's. Overall event winner, George

© Motorsport Imagery



© Motorsport Imagery

Louis Parkin and Eric Harris shared the Austin 7 Chummy in Class 5, taking 1st and 2nd in class awards



Andrew Howe-Davies took 1st in Class award for Class 7 in a car he shared with Tim Parker, a 1946 Allard in the pre 1955 Sports Car class



Ian Morgan (Right) and Simon Ponsele in two very different Model T Fords. Morgan took a 2nd in Class award for Class 1

Diffey in the Austin 7 was one of five overall class winners in Class Four. The other 1st in class 4 included Archie Bullett in the GN Vitesse, William Marsh, Austin 7 Ulster, Patrick Teague in a similar car and Professor David Wallom in an Austin 7 Sports.

Class Five, Cyclecars, Oddities and Light Cars and Edwardians saw Louis Parkin take victory from Eric Harris, both in 1927 Austin 7 Chummy's.

George Murphy in the 1936 Austin York took the honours in **Class Six** for invited cars and drivers, whilst Andrew Howe-



George Scudamore, Ford Model A Pheaton 2nd in Class award Class 2



David Pryke, 1936 MORGAN/RILEY 4-4 2nd in Class award, Class 4

Davies was the winner in **Class Seven** for Pre 55 Sports Cars in his almost modern compared to most of the rest of the field 1946 Allard.

Another very successful event for the VSCC at the end of its 90t. Morgan gained a 2nd in Class award for Class 1 anniversary year, plans are already in place for the clubs 40+ events in 2025.



Mathew Moore Frazer Nash Super Sports took 2nd in Class award in Class 4 in the car he shared with Jack Bond



Laurie Patton, Austin 7 Chummy
3rd in Class award Class 2



Adam Jones,
Austin 7 Ulster 3rd
in Class 4 award



Angelica Fuentes,
Peugeot Lockhart
Special



Bethany Candlin, Austin 7 Arrow Foursome-2
3rd in Class 3 award



Dr Jonathan Rose, Frazer Nash
Semmence SPL 3rd in Class 4 award



Guy Lachan, Le Zebre Model C



Nigel Stroud, MG M Type 3rd in Class 3 award



Molly Birch, Singer 9 Sports



Rufus Flann, Austin 7 Ulster
3rd in Class 4 award

MG Classic

SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series.

Manfeild Circuit Chris Amon.

8-10 November 2024

Prepared on behalf of the New Zealand Formula 5000

Association www.F5000.co.nz

Photo © Jarod Carruthers.



Feilding's Kevin Ingram (#30 Lola T332) spent the weekend proving he was Manfeild's master by winning all three races at the opening round of the F5000 Tasman Cup Revival Series



The Group A McLarens of Tony Roberts (7) and Frank Karl (12) on to the front straight at Manfeild Circuit Chris Amon

Ingram Wins, But Hey Puts Master's Lessons to Use in F5000 Tasman Cup Revival Series

Local driver Kevin Ingram clinched an opening-round win at the SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series at Manfeild's Circuit Chris Amon. However, young challenger Michael Hey showcased his own skill, setting the fastest lap time and learning from the experienced frontrunner.

Held during the annual MG Classic meet from 8-10 November, the event marked the start of the new F5000 season. Although the entry list was below expectations, the eight-car field of roaring V8s capitalised on the opportunity, securing an early points advantage.

Saturday's fine-weather action set the stage for Sunday's six-lap handicap race, which ran as scheduled despite looming rain clouds. Starting from the back, Hey (McRae GM1) steadily chased race leader Ingram (Lola T332 HU 48R), gaining valuable insights on overtaking at the circuit

co-designed by the late Chris Amon. Toby Annabel, in the Group A McLaren M10B, led the pack at the start, ultimately finishing fourth. Points for the race awarded 10 to the winner, with seventh-placed Frank Karl (McLaren M10B, previously run by McKechnie Racing) earning four. As rain threatened, officials and competitors agreed to bring forward the final eight-lap race. This adjustment challenged local driver Tim Rush, who was performing double duty in a Can-Am car and expected a break rather than another race. With the starting grid based on Saturday's results, Ingram held off the young, determined Hey, denying him a points advantage. As rain began to fall with the chequered flag, the field quickly retreated to their garages.

Race times confirmed Hey had the fastest lap, narrowly besting Ingram.

Having never raced outside the South Island, it was not only Hey's first time racing at Manfeild – a North Island

Photo © Jarod Carruthers.



Clevedon's Glenn Richards gets acquainted with the former Stuart Lush/Danny Ongias Lola T332

Side-by-side through the hairpin are Tim Rush (20) and Michael Hey (99) at Manfeild Circuit Chris Amon during the opening race for the 2024-2025 F5000 Tasman Cup Revival Series.



Photo © Jarod Carruthers.

venue, but in a car with massive horsepower. “I knew it was a track with big power and plenty of passing opportunities, especially with its banked corners where you can make moves on the outside,” said Hey, a Blenheim-based aviation technician. For the 21-year-old, following Ingram offered invaluable lessons on gaining an edge. “We were lucky to have two good practice sessions on Friday before qualifying on Saturday. After that wee incident where I out-braked myself into turn one, I now know my braking marker.” “Kevin is the man to follow. He would try something completely new at a certain point on the track, and when I tried it later, it made a real difference – he knows what he’s doing.” And with three second placings, he’s banking the early advantage: “Points is cool – which also means attendance is key, along with finishing each race. With the smaller grids everyone (this weekend) is getting higher points. It means

there is a lot more at stake for the others to keep it on the track at the rest of the rounds – if they want to win.” Hey credited his team for the result: “Huge thanks to Mark Collins for all the prep work on the car during the off-season and over the weekend, and to my dad for giving me this great opportunity to race the car this season.” Tony Galbraith (Lola T332 HU8) finished third both in the race and for the weekend, trailing Hey by three points, with Ingram holding 70 points at the top. Glenn Richards, in his newly acquired Lola T332, finished fourth, while Frank Karl led the Group A cars in fifth. The series will take a break until mid-January, when the 2025 calendar resumes. This pause allows time for cars delayed in transit from Europe to be prepared for the Historic GP meet, where entry numbers are expected to exceed 20.

Photo © Jarod Carruthers.



Feilding’s Kevin Ingram (30) leads Michael Hey (99) to take the opening race win for the F5000 Tasman Cup Revival Series, held at Manfeild Circuit Chris Amon

Results:

Race 1: 6-laps

POS.	DRIVER	CAR	DIFF.
1ST	KEVIN INGRAM	LOLA T330/T332	9m28.53
2ND	MICHAEL HEY	McRAE GM1	+1.05s
3RD	TONY GALBRAITH	LOLA T332	+7.09s
4TH	FRANK KARL	McLAREN M10 B	+11.91s
5TH	TIM RUSH	McLAREN M22	+12.57s
6TH	TOBY ANNABELL	McLAREN M10 B	+16.59s
7TH	TONY ROBERTS	McLAREN M10 A	+18.34s
DNF	GLENN RICHARDS	LOLA T332	+5 laps

Race 2 – 6-laps (handicap start)

1ST	KEVIN INGRAM	LOLA T330/T332	6m55.39
2ND	MICHAEL HEY	McRAE GM1	+2.53s
3RD	TONY GALBRAITH	LOLA T332	+5.82s
4TH	TOBY ANNABELL	McLAREN M10 B	+8.57s
5TH	TIM RUSH	McLAREN M22	+19.22s
6TH	GLENN RICHARDS	LOLA T332	+20.32s
7TH	FRANK KARL	McLAREN M10 B	+31.80s
DNF	TONY ROBERTS	McLAREN M10 A	+2 laps

Race 3 – 8 laps (grid start based on race 1 finish place)

1ST	KEVIN INGRAM	LOLA T330/T332	8m53.05
2ND	MICHAEL HEY	McRAE GM1	+1.27s
3RD	TONY GALBRAITH	LOLA T332	+21.70s
4TH	GLENN RICHARDS	LOLA T332	+28.34s
5TH	FRANK KARL	McLAREN M10 B	+30.43s
6TH	TOBY ANNABELL	McLAREN M10 B	+51.13s
7TH	TIM RUSH	McLAREN M22	+59.11s
8TH	TONY ROBERTS	McLAREN M10 A	+63.55s

Points for the F5000 Tasman Cup Revival Series.

#30 Kevin Ingram - Lola T332	70
#96 Michael Hey - McRae GM1	67
# 88 Tony Galbraith - Lola T332	64
#12 Frank Karl - McLaren M10B	57
#9 Toby Annabell McLaren M10B	57
#20 Tim Rush - McLaren M22	56
#7 Tony Roberts - McLaren M10A	47
#63 Glenn Richards - Lola T332	42

2024/2025 Series Dates:

- Round 2. 10-12 January 2025 - Historic GP – Taupo International Motorsport Park, Taupo
- Round 3. 24-26 January 2025 - NZIGP Legends of Speed (David Oxtan) - Hampton Downs
- Round 4. 31 Jan - 2 February 2025 -SKOPE Classic - Euromarque Motorsport Park, Ruapuna, Christchurch
- Round 5. 14-16 March 2025 – NZIGP Thunder at the Downs – Hampton Downs
- Round 6. 10 - 13 April 2025 – George Begg Festival Teretonga Park, Invercargill



Photo © Jarod Carruthers.

Battle of the Group A cars Frank Karl McLaren M10 B lines up for a run on Feilding local Tim Rush McLaren M22

Lancaster Insurance Classic Motor Show Part 2

National Exhibition Centre, Birmingham.

8th-10th November 2024.

By Simon & Janet Wright.



The 40th anniversary Classic Motor Show at the NEC was so large you needed more than one day to appreciate what was on display across at least six halls and so we have used a second photo gallery to show more of the fascinating cars that were on display. There were more than 3,000 cars on display over the three days, with more than 300 car clubs having stands. Most manufacturers were represented via enthusiasts car clubs, with vehicles from all across the World on display. There was obviously a heavy leaning towards British cars, with the country having produced many different marques over the last one hundred and twenty years, One of the major British car manufacturers was Austin, based in Longbridge, Birmingham. It started producing cars in 1905, merged with Morris Motors in 1952, formed BMC, then British Leyland. The Austin brand continued until 1987 under the Rover Group. The two most famous Austin models were the Austin 7 and the Austin Mini. There were lots of Austin cars on display at the show including a two seater 1911 Austin 10HP that had traveled back to the UK from Australia.



BMW Isetta bubble-car behind and the BMW 700 saloon.



1911 Austin 10 hp Melbourne

The German manufacturer BMW was founded in 1916 building aircraft engines. It produced its first motorcycle in 1923 and then started building cars in 1928, where it built the Austin 7 under license as the Dixi. After World War 2 German firms were banned from building motor vehicles or aircraft. BMW started car production again in 1952 in Bavaria with the luxury BMW 501 saloon. In 1955 they expanded to build the cheaper Isetta microcar (Bubble car). There was very little profit in the microcar market, so in 1959 they launched the rear engine BMW 700. This proved to be a great success, with over 188,000 built between 1959 and 1965. The BMW 700 was powered by a 697cc Flat Twin engine with a single Solex carburettor. It produced around 30 bhp. The rear mounted engine drove the rear wheels through a 4-Speed manual gearbox. The 700 also had a successful motorsport career, with Hans Stuck winning the 1960 German Hillclimb championship and Walter Schneider the 1961 German Saloon car title.



1974 Porsche 911



1999 Alfa Romeo GTV Spider Lusso



Maserati Quattroporte Series V M139



Celebrating 60 years of the Mini Moke.



2012 Mercedes Benz SL350



Dodge Royal Lancer



1964 Volkswagen Beetle convertible



Renault 12



1955 Ford Anglia Hotrod 6.8 litre



Riley RMD Convertible



BMW 2002 rally car.



1967 Ford Mustang

Limited Edition Subaru Impreza RB320



© Simon Wright



1968 Sunbeam Imp



1968 Vauxhall Victor Estate



Triumph Dolomite Sprint rally car



Ford Cortina Mk2 rally car





Toyota Celica



Castrol TOM's Toyota Supra GT



Ford Probe



1992 Nissan 300 ZX



1950 Ford V8 Pilot



1962 Ford Consul Classic



1980 Ford Escort RS2000



Ford Escort Mk2 rally car



1968 Ford Lotus Cortina Mk 2 Crayford convertible



2009 Bristol Blenheim 4S



Ford Zephyr Six Mk1 convertible



1972 MG B GT
The Smallest Cog Racing car of
Richard Hammond (Former
Top Gear TV presenter)



1937 Singer 9HP Sports Nine 4-seater

1992 Ranger
Kit car
based on
Austin 1100



© Janet Wright



© Simon Wright

1959 Heinkel Bubble car



© Janet Wright

1968 Bond 875
3-wheeler



© Simon Wright

1962 Tornado Talisman



© Janet Wright

1959 Fairthorpe Electron Minor



© Simon Wright

1976 Colt Galant GL



© Simon Wright

1979 Fusca Rat
Rod 3.5 litre VW
Bug V8 Quad
Turbo



© Janet Wright

Alfa Romeo Alfasud



© Simon Wright

1980 Aston Martin V8 Lagonda

Plum Pudding Race Meeting.

26th December 2024

Mallory Park.

By Simon & Janet Wright.





Sam Daffin Ford Fiesta got pole position for the Saloon race by entering the race first.

Boxing Day is known for sport and a day to get out of the house after Christmas. Motorsport fans head to Mallory park en-mass for the Plum Pudding races, an annual event now in its 49th year, that always attracts a huge crowd. The meeting is unique for Mallory, offering both car races and motorcycle racing in the same meeting, Joint organised by the 750 Motor Club for the car races and the EMRA (East Midland Racing Association) for the motorcycle races, the



The best visibility was at the start of the motorcycle race



First passed the flag in the motorcycle race was Aaron Staniforth on a 600cc Honda

day offered two Allcomers Saloon Car races, two Allcomers Sports Cars races and three motorcycle races to keep the fans warm. Unfortunately, Mother Nature had other ideas and the circuit was shrouded in fog all day. Practice was due to start at 9:45 am and the motorcycles did get out for practice. Unfortunately an oil spillage during the session delayed the start of the car practice and then the fog got thicker. Eventually the saloon cars were sent out behind the Safety car to drive round in convoy. For this meeting Practice times were not important for qualifying, as for the Plum Pudding Races, the grid is decided on how quick drivers got their entry in. So Pole position for the Saloon race went to Sam Daffin in his Classic Touring Car Racing Club Blue Oval Saloon Series Ford Fiesta. The Sports car



Lining up the Allcomers Saloon Cars grid. Visibility was quite good.

race practice was also run behind the Safety car due to the terrible lack of visibility.

By 11:50am visibility had improved, you could now see the start line from the entrance to Gerrards, the first corner. So the first motorcycle race started on a very slippery and damp circuit. After only four minutes the race was red flagged as several riders had fallen all round the circuit. First passed the flag was Aaron Staniforth on a 600cc Honda.



See how quick the fog rolled in - Start of the Allcomers Saloon Cars race with Daffin leading from pole position in the Ford Fiesta



Sean Reynolds Ford Fiesta ST240 was first to cross the finish line in the Allcomers Saloon Cars race, behind the Safety car

After a thirty minute delay the saloon cars were lined up on the grid, with visibility still not too bad, the grid and Devil's Elbow still visible from Gerrards. But within four minutes, as the race started, the fog was already rolling in again and rapidly reducing visibility. The race started and Daniel Kell stormed into an early lead in his Ford Sierra XR4x4 from Rich Hockley in a Honda Civic with pole man Daffin just about holding on to 3rd in his Fiesta. By the second lap



First to cross the finish line behind the Safety car in the Allcomers Sports Cars race was Andy Boyce Radical SR1



2nd on the road was Darren Spooner Peugeot 205, while Rich Hockley Honda Civic was 4th on track

Hockley was in the lead in the Civic, with Kell in 2nd and Sean Reynolds in a Ford Fiesta up to 3rd. By lap three Reynolds was leading from Kell and Hockley. The fog was getting thicker and the track more slippery, with cars going off

© Janet Wright



88 Rob Warner Caterham 7 310R stormed through from the back to 2nd in just two laps in the Allcomers Sports cars race



Dan Kell Ford Sierra XR4x4 crossed the line in 3rd in the Allcomers Saloon cars race

all round the circuit. This included Adam Jones in his Hyundai Coupe who hit the wall at the Esses. So the safety car was deployed again, leading the cars round for several laps before the red flag was shown to end the race early with Reynolds the first in the queue after starting from the tenth row of the grid in his Ford Fiesta ST240. Behind him the finishing order was Darren Spooner in his Wild Time Time Attack Peugeot 205, Kell in the Ford Sierra, Hockley in the Honda Civic and Oliver Barsby and Lewis Barker both driving Honda Civic Type R saloons.

© Janet Wright



Steve Barnard Audi TT replica crossed the line in 3rd place in the Allcomers Sports Cars race



Adam Jones Hyundai Coupe slid off in to the wall at the esses and bought out the safety car in the Allcomers Saloon Race

The sports cars were now all in the assembly area ready for their first race when it was decided to take the lunch break. The foggy conditions did improve during the lunch break but when racing started again the fog was getting thicker. The sports car race really had the Porsche Boxster S of James Harvey and the Radical SR1 of Andy Boyce at the front of the grid. The track was so slippery that John Pugsley spun his Davrian Mk VI at the hairpin on the way to the grid! By the start of the race, visibility was now down to just a few yards and Boyce took the lead in the Radical by lap three the safety car was sent out and the race was effectively over. After a few laps behind the safety car the red flag was shown again to end the race with Boyce



John Pugsley Davrian Mk VI had a quick spin at the hairpin on the outlap to the grid in the Allcomers Sports Cars race

leading the convoy in the Radical. In 2nd place on track was Rob Warner who had started from the pit lane in his Caterham 7 310R and in 3rd on track was Steve Barnard in his Audi TT clone.

After a short delay, the organisers decided to abandon the meeting and lots of disappointed people headed for the exit early. It was the safest option, as visibility at times was no more than a few yards and safety is the paramount concern and no one can predict the weather.

At the time of publication, we have seen no official results from the meeting, so we have only mentioned the finishing order at the end of the race.



Clifford Butler Vauxhall Carlton GSI leads AJ Duffill BMW 116i through the gloom in the Allcomers Saloon Cars race.



Philip Hart Aerofan 001 in the Allcomers Sport Cars race