



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

Classic and Competition Car

Founded 2010

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Aston Martin Vantage Roadster



Tasman Revival Series



New years day



New Zealand Motor Museums



Autosport International 2025



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Invercargill - Line-up of early 20th Century American trucks

Front cover:

Aston Martin Vantage Roadster © Aston Martin

Tasman Revival : David Banks Talon MR1 leading son Codie Banks in a Lola T332 @ Matt Smith:

New Years Day: Mazda MX5 @ Simon Wright

Invercargill Museum New Zealand - Ford Model A, C and F head this lineup © Syd Wall

AutoSport International : F1 grid line-up © Janet Wright

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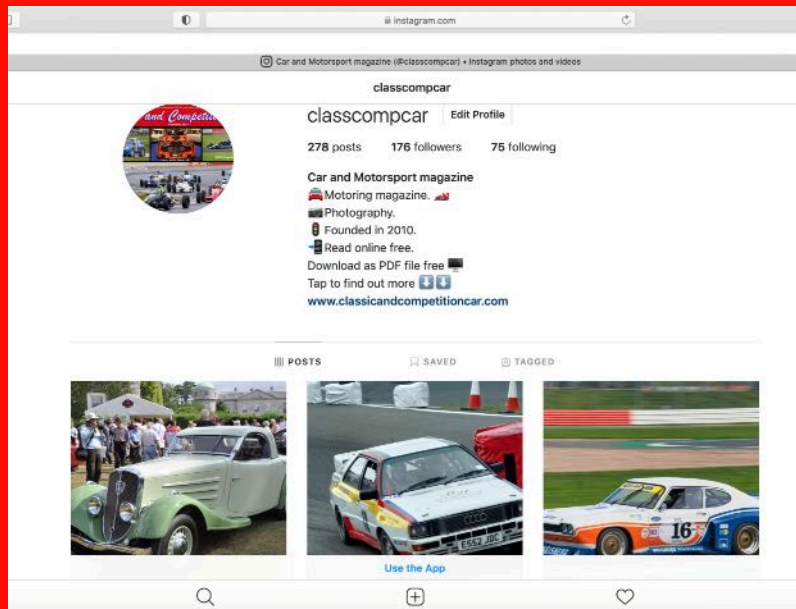
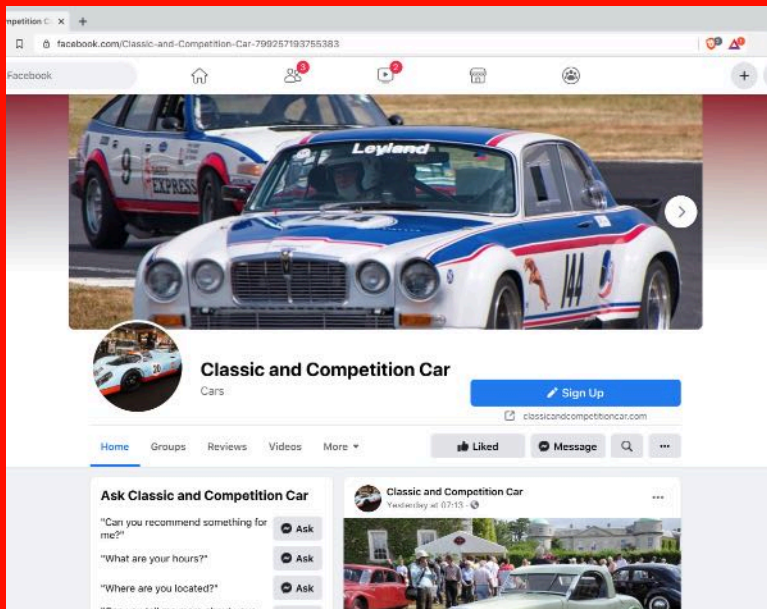
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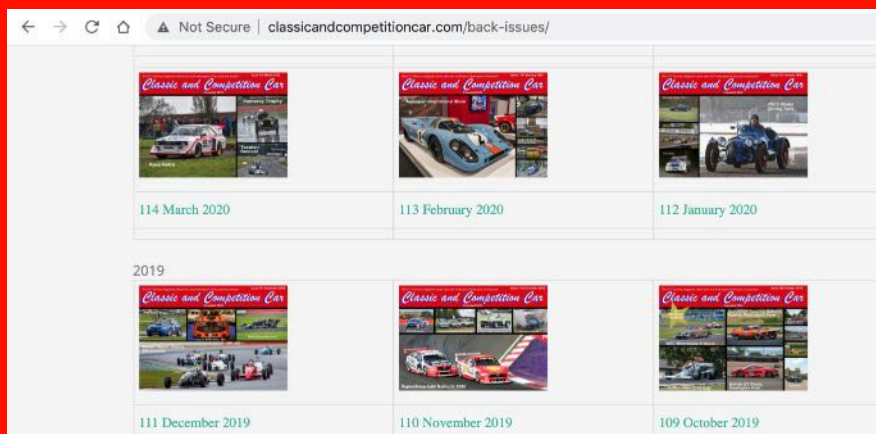


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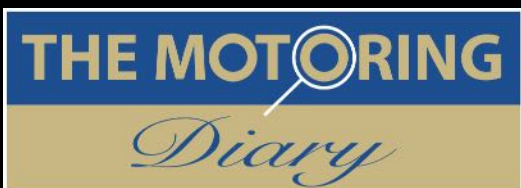
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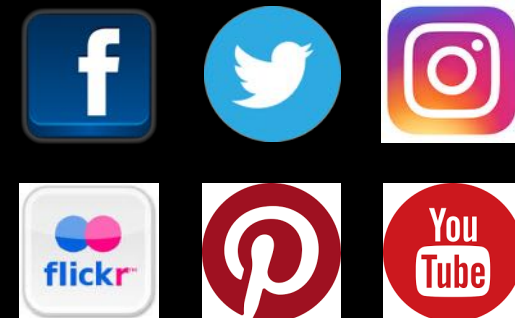


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Photo of the Month

By Simon Wright



Action from the Live Action Arena at Autosport International 2025. The three cars are circling together and the driver from the first car climbed across the other cars to get in to the third car



NEWS



Friday Night at the Track

Organised by Mission Motorsport (The Forces Motorsport charity) and Anglesey Circuit Trac Mon, a first unlit night-time track day for Mazda MX-5s took place in early January. Current Mazda MX-5s and the Mazda UK Heritage fleet 30th Anniversary model took part. Around 25 MX-5s joined the Heritage Fleet to take part in the first ever non-competitive track driving event held on an unlit track in complete darkness. It gave the drivers the opportunity to experience the sensation of driving on a circuit at speed in the darkness, a glimpse of the sensation of a 24-hour race, using the full 2.1 mile circuit.



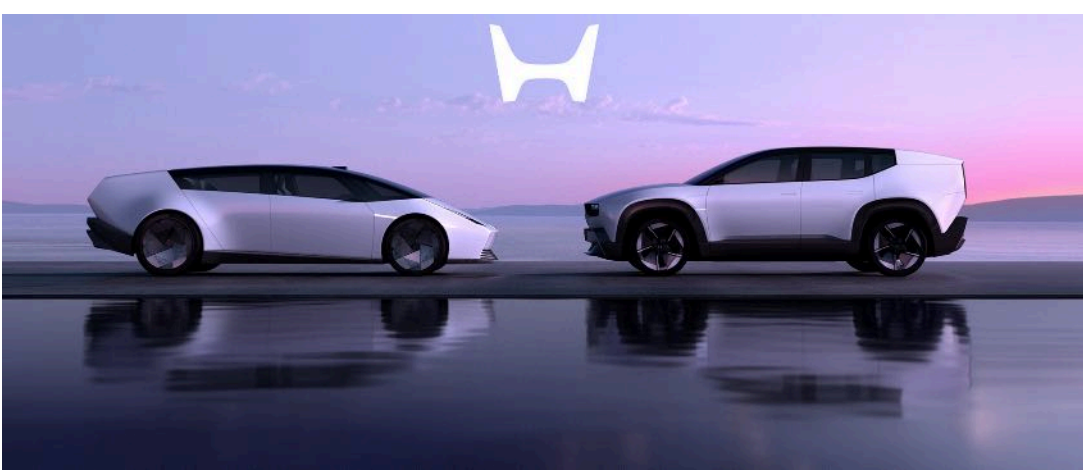
Two Rallies cancelled.

Motorsport UK has been informed by Natural Resources Wales (NRW) that there is significant damage to the forestry estate that happened during Storm Darragh in December 2024. This means they have cancelled the running of Rally North Wales on the 29th March and also the Severn Valley Stages on 13th April, as both events were due to be held on their estate.

So far NRW have only been able to survey 20% of the estate with a drone due to difficulty in obtaining safe access to the estate, with some parts completely blocked. Updates on future events beyond the end of April are also subject to the conclusion of the surveying.

Motorsport UK CEO Hugh Chambers said "Motorsport UK has worked continuously with NRW in recent years to ensure a long-term future for the sport on the estate. Whilst we are disappointed about the cancellations, we understand the position of NRW and have offered or assistance to them and their staff at this difficult time". All queries should be directed towards Rally4Wales and Motorsport UK and further updates will be given when available.





Honda 0 saloon and SUV prototypes.

In Las Vegas, Honda presented the World premiered two prototypes, the Honda 0 saloon and Honda 0 SUV plus ASIMO OS, a Honda original vehicle Operating system. Honda aim to rapidly expand global application of its Level 3 automated driving system (eyes-off function) through the Honda 0 series. Striving to become the World's first manufacturer to enable eyes-off driving in all driving situations, opening up new possibilities for mobility. Honda hope to launch these models to global markets from 2026, starting with North America. The Honda 0 saloon is the flagship model of the Honda 0 range, will be based on

the newly developed EV architecture and will feature a number of next-generation technologies including Level 3 automated driving technology.



Maserati GranTurismo 110 Anniversario.

Celebrating 110 years of performance, design, craftsmanship and technology, the Maserati GranTurismo is an icon, a lifestyle that embodies the brands spirit. It combines sporty performance with comfort suitable for long distances. The limited series will be available as 55 models in Rame Folgore which will have a 100% electric powertrain. The other 55 will be in Blu Inhiostro with a high performance V6 petrol engine. Both models will feature a special 110 logo on the C-pillar.



Bernie Ecclestone' Collection for sale





Bernie Ecclestone was the commercial rights holder for Formula 1 for several decades. The 94 year old has been collecting these cars for more than fifty years. He has only ever bought the best of any example and has kept it to Grand Prix and Formula 1 cars as he felt they are far more important than any road car, as it is the pinnacle of the sport. His collection of sixty nine cars are unique and have been stored away from the public gaze, some for more than half a century. Many have not been since they were purchased and include some iconic cars. Among the cars are Ferraris that were raced by legendary World Champions such as Michael Schumacher, Niki Lauda and Mike Hawthorn. As owner of the Brabham Grand Prix team for many years he also owns several Brabham Grand Prix cars driven by Nelson Piquet, Carlos Pace and Niki Lauda, including the one-off Brabham Alfa Romeo BT46B fan car. This only raced once before being banned. It won the 1978 Swedish Grand Prix at Anderstorp by more than half a minute.



Tom Hartley Jnr Ltd, one of the World's most respected and exclusive high-end dealers in classic and historic sports and racing cars have been selected to sell this exclusive collection of historic Grand Prix and Formula 1 cars. This is certainly the most impressive collection ever to have been offered for sale.

Bernie Ecclestone said "I love all my cars but the time has come for me to start thinking about what will happen to them should I no longer be here, and that is why I have decided to sell them. After collecting and owning them for so long, I would like to know where they have gone and not to leave them to my wife to deal with should I not be around."

Other cars in the collection include the Vanwall VW10 which gave Stirling Moss several Formula 1 Grand Prix wins to help Vanwall clinch the first ever Formula 1 Constructors World Championship in 1958. This collection is the history of Formula 1.



The British Motorsports Marshals Club/British Rally Marshals Club stand at Autosport International featured the Proton Iriz R5 over 20 years old multiple Rallycross champion and rising rally star Patrick O'Donovan which he uses in rallying.



2025 New Years Day meetings.

Various locations

1st January 2025.

By Simon & Janet Wright with additional photos from

Peter McFadyen - Black Horse and

Chris Willows - New Forrest



MG F

Nissan 300

Rover 25

New Years day has become the start of the car show season across the country. This allows car enthusiasts to start the new year, meeting with other enthusiasts viewing cars of interest. Unfortunately 2025 started with severe weather warnings across the whole country which caused many organisers to either cancelled or postponed their events. These included the annual Vintage Stony meet and the Brooklands museum annual New Years day meeting which was pushed back to Saturday 4th January 2025.



Only about ten miles from Longbridge, 1954 Austin A30/7



1971 Austin 1800 Mk II

Vintage Stony has been rescheduled for March. However lots of smaller local meeting still took place as the weather did brighten up in parts of the country. One local meeting in the West Midlands still managed to attract a good selection of vehicles, with around sixty in total



1958 Morris Minor 1000



2004 Rover 75

popping in to the Old Wagon and Horses between Stourbridge and Kidderminster. This is the home of the New Unnamed Classic and Cherished car group who organise regular monthly meetings all through the year and in the summer can attract hundreds of cars. The group is open to any interesting vehicle and as might be expected at this time of year, the selection was of mainly more modern machinery.



A pair of 2004 Rover Streetwise hatchbacks.

MG F/ MG TF

The MG F and TF are British sports cars sold by three different manufacturers between 1995 and 2011. A replacement for the MG B, the MG F is a transverse mounted mid-engined 2 seater convertible originally built by the BMW owned Rover group in 1995. The group then changed to the British owned MG Rover between 2000 and 2005, where the model developed in the MG TF in 2002. MG Rover entered administration in 2005 and the remains of the business was bought by the Chinese Nanjing Group with the MG TF restarting production in 2007 under MG Motors until 2011.

Powered by a 1.8 litre K-Series 16-valve engine producing 118 hp, there was also the option of the more powerful VVC (Variable valve control) engine which produced 143 hp. The transverse mi-engine drives the rear wheels through a 5-Speed manual gearbox. The car also used the unique Hydragas suspension which had been used on the Austin Allegro.



1998 MG F



2003 Rover 25



Land Rover



2003 Rover 45



1975 Land Rover 101 Forward Control GS



Sinclair C5 electric trike



1979 Ford Capri 2.0 GL



2007 Ford Fiesta 2.0 5th generation



2007 Ford Fiesta 1.2



2003 Ford Fiesta 1.2



© Simon Wright

1994 Vauxhall Astra 1.4 Merit



© Simon Wright

1997 Vauxhall Astra



© Simon Wright

2014 Porsche 911 GT3



© Janet Wright

2002 Volkswagen Golf R Mk IV Wagon Oettinger



© Simon Wright

2002 Audi A8 Quattro



© Janet Wright

2010 Volkswagen Golf ABT



© Janet Wright

1990 Audi 80



© Simon Wright

2005 Volkswagen Golf R32



© Janet Wright

1997 Mercedes Benz C280 Sport



2018 Volkswagen UP!

© Simon Wright



1979 Volkswagen Microbus

© Simon Wright



2007 Mercedes Benz CL 63 AMG

© Simon Wright



2014 Peugeot 208 GTi

© Simon Wright



2004 Renault Clio 2.0 16v

© Simon Wright



1991 Chevrolet Chevy Van 2.0

© Simon Wright



5.7 litre Dodge Hemi Ram 1500 pickup truck

Classic and Competition Car



1966 GMC Custom Cab C/K Series pickup

© Simon Wright



2007 Chrysler 300/300C

© Simon Wright



1998 Subaru Impreza WRX STI Wagon



1995 Nissan 300ZX

February 2025



2005 Suzuki Grand Vitara



1998 Honda Prelude



2006 Mazda RX8



2012 Mazda MX5

VSCC NEW YEAR'S DAY MEET

THE NEW FOREST
1st January 2025.
By Chris Willows





The VSCC holds several New Year's Day meets for its members and others. These are informal gatherings at which owners can blow away the Christmas cobwebs and start the year on a motoring note.

The gathering in the New Forest, near Burley, has been held for around 35 years at its longtime host venue, The White Buck, an elegant country house hotel. The new year dawned grey, cold and showery but against my expectations a healthy turnout of 'recents' and Land Rovers of various vintages and some very tidy 1960s cars including Bristol and Alvis were joined by some lovely pre-war cars of the post vintage era. The hardy VSCC folk are not deterred by a touch of inclement January weather.

A pair of Lagonda's, a 1927 Bentley and a very early Invicta were the stars along with a stately 1934 Daimler LQ, all of which were ready to start another year of motoring fun. Award for the hardest soul was the rider of a Greeves Trials motorcycle.



1967 Bristol 410,

One of only 82 built between 1968 and 1969 by Bristol Cars. Powered by a 5.2 litre Chrysler V8 engine. This was the fourth series of Bristol models powered by the Chrysler V8 engine. The model features a hinged panel between the rear of the front wheel and the door houses the spare wheel on the passenger side and the battery, fuse panel, windscreen wiper motor and brake servo on the drivers side.





1934 Daimler LQ 220



1927 Bentley 3 Litre



© Chris Willows

1925 Invicta celebrates its centenary

© Chris Willows



1932 Morris Minor



1936 Lagonda Lg45 Arriving & Suitably Adorned



1972 Rolls Royce Silver Shadow Mk 1



American Metal Surround Early Range Rover



© Chris Willows

Alvis TD21



© Chris Willows

Austin Healey 100 with Lovely Original Patina



1960s GREEVES TRIALS BIKE



Festive 'Landie' County



1928 Lagonda 1.5 Litre



Ferrari 250GT California Replica by Parker - Based on a BMW Z3 2.8 Litre Chassis



Tidy 1970 Morris Oxford

Invasion Inkberrow.

Photos by Peter McFadyen



1943 Diamond American Army pickup truck



1943 Diamond American Army pickup truck

After President Trump wanted to take Canada as the 51st state and buy Greenland, it looked as if he had decided to take Inkberrow in Worcestershire by force. New Years day

and down the country had been cancelled or postponed

2025 saw several classic American army vehicles parked outside the Old Bull Public House in Inkberrow. The task force included a couple of Jeeps, an Army truck and a large towing vehicle. Many New Years Day car meetings up

due to the bad weather which had gripped the country on the run up to 2025. So it was good that a few hardy souls had managed to attend the New Years breakfast meet at the Old Bull in Inkberrow



1945 Willys MB





1932 Morris Minor



1954 Chevrolet 3100 Pickup truck and 1943 Dodge Army truck

© Peter McFadyen



Chevrolet pickup truck, Renault 5 Gordini Turbo, Morris Minor and MG Midget

Plum Pudding Car Races
Mallory Park,
26th December 2024.
By Simon & Janet Wright
All photos copyright
Simon & Janet Wright



Start of the Allcomers Saloon car race in the fog. In 3rd place and leading the pack is the Ford Fiesta of Sam Daffin.

Saloon race winner Sean Reynolds Ford Fiesta ST240 ahead of 5th placed Oliver Barsby Honda Civic Type R.



Ford Sierra XR4x4 was 3rd driven by Daniel Kell

We ran a report on the very foggy Boxing Day Mallory Park Plum Pudding Races meeting in last months Classic and Competition Car magazine (issue 172). The meeting was abandoned due to lack of visibility in the foggy conditions. When we published last months report, we had not received the official results to the three races run. They had not appeared on-line due to timing problems on the day. There were sessions for the motorcycles (organised by EMRA) and separate sessions for saloons and sports cars

(organised by the 750 Motor Club. Most of the morning practice sessions were run behind the safety car due to the poor visibility in the foggy conditions. Practice times were not important at this meeting as the car grids were decided on when the driver entered the event, as had been outlined in the event supplemental regulations before the event. The first motorcycle race ran before the lunch break, delayed until visibility improved. Unfortunately the track



Darren Spooner finished 2nd in a Peugeot 205



4th was Rich Hockley in a Honda Civic

Honda Civic Type R of Vytautas Pipiras 7th and Lewis Barker 6th



was very slippery with several riders falling off and the race was red flagged.

The saloon cars had gathered in the assembly area ready to race before the lunch break as the fog seemed to be lifting slightly. But after further delays while the track side barriers were repaired, the start of the saloon car race was rescheduled to start after lunch. As the cars were lined up on the grid, visibility was probably at its best, with cars visible at Devils Elbow, seen from Gerrards. By the time they had done the green flag lap, visibility had dropped so



Honda Civic of Shay Kavanagh 8th sliding on the wet track



Michael Ritchie Mazda RX8 finished 9th

that the footbridge was no longer visible from Gerrards. The early leader was Daniel Kell in a Ford Sierra XR4x4, then Rich Hockley in a Honda Civic took the lead. By the third lap we had a third leader, Sean Reynolds in a Ford Fiesta. With a slippery track from the foggy conditions, several cars went off the circuit and Adam Jones in a Hyundai hit the wall at the esses which resulted in the Safety car being deployed. After several laps behind the safety car, the race was red flagged at eleven laps.



Richard Bethell Renault Clio 10th, last unapped runner

- 1st Sean Reynolds Ford Fiesta ST240
- 2nd Darren Spooner Peugeot 205
- 3rd Daniel Kell Ford Sierra XR4x4
- 4th Rich Hockley Honda Civic
- 5th Oliver Barsby Honda Civic Type R
- 6th Lewis Barker Honda Civic Type R
- 7th Vytautas Pipiras Honda Civic Type R
- 8th Shay Kavanagh Honda Civic
- 9th Michael Ritchie Mazda RX8
- 10th Richard Bethell Renault Clio



Clifford Butler Vauxhall Carlton GSi 13th



Zak Gardner Rover Metro 16th



Adam Read BMW Compact 11th, 1 lap down



Barney Lower BMW Compact 14th



Sam Daffin Ford Fiesta 17th



Daniel Burgess Ford Escort Mk2 12th



Jason Wood Vauxhall Nova GTE 15th



AJ Duffill BMW 116i 18th



Luke Fox BMW 116i 19th



Willian Guy Citroen C1 22nd



Adam Jones Hyundai Coupe the only retirement



Ollie Anslow Citroen C1 20th



Sam Holman BMW 116i 23rd 2 laps down



Martin Rumble Ford Anglia 105e Non-Starter



Ewan Lince Vauxhall Nova GTE 21st



Steve Andrews Ford Fiesta XR2i 24th



The Safety car did the most laps during the day.



Winner of the Allcomers Sports car race - Andy Boyce in a Radical SR1

The first Allcomers Sports Car race turned out to be the last race of the day. Visibility had improved a bit before the start but the track was very sippy. John Pugsley managed to

2nd Rob Warner Caterham 7 310R



3rd Steve Barnard Audi TT

have a quick spin coming out of the hairpin on his out lap on the way to the grid in his Davrian. The Radical SR1 of Andy Boyce grabbed the lead from the front row of the grid, but the fog was getting thicker again. After a few laps, the Safety car was sent out again to lead the field round until conditions improved. After eight laps the red flag was shown and the race finished. At this point, the marshals



4th Andy Newall Chevron B6 and 7th John Pugsley Davrian Mk VI



Leon Pegg Audi Tt 5th

started to change the track configuration for the motorbikes, who use the chicanes. At this point the message came out from the Clerk of the Course that the meeting was being abandoned on Safety grounds. The winner of the Allcomers Sports and Sports Racing Car race was Andy Boyce in the Radical SR1. In 2nd place was Rob Warner in a Caterham 7 310R. 3rd place went to Steve Barnard in an Audi TT. In 4th place was the Chevron



Oak Richardson Mazda MX5 8th.

B6 of Andy Newall, followed by 5th placed Leon Pegg in another Audi TT. Completing the top six was Justin Potter in an Austin Healey Sprite.



Justin Potter Austin Healey Sprite 6th.



James Harvey Porsche Boxster S 9th

Adrian Johnson Mazda MX5 10th.



Rob Oldland Caterham 7 13th



Philip Hart Aerofan 001 - Retired.



Robert Appleton Caterham 7 11th



Peter Bramble MG B Roadster 14th



Another race finishing behind the Safety car 33



Simon Ham Jaguar E-Type 12th



William Potter MG Midget 15th

Six Motor Museums

New Zealand South Island
2024.
By Syd Wall.

© Syd Wall



Locally built racing car, a 1953 Ransley Riley on display in the Oamaru Auto Collection, New Zealand.



Geraldine - 1978 Triumph 2.5Pi S heads a line up of Holden, Armstrong Siddeley and Rovers

A review of Six of New Zealand South Island's Motor Museums

On my Down Under adventure, aside from visits the Silver Fern Rally and two Australian Supercars races (reports in the previous issues of *Classic and Competition Car*), I also found six museums to enjoy, all on the South Island. The first I visited was in **Geraldine**, the Geraldine Vintage Car & Machinery Museum. Across eight rooms, it features a host of vintage and classic cars along with models and miniatures, farm and garage machinery and some planes. The largest display consists of over 100 tractors from back to the 1900s, but the highlight for me was the Leyland P76, a large saloon from British Leyland but only sold in

Australia and New Zealand. It was given the go-ahead to compete in the same market as the large V8 engine offerings from Ford Australia and Holden. The top of the range model was powered by a 4.4 litre aluminium V8, a variant of the Buick engine which would end up in the Rover SD1 and it received favourable reports on launch in 1973 and won a Car of the Year award. But the 1973 launch coincided with the Suez crisis and along with poor build quality, sales were poor. It did win its class on the 1974 World Cup Rally but it was too little too late and the car was dropped before plans to launch it in the UK came to fruition. A real what-might-have-been.



Geraldine - Intriguing 1921 Bianchi from Italy with a boxy cabin which doesn't really go with the chassis!



© Syd Wall

Geraldine - 1970s Austin Maxi



Geraldine - Rare MG 1300 variant of the British Leyland 1100 range

© Syd Wall



© Syd Wall

Geraldine - Early Split Screen Morris Minor Fire Engine



© Syd Wall

Geraldine - Superb Austin Mini Van for New Zealand's AA Service with the perfect registration



Oamaru - This Audi Quattro A2 won the 1984 Acropolis Rally crewed by the great Stig Blomqvist and Bjorn Cederberg



displays. Many of the cars you'll see on Google searches weren't there so there is a regular turnaround on displays, presumably as they have a relatively small display space. The star car on my day was a works Audi Quattro A2, the winning Stig Blomqvist/Bjorn Cederberg car from the 1984 Acropolis Rally.

My next visit was to the **Oamaru Auto Collection**, an altogether smaller collection but housed in a building worthy of interest itself, The Woolstore. There are only around 30 cars there, but you can spend hours looking at all the photos, old racing suits, rally car debris and various



Oamaru - The Wolseley Hornet, a luxury version of the Austin/Morris Mini with the additional boot extension



Oamaru - 1 of 4 Skoda Rallye 110L works rally cars brought to the 1973 New Zealand Heatway Rally



Oamaru - American Muscle Car lookalike, the 1973 Mitsubishi GTO



Invercargill - the wonderful Art Deco home of the Bill Richardson Transport World

The third visit was to Invercargill's superb **Bill Richardson Transport World**, housed in a beautiful Art Deco building and surely one of the world's best motor museums. The main body of exhibits are lorries and what a range Bill

Richardson has gathered. Pride of place of the whole



© Syd Wall

Invercargill - Streamlined like the Dodge Airflow, these are 1930s Diamond T light trucks



© Syd Wall

Invercargill - 1951 Austin A70 Hampshire pickup with the go-faster rear wheel covers!



Invercargill - Just one of the museum rooms

museum is the 1940 Dodge Airflow Texaco petrol tanker, the only runner of the three left in the world. It has a beautiful streamlined design, taking inspiration from the 1930s De Soto Airflow aerodynamic car, the first production car designed using a wind tunnel. The first room of the museum is dominated by the Dodge but is shared with the

best display of Ford's early letter cars outside of America, from the Model A to the T. A wonderful range of Ford's 1930s and 1940s V8s also shares the room along with a fascinating collection of jukeboxes. I really cannot recommend this museum enough.

Invercargill - A rare exhibit from McDonalds, though I'd go for well done



© Syd Wall



Invercargill - Ford V8s from 1933 and 1934

© Syd Wall



© Syd Wall

Invercargill - Colourful old-timers, a 1923 GMC and a 1922 Wachusett, one of only three known



Invercargill - Two 1940s Ford Convertibles



Invercargill - Fords, Model A to T with a blue Stewart truck as the interloper

© Syd Wall



Invercargill - the stunning 1940 Dodge Airflow petrol tanker in Texaco colours



Invercargill - Two Model Ts were converted into Black Marias by the Gov't Post Office workshop in 1925 to replace horse drawn cabs. This is a replica



Wanaka - BL badge engineering at its best - Morris, Wolseley and Austin 1100s

Next came **The National Transport & Toy Museum** in Wanaka. It's another big museum but it doesn't have the elegant building or sumptuous interior found at Invercargill. There are four major buildings housing over 600 vehicles, and over 100,000 toys and miscellaneous items with a



Wanaka - Two Humber Super Snipes from the 1960s and 1940s



Wanaka - Rovers from the 1950s to 1970s

large outdoor section too. That's not all, there are 23 aircraft too, all the result of a lifetime of collecting by Gerald Rhodes and now carried on by his children on behalf of their late father. It takes many hours to tour around the whole site but on a horrible day of constant torrential rain, I missed most of the outdoors and dodged the drips inside, coming through the ceilings!



Wanaka - Lovely original model Vauxhall Viva HA and a 1961 Vauxhall Velox PA - very different from the 1950s Velox

Wanaka - A replica of the 1958 Ferguson tractors used in Sir Edmund Hillary's South Pole Expedition.



Wanaka - the 1965 DKW F102 with a 2 stroke engine. DKW and 2 strokes were outdated and it re-appeared as a four stroke Audi F103



Wanaka - Eastern German Cold War era rarity, a Goliath



Wanaka - The Goliath brand was waning so they were re-badged as the Hansa - this is an estate car with trendy fins at the rear



Wanaka - These 1953/54 Vauxhall Velox were painted brown to feature in the famous film 'The World's Fastest Indian'



Wanaka - A very sad looking Jowett Bradford which needs rescuing



Wanaka - The only one remaining, a Sunbeam World War 1 ambulance built under licence at the Coventry Rover factory



Wanaka - This 1950s Ford Zephyr Six has the sun visor extra for sunny hot countries



Wanaka - Two British Leyland classics - the Austin Allegro and the wedge shaped Austin Princess



Wanaka - Who's seen a Morris Marina Pickup before?



Nelson - Awesome 1912 Locomobile - the most expensive car of it's day.



Nelson - 1933 Packard Dietrich 1006 Roadster Coupe with a 7.3 litre V12



Nelson - 1929 Cadillac Phaeton is a wonderful example of Depression Era opulence

The penultimate stop was at another world class venue, the **Nelson Classic Car Museum** which has over 150 vehicles housed in a pleasant modern building on the site of the old factory where various British Leyland cars were assembled from 1965 to 1988. There is a big range of American cars stretching back to a 1903 Cadillac plus a nice collection of everyday British motors such as the Austin A40 and Morris 1100, plus another Leyland P76 in immaculate condition.



Nelson - 1975 Leyland P76



Nelson - The first production V16 engine went in this gorgeous 1930 Cadillac Fleetwood



Nelson - Immensely exclusive 3 tons+ Pierce Arrow 1601 Sedan from 1936



Nelson - 1950 Jaquar Mk 9



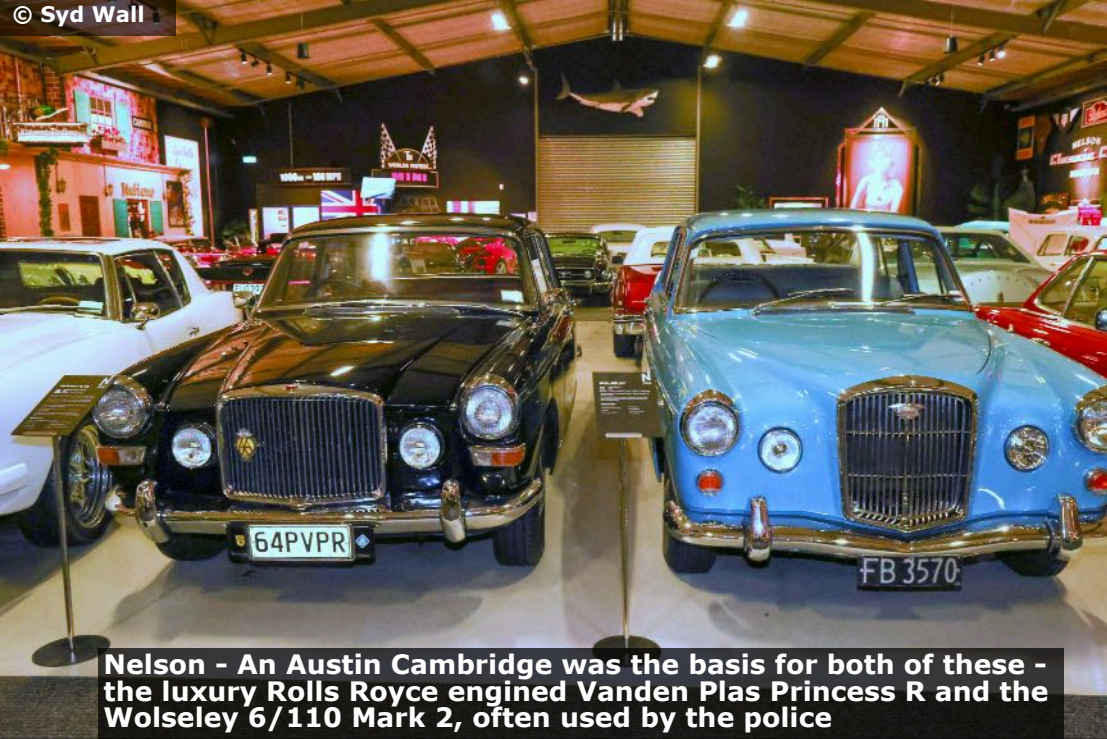
Nelson - Another British attempt to style like the Americans, the 1949 Austin A90 Atlantic



Nelson - A 1913 Krit, a luxury brand which innocently used a Swastika badge



Nelson - 1964 Ford Zephyr Mk III



Nelson - An Austin Cambridge was the basis for both of these - the luxury Rolls Royce engined Vanden Plas Princess R and the Wolseley 6/110 Mark 2, often used by the police



Nelson - A Triumph Herald chassis with a glamorous fibreglass body, this is the 1967 Bond Equipe GS4S



Nelson - Beautiful two tone Jaguar Mark 10



NELSON CLASSIC

Nelson - In 2012 at Bonneville Salt Flats, this Mini set a 146.6 mph world record for the 1000cc A Series engine



Nelson - Lea Francis, Sunbeam Talbot and Austin Atlantic loiter outside a well known pub



Nelson - BL Minis with their predecessor, the Austin A40 Farina



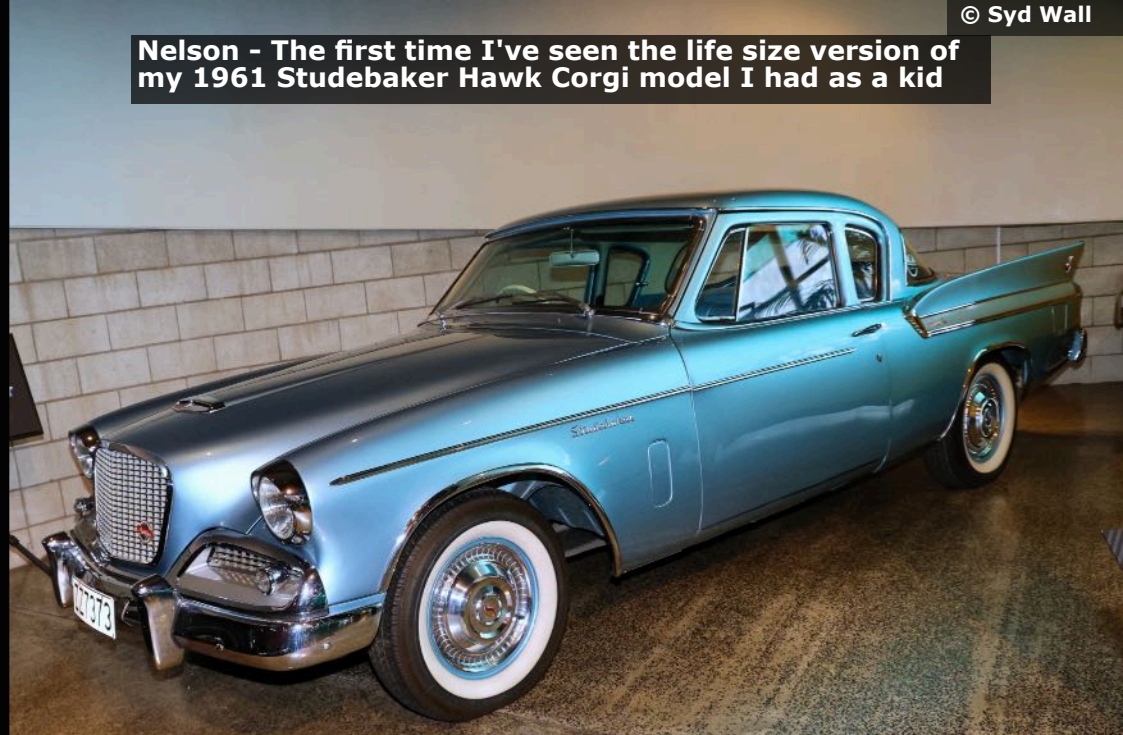
Nelson - Stunning 1936 front wheel drive Cord 812



Nelson - Chrome grills stand out on these 1953 and 1951 Buicks



Nelson - The unique design of the Studebaker Avanti, a 1985 Mk II



Nelson - The first time I've seen the life size version of my 1961 Studebaker Hawk Corgi model I had as a kid



Nelson - Mimicking the big American cars of the era this is a 1951 Humber Super Snipe Mk III



Nelson - Like the 1965 DKW at Wanaka but this is an Auto Union



Nelson - The Rover P5B Coupe with 3.5 litre V8 was a favourite of the British Royal Family and Government



Nelson - Starting with a Bristol, then VW Karmann Ghia, Auto Union, Messerschmidt, Hupmobile



Nelson - sold to Japan, this full sized 1975 Holden's V8 was replaced by a small rotary, resulting in no power, no torque and 10mpg



Nelson - The 1979 Lincoln is called the Continental probably because it's the size of one



Nelson - The Levland P76 looked like no other British Levland car



Nelson - Two Triumph Heralds, a saloon and a coupe



Nelson - Another luxury version of a standard BL car - Vanden Plas 1100



Nelson - Wonderful Silver and Maroon Lea Francis



Kaikoura - This ridiculously long Edsel Ranger Convertible has every conceivable extra fitted

Finally, I found the excellent **Harmons Motor Museum**, housed at Bernie's Diner in the whale watching town of Kaikoura. Father and son, Geoff and Bernard Harmon bought the theatre in Kaikoura only for the 2016 earthquake to destroy it a few weeks later. They decided to purchase another building and used it to house their growing (mostly) American car collection and front it with an American Diner. They have a superb collection of Ford's Edsel and many other US brands along with more mundane British cars such as the Vauxhall Viva. It's a long way to travel but New Zealand South Island is a must to visit for car enthusiasts with rally roads to rival Finland and Wales and a surprisingly high number of museums - there were at least two others I had no time to visit, the Autohaven in Christchurch and Cromwell's Highlands National Motorsport Museum.



Kaikoura - This 1968 Cadillac DeVille is said to have been owned by Mike Tyson



Kaikoura - A 1958 Ford Fairlane is parked in front of a recreation of the Adelphi Theatre, the building destroyed in the 2017 earthquake



Kaikoura - This 1956 Cadillac DeVille is so much better looking than the version 12 years later

Aston Martin Vantage Roadster





This year Aston Martin is celebrating the 20th anniversary of the 2005 introduction of the V8 Vantage. This was the first Gaydon built 'modern' Aston Martin to use the name and the first Vantage to be a separate model in its own right and not just a derivative of another model. In mid January Aston Martin announced the new Vantage Roadster, a convertible stablemate of the World beating Vantage Coupe which was launched in 2024. This highly anticipated new car is the most potent front-engine, rear wheel drive sports car now available with open air driving.



It carries over the industry leading Active Vehicle Dynamics, Electronic Rear Differential (E-diff), and Bilstein DTX adaptive dampers with bespoke tuning. It is powered by the Aston Martin 4 litre V8 twin-turbo engine which produces 655 bhp and 800Nm of torque. This is connected to an 8-Speed paddle-shift transmission. This gives a top speed of 202 mph with a 0-60 mph time of 3.5 seconds. This is thanks to the ultra-stiff, lightweight aluminium structure with composite body panels and a 49:51 front to rear weight distribution. The suspension



features race-inspired unequal length double wishbone on the front and a multi-link rear axle, coil springs and Bilstein DTX adaptive dampers with a bespoke tune. Stopping power is provided by 410mm carbon ceramic disk brakes on the front with six piston monoblock callipers. Grip is provided by bespoke Michelin Pilot Sport S 5 Tyres specially developed by Michelin and tuned by Aston Martin with a compound tailored to the specific requirements of the Vantage.

All the hardware is supported by an electronic system using



six axis sensors which allows the ESP to adopt optimal settings for both the road conditions and the

driving style. It also has the Advanced Traction Control system from the Vantage Coupe which allows the driver to choose from eight settings as well as choosing to turn off traction control completely for a fully manual driver experience.

Safety has been carefully optimised to be both strong and lightweight. The aluminium Roll-Over and Protection system is formed to be robust, light and simple.

The car also features the fastest electric folding convertible roof on the market today. It can open or close fully in just 6.8 seconds at speeds up to 31 mph. When down, it is stowed seamlessly behind the seats with no need of a bulky and heavy tonneau cover.

The model also features Aston Martins next-generation infotainment system which has been created in-house. It has a 1-.25 inch pure black touch screen with single and multi-finger gesture control. It is connected to a 390w 11 speaker audio system.

Deliveries are scheduled to begin in Q2 2025.



SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series

Taupō International Motorsport Park, New Zealand.

11th-12th January 2025.

Prepared on behalf of the New Zealand F5000 Association



Leading the way: Tony Roberts led the field of cars contesting this weekend's round of the SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series, starting from pole for the afternoon's six-lap handicap start race.



Kevin Ingram extends his hold on the Tasman Cup Revival Series open category title after the opening race win at Taupō

Handkerchief finish to Saturday F5000 race.

The second of two races for the SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series being held at the Taupō International Motorsport Park delivered a near handkerchief sized close-call finish as three of the top cars crossed less than 0.4 second apart.

Rotorua's Brett Willis (Lola T332) took the chequered flag first (having started from ninth position), beating out Tony Galbraith (Lola T332) by 0.2sec, with a courageous dash by Michael Collins in the STP liveried Leda McRae GM1 finishing third, 0.4sec behind.

Starting from pole position, the McLaren M10A of Tony Roberts finished tenth – behind the points leading A category car of Frank Karl (McLaren M10B - McKechnie Racing), in ninth. Starting last – 60 seconds behind, was Dunedin's Steve Ross in the McRae GM1. He finished fifth, 11.5sec behind.

For Willis, it was a welcome return to racing: "That was hard work – I'm a bit unfit I'm afraid," he said after the race. "But I'm very happy – that was really enjoyable. They are a magic machine to drive. They look great, sound great and are fun to drive."

If the race were 50m longer the results would likely have been different. Michael Collins set the fastest lap time and had the car 'dancing' as he eased it through the turns. "We had some dramas today and it is good to be back up the front – bloody good. They are an amazing car – it is like a rocket strapped to your back – you can't beat it," he mused after a final lunge for the chequered flag.

Toby Annabel (McLaren M10B 400-08) gave the chasing pack a fright when he spun in the early portion of the race – just as a group of three open category cars were about to make a run past him. The opening lap incident put him out of the race results.

The earlier and morning race was won by Feilding's Kevin Ingram (Lola T332 HU48R), with Steve Ross 0.2sec behind. Blenheim's 25-year-old Michael Hey finished third in the McRae GM1/Leda. The six-lap race saw the #22 McRae GM1 of Michael Collins stop after the fourth lap. Only ten cars finished, with eighth placed Toby Annabel leading the three McLarens (in the A category) home. The day started a car down with Bruce Kett's incurring terminal mechanical damage during an overnight engine change, leaving 12 cars to take to the start grid. That was after Friday's qualifying session. Topped by Ingram, it was Michael Collins who set second fastest time, with Steve Ross in third.

True to the intention of fun only, Auckland father/son pairing of David and Codie Banks set seventh and ninth fastest times respectively, having swapped steeds that put senior in the Lola T332 and junior in the Talon MR1. Toby Annabel was fastest of the three A category cars – each being a McLaren.



Close finish: second race for the Tasman Cup at Taupō, had Brett Willis take the chequered flag, with the top-three cars covered by 0.4 second.

McRae All the Way in Sunday F5000 Racing

Sunday's races saw Kevin Ingram start from pole – on the right-hand-side (procedure for a rolling start), with Steve Ross on the left (second). Michael Hey started from third (second grid row, right-side) and Glenn Richards took fourth position.

Dunedin's Steve Ross (McRae GM1) delivered a dominant performance in Sunday's SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series at the Taupō International Motorsport Park, claiming two race wins and leading a podium filled with cars built by the late Graham McRae. Four races concluded the second round of the 2024/2025 season. The central plateau weather was cooler on Sunday, with dappled cloud diffusing the summer sun. The afternoon's ten-lap race, longer than many drivers are accustomed to, offered the younger entrants a chance to flex their fitness. Ross, however, was unfazed, pulling clear of the field to cross the line with a commanding margin of

7.373 seconds. Blenheim's Michael Hey finished second, followed by Christchurch's Michael Collins – teammates driving a pair of McRae GM1s. The result also marked an all-South Island driver podium.

Feilding's Kevin Ingram (Lola T332) finished fourth, enough to retain his lead in the season standings with 150 points, just three ahead of Hey. Tony Galbraith (Lola T332) remains third overall through consistent finishes across the weekend (5th, 2nd, 5th, 7th).

Expectations were Collins and Hey might challenge Ross, with the teammates swapping positions on the penultimate lap in an intense duel.

"It couldn't be too much better," said Ross after securing two wins on Sunday. Scoring the highest points of the weekend, he now sits fifth overall in the standings, behind Clevedon's Glenn Richards (Lola T332).

Signalling that he is just getting started, 25-year-old Hey, a new entrant to the series, expressed his delight with a standout performance:



Frank Karl's consistency in the McLaren M10B continues as he extends his hold on the A category of the Tasman Cup Revival Series after this weekend's four races at Taupō.



"That was probably the best race in Formula 5000 I've had yet. It was a bit of a climb from fifth, but the extra laps were good for getting into a rhythm."

For teammate Michael Collins in the #22 McRae GM1, the result was a highlight following a race-ending tyre issue on Saturday: "We've been clawing our way back since race one and working up the grid. It's been great to have both team cars on the podium. I don't know how they did it back in the day – 100-mile races! After 10 laps, I'm feeling it."

The only car not to finish was Brett Willis's #19 Lola T332, which stopped on lap eight due to a gearbox selection issue.

Frank Karl (McLaren M10B) led fellow Class A competitor Tony Roberts (McLaren M10A) to finish ninth overall.

Morning Race Highlights

The morning's six-lap race continued from Saturday's scratch start. Starting on the inside, Ross used the rolling start to his advantage, leading the field after the first lap.

The field followed in a procession, apart from Michael Collins, who started from the back in his STP McRae GM1 and carved his way through to finish fourth. Ross also set the fastest lap of the race, clocking a 1m25.495.

Toby Annabell's McLaren M10B retired on the penultimate lap with engine failure, while David Banks's Lola T332 stopped mid-race with suspected fuelling issues. Frank Karl (McLaren M10B) again led Tony Roberts (McLaren M10A) for Class A honours.

Notable Absences

Auckland's Codie Banks (Talon MR1) was absent from the weekend's races after an engine issue in qualifying sidelined the car before Saturday's first race. Fortunately, the engine avoided significant damage and will be rebuilt in time for the series' next round.



Toby Annabelle (#9A McLaren M10B)

RESULTS:

Race 1: 6-laps Saturday 11 January

| Pos | Competitor | Car | Total Time | Diff |
|-----|-----------------|--------------|------------|---------|
| 1 | Kevin Ingram | Lola T332 | 08:48.0 | 0 |
| 2 | Steven Ross | McRae GM1 | | 0.232 |
| 3 | Michael Hey | McRae GM1 | | 3.545 |
| 4 | Glenn Richards | Lola T332 | | 7.069 |
| 5 | Tony Galbraith | Lola T332 | | 8.341 |
| 6 | David Banks | Lola T332 | | 8.54 |
| 7 | Brett Willis | Lola T332 | | 34.356 |
| 8 | Toby Annabell | McLaren M10B | | 59.509 |
| 9 | Tony Roberts | McLaren M10A | | 01:06.2 |
| 10 | Frank Karl | McLaren M10B | | 01:06.3 |
| DNF | Michael Collins | McRae GM1 | | |

Race 2: 6-laps (handicap start) Saturday 11 January

| Pos | Name | Car | Total Tm | Diff |
|-----|-----------------|--------------|----------|--------|
| 1 | Brett Willis | Lola T332 | 09:19.2 | |
| 2 | Tony Galbraith | Lola T332 | | 0.206 |
| 3 | Michael Collins | McRae GM1 | | 0.404 |
| 4 | David Banks | Lola T332 | | 2.469 |
| 5 | Steven Ross | McRae GM1 | | 11.567 |
| 6 | Michael Hey | McRae GM1 | | 12.091 |
| 7 | Kevin Ingram | Lola T332 | | 13.201 |
| 8 | Glenn Richards | Lola T332 | | 17.279 |
| 9 | Frank Karl | McLaren M10B | | 38.552 |
| 10 | Tony Roberts | McLaren M10A | | 50.008 |
| DNF | Toby Annabell | McLaren M10B | | DNF |

Race 3: 6-laps Sunday 12 January

| Pos | Name | Car | Total Tm | Diff |
|-----|-----------------|-----------|----------|--------|
| 1 | Steven Ross | McRae GM1 | 08:39.3 | |
| 2 | Kevin Ingram | Lola T332 | | 3.557 |
| 3 | Michael Hey | McRae GM1 | | 9.803 |
| 4 | Michael Collins | McRae GM1 | | 21.009 |
| 5 | Tony Galbraith | Lola T332 | | 23.389 |
| 6 | Brett Willis | Lola T332 | | 31.152 |

| | | | |
|-----|----------------|--------------|---------|
| 7 | Glenn Richards | Lola T332 | 47.571 |
| 8 | Frank Karl | McLaren M10B | 01:08.4 |
| 9 | Tony Roberts | McLaren M10A | 1 lap |
| DNF | Toby Annabell | McLaren M10B | 5 |
| DNF | David Banks | Lola T332 | 3 |

Race 4: 10-laps Sunday 12 January

| Pos | Name | Car | Total Tm | Diff |
|-----|-----------------|--------------|----------|---------|
| 1 | Steven Ross | McRae GM1 | 14:40.6 | |
| 2 | Michael Hey | McRae GM1 | | 7.373 |
| 3 | Michael Collins | McRae GM1 | | 11.965 |
| 4 | Kevin Ingram | Lola T332 | | 13.402 |
| 5 | Glenn Richards | Lola T332 | | 21.571 |
| 6 | David Banks | Lola T332 | | 25.24 |
| 7 | Tony Galbraith | Lola T332 | | 01:27.0 |
| 8 | Frank Karl | McLaren M10B | | 01:34.7 |
| 9 | Tony Roberts | McLaren M10A | | 1 lap |
| DNF | Brett Willis | Lola T332 | | 8 |



Sharing that winning feeling. Dunedin's Steve Ross won both of the F5000 races on Sunday and lead home a trio of South Island based McRae GM1 cars at the Taupō International Motorsport Park.

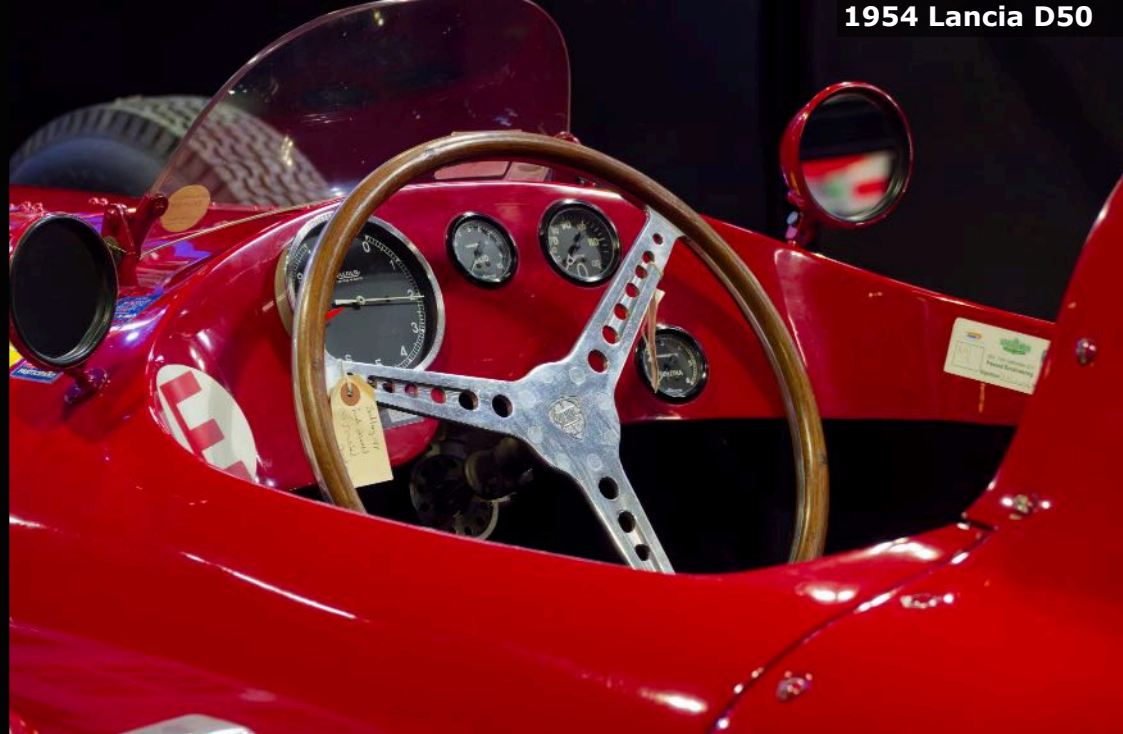
Autosport International 2025
National Exhibition Centre (NEC), Birmingham.
9th-12th January 2025
By Simon & Janet Wright.
All photos @ Simon & Janet Wright unless
otherwise stated



1957 Maserati 250F



Mazda MX5 on the National Grid



Its January and the start of the new year and the usual start for many motorsport fans is a visit to AutoSport International 2025, Europe's largest Motorsport show at the National Exhibition Centre (NEC) near Birmingham. The event featured three dedicated halls covering Motorsport, Engineering and Performance plus the Live Action Arena in Hall 5, one of the largest halls at the NEC. The centrepiece of the Motorsport hall was a fantastic grid lineup of cars to celebrate 75 years of the Formula 1 World Championship which started in 1950. The organisers had done a great job and had managed to get at least one car from each decade and from a wide range of teams.

The main disappointment was that there was no Mercedes Formula 1 car on display to represent the many championships that Lewis Hamilton had won with the team, and no Red Bull for their multiple championships, even though both teams are only located about 40 -50 miles

south of the NEC. The grid had two Italian cars at the front with a Lancia D50 on 'pole' position. The 1954 Lancia was re-badged as a Ferrari D50 when Lancia withdrew in 1955. It was powered by a front mounted 2.4 litre Lancia V8 twin overhead camshafts per bank engine and four Solex 40 PII carburettors which produced 265 hp at 8,000 rpm. The engine was used as a stressed chassis



1954 Lancia D50



1954 Lancia D50

member with an off-centre position to allow for a lower overall height. It achieved significant success in 1956 when Juan Manuel Fangio won the World Championship having taken victories in the British and German Grand Prix races. Luigi Musso won the Argentinian Grand Prix with Fangio, with Musso giving over his car to Fangio during the race, both getting half points. Peter Collins also won both the Belgian and French Grand Prix in a Ferrari D50 and was in with a chance of the championship at the final race of the season at Monza. After Fangio retired from the Italian Grand Prix, Collins handed over his Ferrari to Fangio to try and catch Stirling Moss in a Maserati. Moss won the race but Fangio took the championship. During 1956 the Ferrari D50 was also driven by Italian Eugenio Castellotti, Oliver Gendebien, Paul Frère, André Pilette from Belgium, Alfonso de Portago from Spain and Wolfgang von Trips from Germany.



1980 Lotus 81/1

This car took part in eleven Grand Prix between 1980 and 1981. Driven by Mario Andretti, Elio De Angelis in the 1980 F1 World Championship, it also gave Nigel Mansell his Grand Prix debut at the 1980 Austrian Grand Prix. The best result for the Cosworth DFV powered car was 2nd place for Elio de Angelis in the 1980 Brazilian Grand Prix. Nigel Mansell took a 3rd place at the 1981 Belgian Grand Prix. Mario Andretti's best result in the car was 6th in the 1980 American Grand Prix.



2023 MoneyGram Haas VF22



1961 Cooper T53 Lowline



1973 Williams FX3



1980 Shadow
Cosworth DN11



1962 Lotus-BRM 24



1973 Hill Embassy



1980 Alfa 179C



1965 BRM P261



1974 Tyrrell 008



1983 Tyrrell 011



1993 Tyrrell Yamaha 021



2002 Jaguar R3



2019 Racing Point RP19



1993 Williams FW15C



2009 McLaren MP4/24A



2022 McLaren MCL36



1996 Williams FW18-3



2009 Force India VJM02



2023 Williams FW45

Also part of the Formula 1 celebration were various paintings and statues by Paul Oz from the McLaren Monuments Collection. They were displayed among the Formula 1 grid.



Senna Flag, Alonso 2023 and Miami Lando



GOAT #1 Tribute to Michael Schumacher.



James Hunt



Nicki Lauda



Leclerc Vegas and Senna last win Adelaide 93



JPS Senna



The show was opened on Saturday, the first public day, by new Grand Prix sensation Ollie Bearman from Chelmsford. The 19 year old Ferrari Driver Academy star who raced for both Ferrari and Haas in 2024 will race full time in the 2025 F1 World Championship for the MoneyGram Haas F1 Grand Prix team. He started racing British Karts at the age of 8 years old in 2013. At the age of 15 he moved in to cars and in 2021 he won 17 victories to claim both the Italian and German F4 championships, the first driver ever to achieve this. After a season in Formula 3 in 2022 he moved to Formula 2 in 2023 and won the series with 4 wins, 7 podiums and 4 pole positions. At Autosport International he had his own stand which featured his Van Amersfoort Racing Formula 4 championship winning Tatuus Abarth as well as selling his own brand merchandise.



The Autosport Show stage was another high-light that attracted large audiences over the event. Various stars from all aspects of motorsport were interviewed, this being a line up of drivers from the British Touring Car Championship.



Test livery on the Un-Limited Motorsport Cupra Leon for 17 year old Max Hall 2025 BTCC Challenger, by the main stage



Motorsport UK, the sports governing body, had a large Inclusion Hub stand promoting the diversity of motorsport with 'Find Your Drive'. On the stand was a classic MG A promoting Historic Regularity Rally and Circuit Racing with a Fun Cup car.

There was also a Suzuki Swift representing Rallycross. All the major motor racing clubs involved in motorsport had displays at A25, including BARC, BRSCC, CSCC and 750 Motor

Club. Also various series were also represented such as TCR as well as plenty of grass roots motorsport. These included Rallycross, Grass track racing and short oval.



The Junior Saloon Car Championship Citroen Saxo featured on the BARC Stand



Time Attack Ultima



MSVR Track days

National Motorsport Grid



National Motorsport Grid with Representatives from most of their racing series including Caterham Academy, Mighty Minis and All Porsche Trophy Series.

Probably the largest display was in the centre of the hall was the National Motorsport grid of cars representing many of the racing series run across the UK



Rokit Formula 4 Tatuus - M Molnar



EnduroKa Ford Ka J & G Wright and J Milner



Radical R Robertson



Mini Challenge H Howarth



Clio Cup - Sutton



Hyundai Coupe



1975 Lola T342 Formula Ford.

This was the 1,000 Lola racing car and raced in American SCCA Formula Ford in 1976. The log book shows it mainly raced at Road America and Blackhawk Farms. The car has been fully restored and was returned from America to the Lola factory for display.

Spark Developments Motorsport Arrive and Drive.

If you want to try rallying, Spark Developments have 3 cars available for hire, with a further two cars to be added soon.

These packages are a full arrive and drive backed by a hard working, knowledgeable service team.

Three cars on display were Citroen C2 Maxi from £1,350 Peugeot 205 GTi from £1,350 and Mini Cooper S R53 from £1,350.



Swift Sport Challenge.

Organised by the 750 Motor Club, the Swift Sport Challenge is an entry level formula to offer close and affordable approach to circuit racing. The Race Entry package costs £2,500 which includes 750 Motor Club membership for 12 months and entry fee for all 14 races (6 events) and pre-season test day at Donington Park, plus transponder hire.

There is also a complete build kit including Safety Devices roll cage and plumbed in - fire extinguisher on offer for £4976 inc VAT. This includes everything required except for donor car and tyres.

Finally race tyres will be available for £95.94 inc VAT each, which will be limited in quantity for the season.



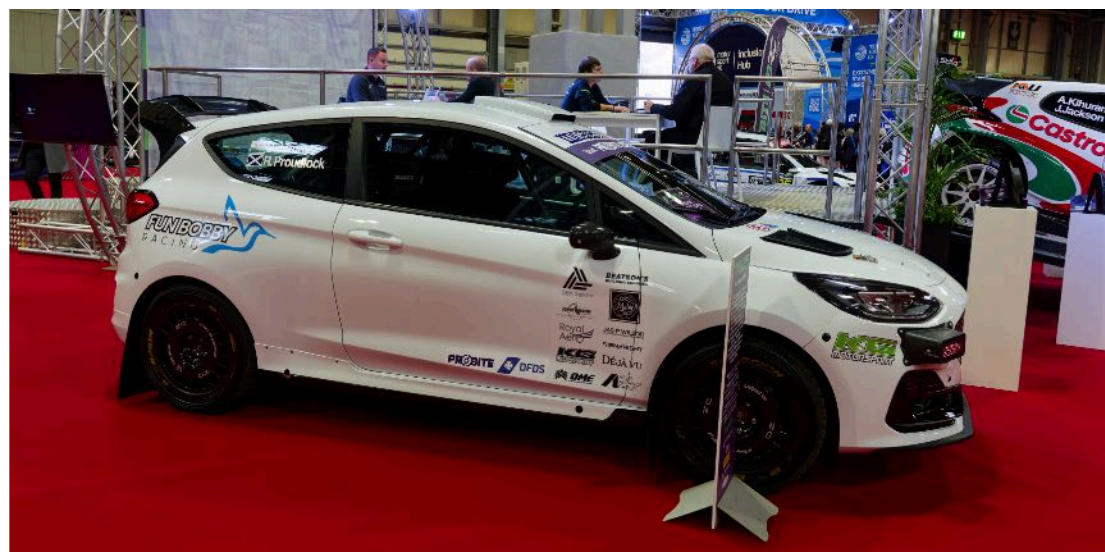
Probite British Rally Championship.

The BRC had an interesting start ramp display with the 2024 British Rally Championship winning Toyota GR Yaris Rally2. This car was driven by Meirion Evans and Jonathan Jackson. The second team car was driven by Drivers Champion Chris Ingram and Alex Kihurani, with Castrol MEM T=Rally team taking the 2024 Teams' Championship.



Skoda Fabia R5 - Dylan Davies

The Skoda Fabia R5 has been one of the most successful cars of the RS era. This class is home to Rally2 and R5 cars which have been taken out of their homologation, usually to fit larger turbo restrictors to gain extra performance boost.



Ford Fiesta Rally3 of Robert Proudlock & Dan James

John Price's legendary MG Metro 6R4 has been restored, along with his older Duckhams car by son John

© Syd Wall



Subaru Impreza WRC Replica car.



Talbot Sunbeam Lotus on the Historic Rally Festival stand



This Lancia Prisma Integrale (see the boot) has been rebuilt to full Delta 8v Turbo spec by Otto's Garage

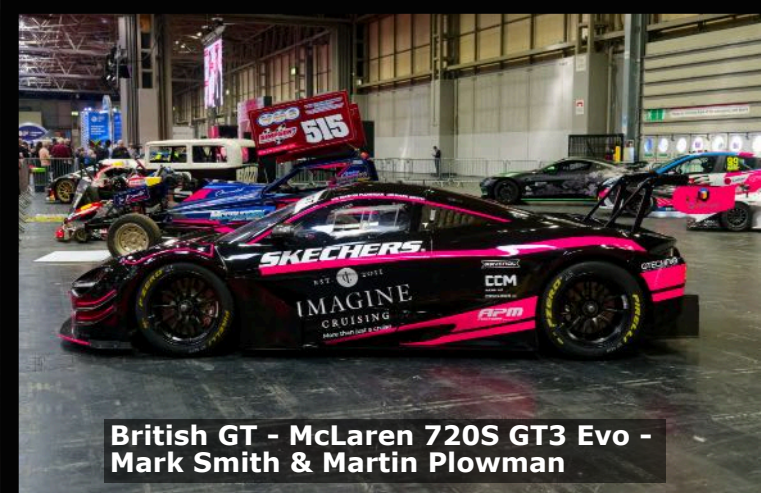
© Syd Wall



British GT Champions 2024
- Barwell Motorsport
Lamborghini Huracan GT3
Evo2 - Rob & Ricky Collard



British GT4 Champion 2024 Forsetti Motorsport
Aston Martin Vantage AMR GT4 Evo



British GT - McLaren 720S GT3 Evo -
Mark Smith & Martin Plowman



Esport is getting big



Ligier LMP3 Mick Gardner Racing



© Syd Wall

University of Wolverhampton Racing team
unveiled their new Revolution 500 EVO to
run in the Equipe Sports Prototypes series



BMW 2002 Group 2 Replica - 1972 European Touring Car Championship - Deiter Qvester



Mick Head's Ford Escort WRC from the Modified Ford Series is a circuit racer not a rally car



The Dick Johnson Racing Ford Sierra Cosworth RS500 from Australia dominated the 1988 Silverstone Tourist Trophy until overheating.



German Autowerks brought this fabulous racing BMW 3.0 CSL



BRSCC DS3 Cup Race kit for just £6995 inc roll cage installation, excludes donor car



M & J Gilding Army Motorsport Citroen C1



Returning for his second season in TCR UK, Steve Laidlaw will be driving a Cupra Leon VZ TCR for Area Motorsport. He took his first TCR victory in the final race of the 2024 season, driving this new Cupra Leon VZ TCR at Thruxton.



2025 Milltek Civic Cup - Alistair Camp Honda Civic FN2



Race of Remembrance race winning Darkside Motorsport Audi TT on the RAF stand. The only Bio Diesel race car at the show



2023 Pro Class Time Attack Championship winning Turbocharged Honda NSX



Student Motorsport Challenge Peugeot 107 training car



**BRISCA 1933 Ford Model B
Harold Bozzy Bosworth**

Billy Wood Tigras National Hotrod racing



Mallow One Grasstrack racer

Citroen Grasstrack racer

Brisca Formula one Stock car



© Syd Wall

© Syd Wall

**Jon Napier's Honda powered 1970's Toyota
Publica 1000 lookalike is a star of Autograss
Class3 racing**

**Twin bike engines in Autograss racer
Julie Hawthorn-Fernihough's 2023
Class 7 winning Mini Pickup**

Engineering Hall



Italian firm Dino Paoli Srl manufacturer of air and hydraulic impact wrenches and wheel guns since 1968. The stand featured the Le Mans Cup Aston Martin Vantage GT3 of Claude Bovet & David McDonald



Italianrp Pistons and connecting rods from a Lamborghini Urus

The first two days of the show are Trade only days. The dedicated Engineering Hall has been developed specifically for trade, suppliers, buyers and professionals. According to official show statistics, 60% of trade visitors attend Autosport International looking for new products and



**Team Bleekemolen
Chevrolet Camaro
Mascar Euro Series of
Thomas Dombrowski on
the Samsonas stand**



Samsonas Dampers

M J Tech Motorsport Engineering who do restoration and race car preparation. Their stand featured a Formula 1 Grand Prix James Hunt 1975 Hesketh 308 and Jacques Laffite Ligier JS11



area to become the Trade & Technical showcase for automotive and professional motorsport.

services, with 70% having sole or joint purchasing responsibilities. The show offers global industry reach, reckoning to allow meeting key decision-makers in companies from over 60 countries worldwide. Component and service businesses had stands in the hall, with many displaying competition cars to help attract potential customers. From brakes, suspension and component parts to gearboxes, manufacturing. For the two public days, certain exhibitors will expand their



Performance Show



One of the largest displays was the GT-R Owners club. The Nissan GT-R is a high performance variant to the Nissan Skyline GT-R and is now no longer part of the Skyline line-up. The GT-R is a front-mid mounted engine, 2+2 Grand Tourer with All-Wheel-Drive.



The Performance Show was situated in Hall 4 and contained some of the biggest names in the Performance and modified Car market, with lots of passionate car enthusiasts ready to display their cars. This year there was a new feature, the Live Driveway Stage where a range of high performance cars were fired-up, to hear the sound of those modified engines. There were also interviews with some of the biggest names and influencers in the business and the cars were displayed on the big screen.



Nissan Skyline R32



Mr Boost - Honda Civic FWD 1600 D Series engine turbocharged to 915 bhp. 9.1 secs 1/4 mile 161 mph Fastest D Series in Europe



1995 Renault 5 Campus/GTT Conversion.

Matt Davies conversion of his Renault 5 Campus is typical to many modified cars that appeared in the Performance show. He purchased the car having seen a Renault 5 being restored on the Car SOS TV program. Before the program finished he had bought a Renault 5 Campus on Ebay. He first showed the car at the first Max Power Reunion. He likes to make minor changes to the vehicle every year so people have something new to look at. Over time the car has been converted to GTT running gear. The engine and electrics were installed by a garage but now he does most of the work himself in his garage and driveway. The majority of body modifications have been done at home, with the paintwork done by Ikon Bodyz body shop. It is powered by a 1390cc engine which produces 170 bhp. The exhaust system is fully stainless steel with twin

exhausts. The suspension has been lowered by 60mm and 16 inch Japan Racing Wheels have been fitted. Carisma front and rear bumpers have been added along with side skirt extensions and a boot lid top spoiler. Front and rear diffusers have also been added along with a louvered bonnet with eyelids on the front headlights.

The interior has a roll cage complete with front and rear strut braces and bucket seats. The sound system is a full boot build with lighting, housing an Audiobahn 12 inch sub and two 6 inch Vibe speakers. There is no power steering and the front windows have a manual wind handle.





A Mr Bean tribute Mini with a twist, it has been converted to electric power



BMW



Porsche



McLaren



Dodge



Mercedes



VW Karmen Ghia



Crazy Karts



Lamborghini Countach



Late 1960s Mazda Cosmo 110S housed Mazda's first rotary engine and is being restored by Yorkshire Car Restorations



Lamborghini



McLaren



Lamborghini Huracan Sterato



Lamborghini



Mercedes



Audi



Subaru



Triumph TR7



Ian Cook's PoppangColour extravaganza featured his most recent artwork, a Radical SR3 racer

© Syd Wall



Ford Escort Mk2



BMW i8



Audi TT

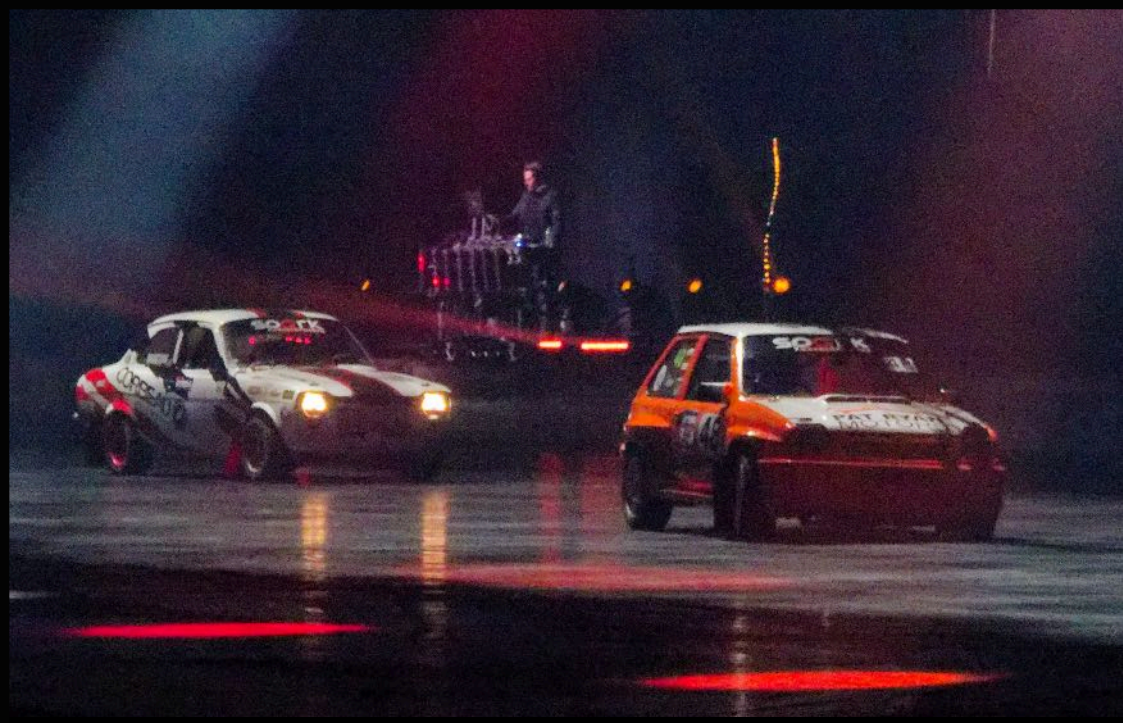


Live Action Arena



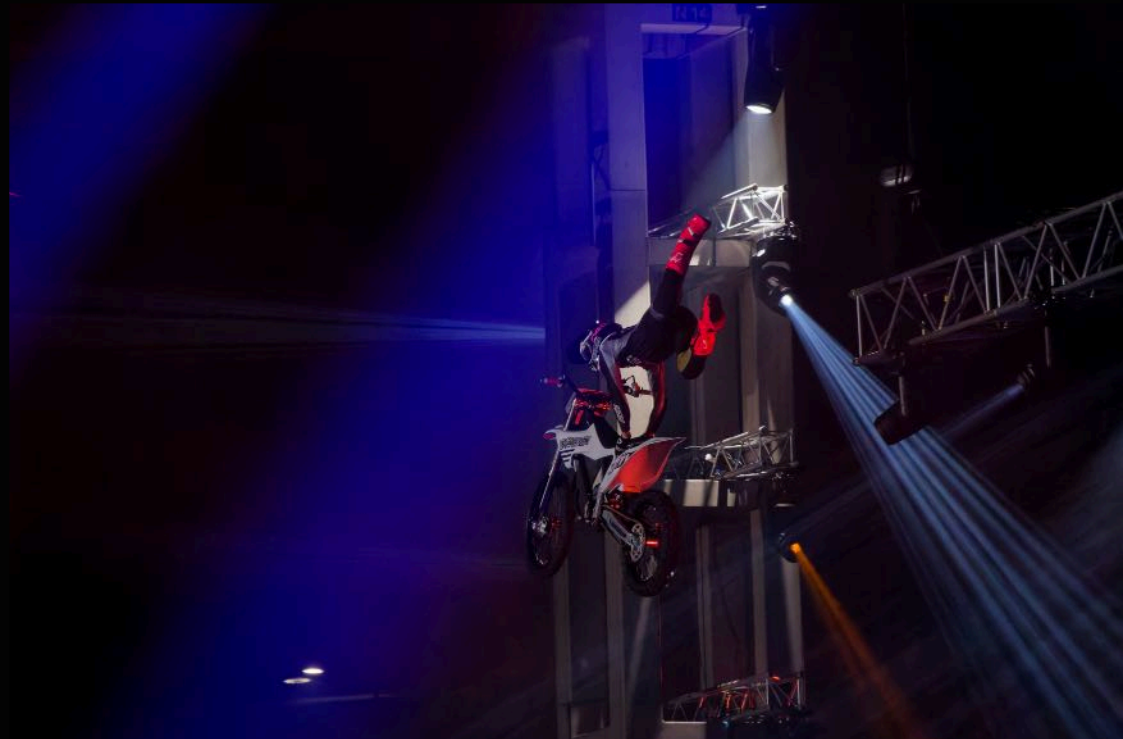


Terry Grant Stunt team. Standing on the car as it goes round and round without a driver





Changing from car 1 to car 3 as they go round in circles.



Motorcycle flying