



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

Classic and Competition Car

Founded 2010

Issue 174 March 2025

Saturday Meet-up



Crimson Dynamo AutoSolo.



Malta Classic Car Museum

Race Retro



Cotswold Clouds Classic Trial



The stunning road legal Icon 917K built from scratch by Icon Engineering at Race Retro. See Page 55



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Dave Bonning's Ford Escort RS Cosworth on the Race Retro Rally Stage See Page 76

Front cover:

Saturday Meet-up. Volvo 544S © Simon Wright.

Crimson Dynamo Autosolo : Mathias Hansen Toyota MR2 © Simon Wright

Malta Classic Car Museum - 1960 Alfa Romeo Giulietta Sprint Special

© Chris Willows

Race Retro - Ford Escort Mk1 - Richard Boyall © Simon Wright

Cloud Top Trial - David Golightly / Carla Smith 3.3 Ford Morton & Brett © Syd Wall

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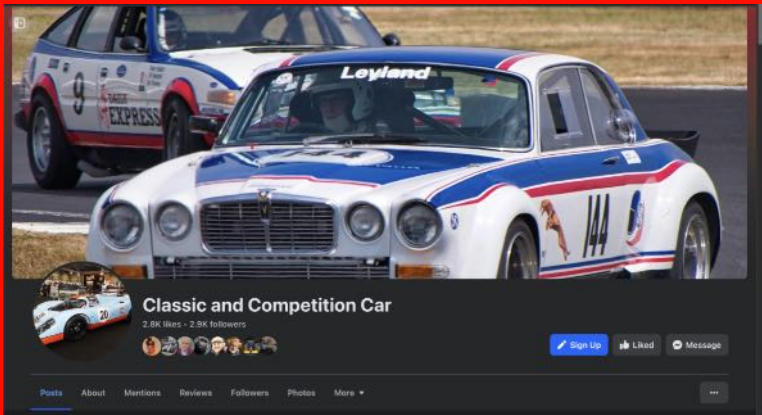
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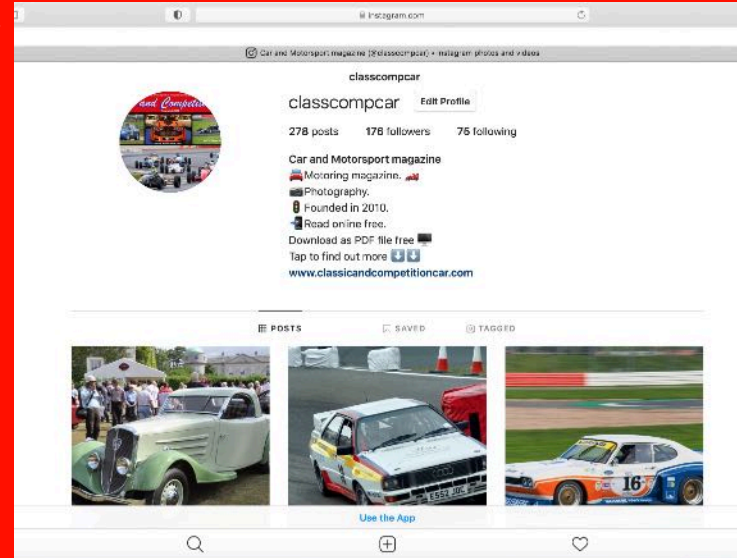
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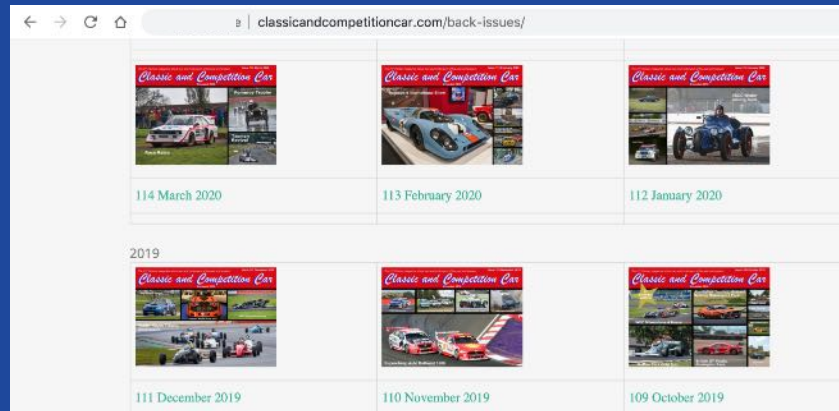


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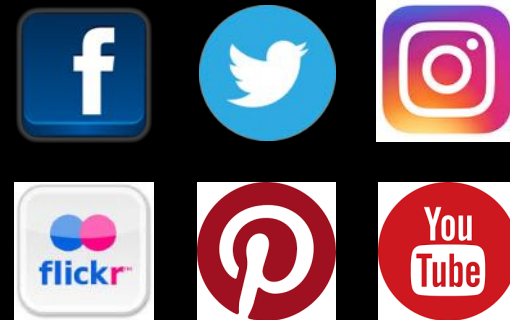


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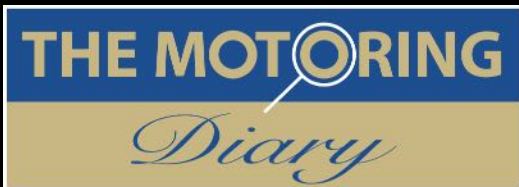


Photo of the Month

© Simon Wright

By Simon Wright and Syd Wall



The moment Tim Mangham hit the kerb on the Race Retro Rally stage in his Mitsubishi Evo 6 ralliart. It broke the spokes on the rear wheel, which then fell off the car. Once another wheel was fitted to the car, it was driven off the stage.



© Syd Wall



Alfa Romeo celebrated at Goodwood Revival.

This year's Goodwood Revival will celebrate Alfa Romeo. In 2025, the company celebrates several significant anniversaries including the centenary of the marque's victory in the inaugural Manufacturer's World Championship. Over the weekend there will be demonstrations from a collection of Alfa Romeo competition cars including Grand Prix, sports cars, Touring cars and Prototypes, including cars that took part in the 24 Hours of Le Mans, the Millie Miglia and Targa Florio.

The celebrations include the 50th anniversary of the victory in the 1975 World Sportscar Championship. It will also remember some of the great drivers who have driven for Alfa Romeo including four times Grand Prix winner Antonio Ascari five times World Champion Juan Manuel Fangio, five times Grand Prix winner and the first World Champion Giuseppe Farina and Alfa Romeo's most famous and celebrated pre-war driver Tazio Nuvolari.

Early bird tickets for the Goodwood Revival are available now at www.goodwood.com

Daytona podium for Aston Martin.

North America's most famous endurance race, the Rolex 24 at Daytona, saw Aston Martin score a spectacular GTD class podium finish. The new Aston Martin Vantage GT3 scored its first Daytona podium with the Heart of Racing #27 car driven by Canadian Zacharie Robichon, Italian Mattia Drudi and British drivers Tom Gamble and Casper Stevenson. With three hours to go, the car was spun off the track after contact with a rival. Drudi drove a masterful final sprint and by the final half hour was part of an intense three car fight for class victory. After swapping the lead several times in the last twenty minutes, Drudi took the chequered flag in 3rd place on his IMSA debut, giving the newest version of Aston Martin's most successful racing car its first podium finish at Daytona. This was the fourth podium in four years for the Vantage GT3.





New engine and gearbox options for AC Cobra.

AC Cars have announced the next stage in V8the development of the AC Cobra GT Roadster and Coupe, An all new engine option will be introduced in 2026, a performance orientated 2 litre engine which produces 390 bhp. This will join the current normally aspirated and Supercharged V8 engines. The new engine has been developed with a global leader in hybrid and internal combustion powertrain solutions. The new engine will be available in two different configurations depending on the model of car. The new engine is inherently lighter than the V8 engine, and the new cars will also benefit from the introduction of additional weight savings with the use of more carbon fibre for relevant elements of the aluminium chassis and carbon fibre bodywork. A new dual-clutch gearbox joins the new engine option alongside a manual 6-Speed option.

Prices are expected to start from £235,000 including VAT.

VW ID.7 covers 584 miles on one charge.

A standard Volkswagen ID.7 Pro S managed to travel 941 kms (584 miles) on a single battery charge. The car had no technical modifications and in an efficiency drive, consumed only 9.2 kWh/100

km. The WLTP range of 709km exceeded by over 200km.

Nardò Technical Center

Porsche Engineering



VW Polo wins Best Car of the half Century.



BEST CARS OF THE YEAR

bestcarsoftheyear.com

Volkswagen Polo named best car of the half century in its 50th year of production. Over the course of six generations, over 20,000,000 have been sold.



XPENG launches in UK.

Chinese high-tech automotive company Xpeng have announced its official entry to the UK market. The flagship SUV Xpeng G6 will be available in Right Hand Drive from March 2025, starting at £39,990.

The company plan to open 20 dealerships in 2025, through a partnership with International Motors Ltd (IML)

The ultra-smart all-electric mid-sized coupe SUV Xpeng G6 in the UK is a key milestone in Xpeng's European and global expansion.



CONSTRUCTORS' CHAMPIONS 2024



Ultra-exclusive MCL38 celebration edition Artura and 750S supercars honour McLaren's ninth Formula 1 constructors' championship win. Only nine Artura and nine 750S MCL38 celebration editions will be made globally. They feature a bespoke exterior livery with the signature Papaya Orange

and Anthrite, with branding of Champions' Laurel and Nine-star logos. Both models feature a carbon fibre sill covers personally signed by drivers Lando Norris and Oscar Piastri. The MCL38 dedication plaque on each car will feature a piece of carbon fibre bodywork from the 2024 MCL38 Formula 1 car



Super Hybrid system on Jaecoo 7

OMODA and JAECOO have introduced the Super Hybrid System (SHS) as its cutting edge plug-in hybrid platform in the UK. The Jaecoo 7 will be the first model equipped with this ground-breaking technology based on third generation hybrid technology from parent company Chery Group. The Jaecoo 7 will have a 745 mile range and has a WLTP fuel efficiency of 403 mpg and ultra-low carbon emissions of 23g/kg. The powertrain comprises of three key components. The first is a fifth generation 1.5 litre TDGI petrol engine which produces 143 bhp and 215 Nm of torque. This is coupled to a hybrid transmission which has a quad-core dual electronic control MCU, double sided water cooling, a high-efficiency dual motor and hydraulic split cooling. The gearbox also enables smooth and comfortable performance to maximise fuel economy. The final part is the high energy density lithium iron phosphate battery pack (18.3kW). This has an electric only range of 56 miles. Prices start at £35,065



Radical produces 3,000th car.

Radical Motorsport, the world-renowned British race car manufacturer based in Peterborough, have announced the production of its 3,000th race car. This was released on the company's 28th anniversary.

The car was an iconic SR3 which was ready for delivery to long-term customer and Radical Cup UK racer John Hewitt. To mark the occasion, the vehicle features a one-off chassis, powder-coated in bronze, with matching bronze wheels and decals.



Book Review by Peter McFadyen

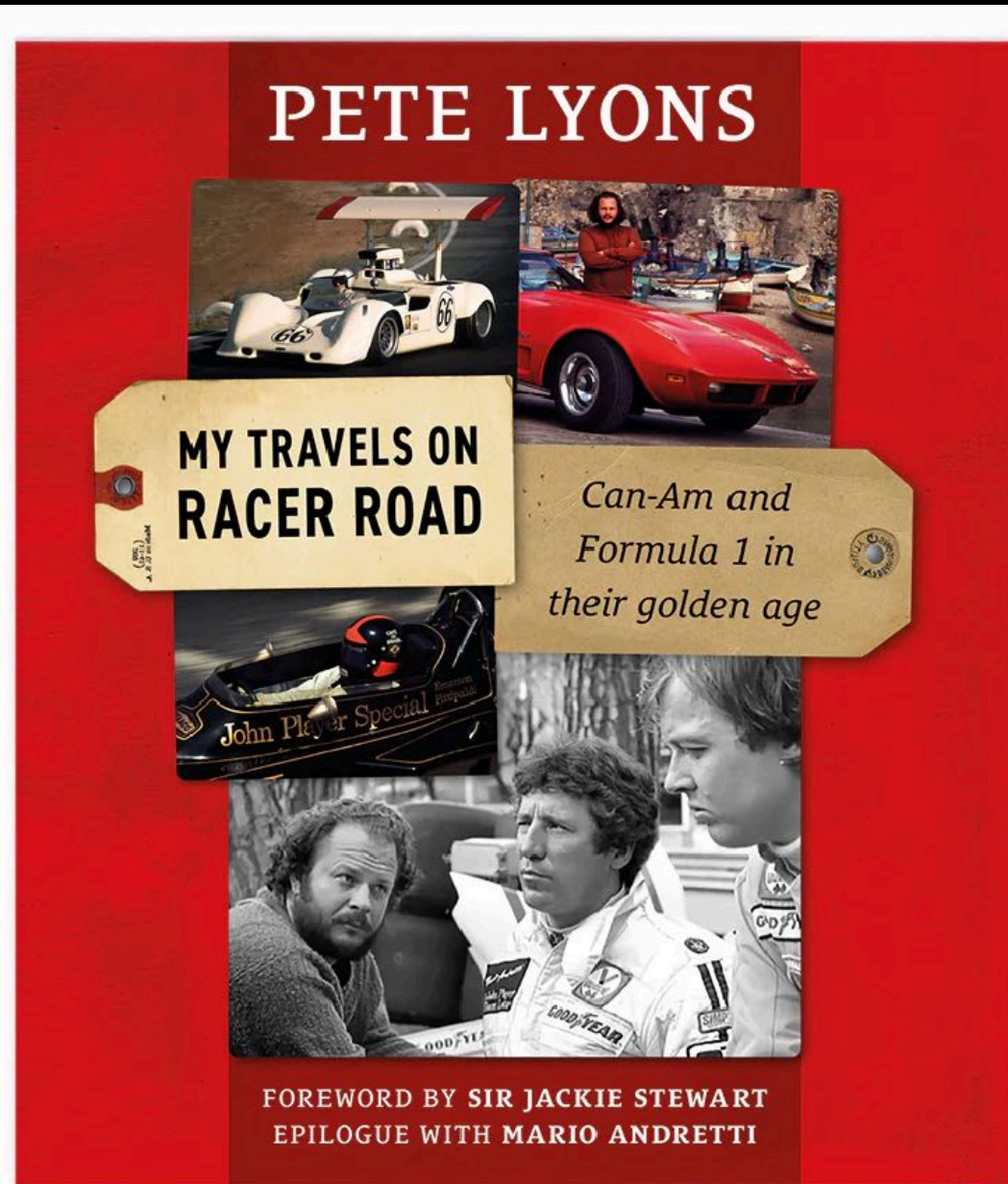
My Travels On Racer Road - Can-Am and Formula 1 in their golden age. Pete Lyons; published by Evro Publishing; hardcover; pp560 with 560 illustrations. ISBN 978-1-910505-87-8. £70.00

'This is not a motor racing history – it's my memories of it' declares the title page of this thoroughly absorbing book and thank goodness for that. It is, in fact, the life story of one of the best motor racing reporters of the last sixty years or so and that's not just my opinion. In his foreword, Sir Jackie Stewart writes [Lyons] "was one of the best journalists in F1 at the time I was racing" and that is backed up by a cutting of JYS's 1975 letter to Autosport's editor saying much the same. Following in the footsteps of his father, Ozzie Lyons, Pete was also a very competent photographer, often contributing both words and pictures to the magazines he worked for and the book includes many examples of his work.

Before his four year stint covering F1 worldwide for Autosport and the American AutoWeek, Lyons had made his reputation covering the spectacular Canadian-American Challenge Cup – or 'Can-Am' as we knew it – which started out in 1966 with what Lyons points out was the thinnest rule book of any contemporary race series. His reports of these and other North American races were always eagerly devoured by yours truly.

But the book is not so much about the races as how Pete Lyons' contrived to get to them and what happened along the way. Whether conveyed by the family Rolls Royce or his 350 Norton motorcycle or anything in between, his nomadic existence took him vast distances in both Europe and America and he describes the whole experience with all the skill and panache he applied to his race reports and background articles and it makes for a very, very readable story. The book concludes with a conversation with Mario

Andretti about 'passion in racing', something which the author and the racer clearly share and have done throughout their lives. Altogether, a superb book and one which will surely appeal to all those of us who have tried or even just dreamt of leading a similar existence.



2025 Clee Hills Trial
MIDLAND Manor Motor Club,
Hills of Shropshire
19th January 2025.
By Syd Wall



Dean Partington / Kieran Bartlett cleared every section, winning overall in their 1.6 DP Falcon



1st in Class 4 and an incredible 7th overall were Sam & Mick Holmes in a VW Beetle with just 1285cc



The winners of the class for Suzuki X90s, David Slade / John Cavendish

In the early days of motoring, trials were reliability events with manufacturers keen to prove the reliability of their products by undertaking long runs with observers in the cars to establish that the vehicle could complete the course without the vehicle coming to an involuntary halt and within a time limit. As engineering prowess improved, cars became more reliable and trials' organisers took to siting their controls at the bottom of steep hills to challenge the under powered machines to ascend the hill from a standing start. It was then but a short step to making the competitors

attempt unsurfaced hills, where mud, rocks, tight turns and steep gradients could defeat attempts to maintain forward motion, scoring fewer points the further up the hill the competitor goes. Thus, the winner is the crew with the



© Syd Wall

fewest points with a lot of the enjoyment coming when the cars are stationary! Cars taking part in Classic Trials range from 1930s road cars most often Fords and Austin 7s, via specialist trials cars such as Dellows and Wasps, to recognisable modern cars such as rear engined VW Beetles and Skodas and front engined Ford Escorts, BMW Z3s and Mazda MX5s. Success on the hills depends on traction rather than huge power and to this end, there are three

John & Natasha Early were Class 7 winners in their 1.0 Liege S



Paul Merson / Stuart Bartlett 2.0 DP Wasp Class 8 Winners

areas to concentrate on. First of all, as much weight as possible is placed over or beyond the rear wheels so rear engined cars are at an advantage here, but additionally,



just about every car you'll see will have two spare wheels mounted at the rear. The next traction trick is rear tyre pressure with lower than road pressures giving extra grip. The rear tyres can appear almost completely flat at times but there are strict rules about the minimum pressures (as low as 2psi I believe) allowed for different classes. These are of course way below public road requirements so every

Another 3 bouncer car was Steve Hill's 3.4 Ford Model A Phaeton reaching a ridiculous angle here to get more grip before a steep hill



car these days has an electric air pump to re-inflate the rear tyres before venturing back onto the public roads. Finally, as rear tyre pressures and rear axle weight run of of ideas and the car almost comes to a halt, the passenger(s) and the driver will start madly bouncing up and down in their seats to momentarily increase the traction. This can be surprisingly effective and can enable a car which seemed to have stopped, to carry on crawling further up and ultimately clearing the section, scoring 0 points. When the car has almost come to a halt, the driver and passengers will carry on bouncing with the engine

roaring away and the wheels spinning, causing great clouds of smoke and steam to come from the tyres to the great enjoyment of the crowd, until it really cannot move any further forwards and the marshal allocates the score. So this is why a large number of spectators came to be spread out across the 80 mile route consisting of 11 sections in the Cleve Hills and Wenlock Edge area of Shropshire on a cold Sunday morning in January, to view the drivers and cars taking part in the world's slowest form of motorsport. The competition was very close with three crews cleaning all the sections, ending up with 0 points. To split a tie in Trials, an Observed section time is the deciding

© Syd Wall



factor so the winners were Dean Partington / Kieran Bartlett's 1.6 litre DP Falcon, followed by Paul Merson/ Stuart Bartlett's 2 litre DP Wasp, both from Class 8. Third overall and class 5 winners were Ian & Linda Facey in their well known Supercharged 1.8 litre BMW Z3. Other class winners were: Class 2 David Golightly/ Carla Smith 3.3 litre



Julian Lack / Sam McCreedy 2.0 DP Wasp 2nd in Class 8

Ford Model T; Class 4 Sam & Mick Holmes 1.3 litre VW Beetle; Class 6 Karen Warren/ Kelly Thomas 1.6 litre VW Beetle; Class 7 John & Natasha Early 1 litre Liege S; Class 90 David Slade/ John Cavendish 1.6 litre Suzuki X90.

© Syd Wall



Mark & Amanda Hobbs were 3rd in Class 8 in their 1.6 Troll T6B



Martin & Daniel Gledstone were class 6 runners-up in a 1.8 VW Beetle

A similar angle to car 60 but safer with a lower centre of gravity, class 2 runners-up Peter Ashford / Tom Jones in a 1.1 Dellow Mk2

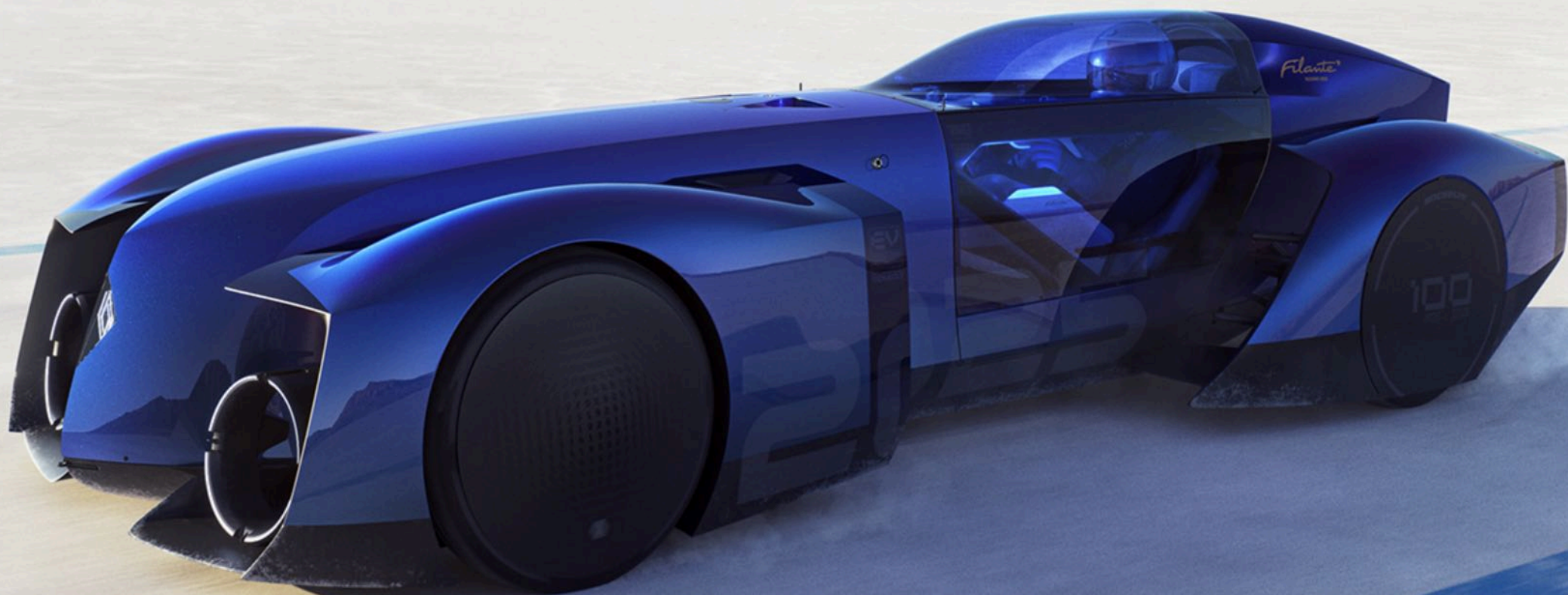


Paul Jones / Emma Harvey and their 1.8 VW Beetle head through the woods to finish 3rd in class 6



Simon Oates / Steve Moir found regaining the road just as hard as the sections in their 1.0 Liege S. 2nd in class 7

Renault Filante Record 2025





The Renault Filante Record 2025 is an electric demo car and laboratory on wheels for electric efficiency. It has been developed to maximise energy efficiency and set a new record for power consumption and range with an 87kWh battery, the same capacity as on a Renault Scenic E-Tech electric. It is designed to be bold

and innovative, fusing Renault's rich heritage with a futuristic vision of electric mobility.

It is a single seater with a streamlined body designed for aerodynamic efficiency. It is 5.12 metres long and 1.19 metres tall, weighing just 1,000 kg. Filled with new technology, the Filante has unique friction-reducing tyres along with steer-by-wire and brake-by-wire technologies.

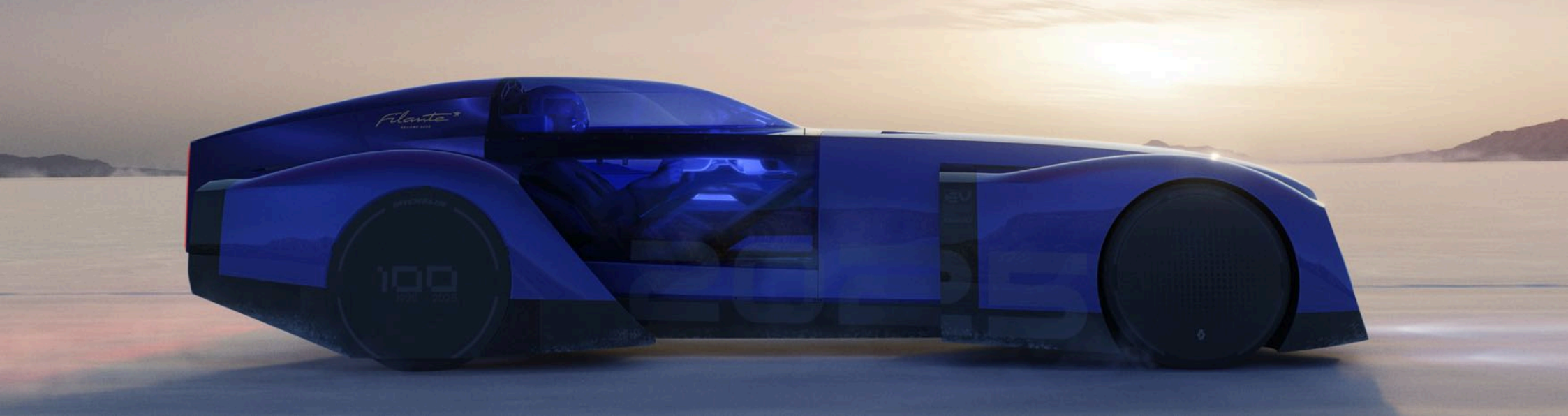
It was inspired by the 40 CV des Records built in 1925 and Étoile Filante built in 1956. Both of these vehicles set new historic records for Renault. The colour of the Filante was recreated



to look blue or violet depending on the reflection of the light and the viewing angle. This is reminiscent of the 40 CV des Records. Other details from the iconic cars that have been incorporated in the new design include round headlamps and the wheels separate from the body (40 CV des Records and Nervaport des Records), wheel fairings (Étoile Filante), pointed grille, cabin position and seat adjustment straps (40 CV des Records).

However, it is aerodynamics which are the main inspiration for the design. The protective aerodynamic bubble of the cabin is similar to that of a fighter jet. Every part of the body has been optimised to reduce drag. This includes the front and rear wheel fairings. The aerodynamic features are thanks to a collaboration between Renault and Ligier Automotive. The aim was to optimise the airflow around the car. The elongated shape of the single seater allows better control of the aerodynamic flow by reducing





interference. Even the suspension arms were faired-in, designed to reflect aerodynamic principals. Another area to improve range was in weight-savings. By maximising the use of carbon-fibre, they were able to keep the vehicle weight under 1,000 kilos, while still optimising stiffness and safety. Also component were made from Aluminium, Carbon and steel alloys were combined in order to reduce component cross-sections to the minimum required to withstand mechanical stress while maintaining maximum strength.

The interior cockpit design also reflects the worlds of aviation and space travel, with every detail designed to maximise performance, comfort and efficiency. Everything is within easy reach of the driver, with design geared towards ergonomics and weight reduction. The seat is made from stretched canvas, similar to a hammock, lightweight while offering optimum support. It adjusts to the shape of the driver and is supported by thin carbon blades covered with a technical textile. The instrument panel is an ultra-thin digital screen.

The steering wheel also controls acceleration and braking as well as steering using fully electronic steer by wire and brake-by-wire systems. These are discreetly integrated into

a 3D printed structure made of Scalmolloy, a high-strength aluminium alloy specially designed for 3D printing.. The centre of the steering wheel features a flexible panoramic screen wrapped around a cylinder which displays essential information such as speed, range and driving parameters. To allow the driver easy access, the steering wheel is attached to the protective bubble of the cockpit and raises when the cockpit opens.

Another weight saver is the ingenious system of air circulation, which makes it possible to ventilate the cockpit without needing an air conditioning system.



The original Renault 40 CV des Records

Crimson Dynamo AutoSolo.

Curborough Sprint Course, Lichfield.

2nd February 2025.

By Simon & Janet Wright.

All photos © Simon and Janet Wright



Overall winner - Mathias Hansen in a Toyota MR2



Winning Class C and 2nd overall - Tom Bishop in a Nissan Micra

Owen Motor Club held their annual Crimson Dynamo Autosolo at Curborough at the beginning of February. The twenty three entrants were greeted with a cold but dry track for the day with two layouts providing four different tests round the circuit. The first layout started at the Fradley

hairpin, running the wrong way round to the crossover at the Mole Hill. After negotiating a narrow gateway, the cars then headed down the Shenstone straight before circling a cone at Flagpole corner and heading back up Woodside to



3rd overall and 2nd in Class E - James Holt in a Mazda MX5



3rd in class E and 4th overall - Miroslaw Nastalczyk in a Mazda MX5 19

1st in Class B and 5th overall Mark Brotherhood in a Suzuki Swift he shared with Liam Brotherhood (B3) - 5th in class and 17th overall



the mole hill, where they again went through the gateway to head up the first half of the Shenstone Straight to the finish line.

The second test started at the paddock gate and turned right, heading uphill towards flagpole corner. Half way up the incline the cars did a 180 degree turn round a marker

2nd in Class C and 6th overall - David Allman Peugeot 205i XS



© Janet Wright



The shared Nissan Micra of Daniel (1st Class A, 7th overall) & Ashley Pearce (2nd Class A, 8th overall).



cone before heading towards the sprint course start line. A quick trip round the car assembly area behind the start line before heading back to the finish line at the paddock entrance.

Each driver had three runs at each test and if any of the marker cones were hit, a 5 second penalty was added to the time.

The first test saw Mathias Hansen in a Toyota MR2 (E1) fastest with a total time of 185.4, over six seconds faster than Miroslaw Nastalczyk in a Mazda MX5 (E4) on a time of 191.7.



Chris Bravington Ford Fiesta was 3rd in Class A, 9th overall

Test two again saw Hansen fastest from Tom Bishop in a Nissan Micra (C2). Test three also saw Hansen remain fastest despite clipping a cone and gaining a 5 second penalty. This time James Holt in a Mazda MX5 (E2) was in 2nd position.

At the end of the fourth test, the overall results showed Mathias Hansen driving a Toyota MR2 (E1) took the overall



Barry Mansell Renault Clio 127 2nd Class B, 13th overall.

fastest time of Day with a total time of 696.9. He took victory by over twenty three seconds. In 2nd place was Tom Bishop in the Nissan Micra (C2) with a total time of 720.2, taking 1st in Class C. In 3rd overall was James Holt in a Mazda MX5 (E2), only



Jamie Moffat Mini One 2nd Class B , 11th overall.



Will Cavender Nissan Micra 3rd Class C, 20th overall.



Will Barnes Nissan Micra 4th Class A, 10th overall.

0.2 of a second behind, with a total time of 720.4
In 4th place overall was Miroslaw Nastalczyk in another Mazda MX5 (E4) just 0.3 of a second further back, with a total time of 720.7

© Janet Wright



Chris Ladkin Toyota MR2 - 4th in Class C, 12th overall

In 5th place overall was Class B winner Mark Brotherhood driving a Suzuki Swift (B8) with a total time of 737.3 including one cone 5 second penalty on Test 3. Completing the top six was David Allman driving a Peugeot 205i XS (C3) who was 2nd in class C with a total time of 749.7

The other class winners were Daniel Pearce (A4), 1st in Class A and 7th overall on a time of 755.6 He shared a Nissan Micra with Ashley Pearce who was 2nd in class (A1) who was just under seven seconds behind. Chris Bravington in a Ford Fiesta (A2) took 3rd in class.



Rich Mannoxt Toyota Yaris 5th in Class A 14th overall.

Taking 2nd in class B behind Mark Brotherhood was Jamie Moffat driving a Mini One (B7) in 11th overall, with one cone penalty in Test 3. Barry Mansell in a Renault Clio 172 (B2) took 3rd in class B, also getting a cone penalty on Test 1. Class C saw Will Cavender in a Nissan Micra (C1) take 3rd in class, despite clipped cones in Test 2 and Test 4. He finished 20th overall.



Adam Davies Ford Focus ST170 4th Class B, 15th



Lucy Roberts Peugeot 205 GTi 4th Class C, 21st



Robert Smith Nissan Micra 6th Class A, 16th



The shared Citroen C2 by Loeb took 6th in Class B - Mick Tonks, 18th overall and 7th in Class B - Mark Pope, 19th overall.



Liam Brotherhood Suzuki Swift 5th Class B, 17th



Cameron Barthel VW Polo 7th Class A, 22nd

Saturday Meet Up.
Shakespeare Rally Promotions Ltd.
Stoke Prior Sports & Country Club.
Saturday 8th February 2025.
By Simon & Janet Wright.
All photos © Simon and Janet Wright





At the beginning of February, Shakespeare Rally Promotions Ltd held one of their free Saturday Meet Up events at Stoke Prior Sports & Country Club at Bromsgrove. The venue is located not far from junction 5 of the M5 motorway, allowing easy access from large parts of the Midlands. The Saturday Meet Up ran from 11am until 2pm and although cold, the weather was dry in the morning. Despite the cold, grey morning, there was a reasonable turnout of classic and interesting vehicles.

These meetings are open to any Vintage, Classic or Retro car, commercial vehicles and motorcycles, steam engines, tractors, custom, kit cars and hot rods plus anything else unusual or interesting. The next meeting is Saturday 8th March 2025.



1999 ERF EC8 Cab unit



1968 Morris pickup truck



1954 Triumph TR2.

Built by the Standard Motor Company between 1953 and 1955. TR stands for Triumph Roadster and a total of 8,636 were built. Powered by the Standard Vanguard's 2 litre straight 4 engine, fitted with twin SU carburettors, tuned to produce 90 bhp. The front mounted engine drives the rear wheels through a 4-Speed manual transmission with an optional top gear overdrive. The body is mounted on to a



separate simple ladder chassis, with coil spring independent suspension on the front and a leaf spring live axle at the rear. Lockheed drum brakes were fitted all round with either wire or steel disc wheels supplied. The car had a top speed of 107 mph and could accelerate from 0-60 mph in 12 seconds.





1954 Austin A30 and 1957 Austin A35



1962 Ford Consul Capri



1972 Austin 1800



1960 Wolseley 1500



1955 Volkswagen Beetle



1958 Morris Minor 1000



1974 MG B GT



1949 Hillman Minx



1964 Volvo 544S B18



2018 Abarth 500.

The Abarth 500 is a high performance of the Fiat 500 tuned by Fiat's Abarth subsidiary. The model was launched in 2008 at the 78th Geneva Motor Show, a year after the relaunch of the Abarth brand.

The hot Hatch is powered by a 1.4

litre Fire in-line 4 cylinder petrol engine fitted

with a IHI RHF3-P turbocharger, producing 133 hp and 133 lb-ft of torque. The front mounted engine drives the front wheels through a 5-Speed C510 transmission. There is the option

of a 5-Speed automated manual transmission. The low ride suspension and electric power steering with sport setting, combined with 6.5 x 16" aluminium alloy wheels, give great handling. Stopping power is provided by four wheel disc brakes, with the front discs ventilated. The interior features a turbo

pressure gauge and gear shift indicator, plus aluminium foot pedals. It also includes a Blue&Me entertainment system with GPS and telemetry. The car was sold for £13,600 when launched.





2002 Rover 45



2016 Ford Fiesta and 2006 Mini



SEAT Leon FR



2016 Toyota GT86



2019 BMW M2



1987 Toyota MR2



1983 Volkswagen Golf GTi



2012 Renault Twingo RS



2006 Ford Transit Connect ST



1979 Austin Mini 1100



Land Rover duo



2005 Subaru Impreza WRX



2000 Audi TT Quattro Convertible

SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series Round 4
Euromarque Motorsport Park, Christchurch, New Zealand

2025

Prepared on behalf of the New Zealand Formula 5000 Association www.F5000.co.nz



Blenheim's Michael Hey has taken the opening race win at this weekend's F5000 race round being held at the SKOPE Classic.

Hey Sets the Pace in F5000 at SKOPE Classic Saturday

Blenheim's Michael Hey (McRae GM1) asserted his dominance in the F5000 action at the SKOPE Classic, topping the timesheets in qualifying before securing victory in the opening race under the summer skies at Christchurch's Euromarque Motorsport Park.

Returning for the fourth round of the 2024/2025 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series, the field featured a mix of those who contested the last North Island round, those returning after a break, and a few competitors sitting this weekend out.

Following Hey across the line was teammate and

Napier's Tony Roberts (1969 McLaren M10A) had a strong weekend at the SKOPE Classic to close the gap on A category leader Frank Karl.

Christchurch local Michael Collins, who finished 5.526 seconds behind in the #22 STP McRae GM1. Originally entered in the ex-Graeme Lawrence Lola T332, Collins switched back to his usual car after the team determined it would be the better option for the weekend.

Third place went to Kevin Ingram (Lola T332), just over two seconds behind Collins.

After the race, Hey was quick to credit his team:

"It's thanks to Mark Collins for all the preparation work on the car, and to Dad as well for the very lucky opportunity to race this car again."

"We got the cars back from Taupō on Tuesday last week.

Mark has done an amazing job getting them ready in such a short time—including the Formula Ford I was supposed to be racing as well—just so I could come down from the top of the South Island to drive here this weekend."

© Euan Cameron

"I've never had a pole position before, so managing the start and getting a few good laps in was my first focus. As the race went on, the rear tyres started getting a bit slippery, and I could see myself slowing down. I knew I had to keep the pace up without pushing too hard—I just had to maintain my position."

Hey led the ten-car field into the first turn and controlled the gap while Ingram, running second, came under pressure from Collins. Dunedin's Steve Ross (McRae GM1) had been expected to challenge after qualifying second, but a gear selection failure on the run to turn one saw him struggle for two laps before retiring to save the car for another day. Fourth place went to Glenn Richards (Lola T332), while Codie Banks (Talon MR1) rounded out the top five.

In the A category, Tony Roberts (McLaren





Napier's Tony Roberts (1969 McLaren M10A) had a strong weekend at the SKOPE Classic to close the gap on A category leader Frank Karl.

M10A) initially ran ahead of points leader Frank Karl (McLaren M10B) before a moment of distraction cost him position. "One minute he was in my mirrors, and the next, he was gone—which worried me," Roberts explained after an off-track excursion. Karl finished seventh, with Roberts in 8th. The only non-starter was Bruce Kett (Lola T332), who suffered a mechanical failure in qualifying due to a rear hub issue.

Ingram Wins Bert Hawthorne Cup at SKOPE Classic

Feilding's Kevin Ingram claimed victory in the final race of the weekend at round four of the 2024/2025 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series, securing the prestigious Bert Hawthorne Cup in the process.

Held at Christchurch's Euromarque Motorsport Park as part of the SKOPE Classic, the Sunday afternoon race unfolded in damp conditions, adding an extra layer of challenge for

the historic high-horsepower cars. Ingram mastered the slippery circuit to take the win, with Christchurch's Michael Collins (McRae GM1) finishing second and Dunedin's Steve Ross (McRae GM1) rounding out the podium in third. "I'm rapt," said Ingram. "I'm really, really pleased with the result. I was lucky it rained—otherwise, I wouldn't have been able to win, as I don't have the fastest car. While I don't mind the wet, I almost came unstuck once or twice." Now leading the overall standings by 18 points over Tony Galbraith, Ingram remains focused on reliability and consistency, taking the season race by race.

Race Recap: Wet-Weather Masterclass
Starting from the front after winning Saturday's race, Michael Hey (McRae GM1) was quickly overtaken by teammate Michael Collins on the run to the first turn. However, by the end of the opening lap, Ingram had eased

© Euan Cameron





into the lead, demonstrating his wet-weather prowess as he managed the gap through to the end of the 12-lap race.

Hey finished in fourth with the Lola T332 cars of Tony Galbraith and Bruce Kett fifth and sixth respectively.

A Category Battle Intensifies

Finishing in seventh overall, Tony Roberts (McLaren M10A) led home Frank Karl (McLaren M10B) in the A category, tightening the points battle. Karl remains the class points leader on 264, but Roberts has closed the gap to just five points on 259.

At the post-race prizegiving, His Worship, the Mayor of Christchurch, Phil Mauger, awarded the Stan Redmond Memorial Trophy to Tony Roberts—his first time receiving the honour—recognised for embodying the spirit of F5000

racing that Redmond was renowned for.

Sunday Morning Handicap Race

Sunday's eight-lap handicap race began under cool, cloudy conditions, with Tony Roberts (McLaren M10A) first across the line, followed by Frank Karl (McLaren M10B). Bruce Kett (Lola T332) finished third in his return after a mechanical failure during Saturday's qualifying.

With the fastest cars expected to reach 280km/h into Turn one, the field remained well-spaced, allowing the quicker drivers room to work through the pack. Michael Hey, starting last after his Saturday win, faced the biggest challenge but was forced to retire by lap six with broken half-shafts. At the front, Steve Ross (McRae GM1) built a healthy lead, while Tony Galbraith (Lola T332) won a close battle for second, holding off Kevin Ingram (Lola T332), who finished third. Glenn Richards (Lola T332) crossed the line in fourth, while Michael Collins (STP McRae GM1) finished fifth.

In the A category, Tony Roberts once again

edged out Frank Karl, finishing eighth and ninth respectively.

The series now takes a break until mid-March, when the cars return to the North Island for NZIGP Thunder at the Downs, held at Hampton Downs from 14-16 March. This penultimate round will be crucial in shaping the championship battle before the season finale.

Supporting the series in its 22nd season is SAS Autoparts, MSC, NZ Express Transport, Bonney's Specialised Bulk Transport, Mobil Lubricants, Nova Tyres, Webdesign, Exide Batteries and Pacifica Shipping – who sea freight the cars for the New Zealand events. Their commitment ensures that this classic racing series remains a highlight of New Zealand's motorsport calendar.

Results: SKOPE Classic – Euromarque Motorsport Park

Race 1 – 8 laps

Pos	Driver	Car	Total Time	Diff
1	Michael Hey	McRae GM1	10:55.1	0
2	Michael Collins	McRae GM1		5.526
3	Kevin Ingram	Lola T332		8.021
4	Glenn Richards	Lola T332		10.075
5	Codie Banks	Talon MR1		10.599
6	Tony Galbraith	Lola T332		25.622
7	Frank Karl	McLaren M10B		01:26.2
8	Tony Roberts	McLaren M10A		1 lap
DNF	Steven Ross	Lola T332		
DNS	Bruce Kett	Lola T332		

Race two – 8 laps

Pos	Driver	Car	Total Time	Diff
1	Steven Ross	McRae GM1	11:26.8	
2	Tony Galbraith	Lola T332		7.802
3	Kevin Ingram	Lola T332		8.185
4	Glenn Richards	Lola T332		8.549
5	Michael Collins	McRae GM1		8.959
6	Codie Banks	Talon MR1		13.032
7	Bruce Kett	Lola T332		21.369
8	Tony Roberts	McLaren M10A		39.818
9	Frank Karl	McLaren M10B		40.487
DNF	Michael Hey	McRae GM1		

Race three – 12 laps

Pos	Driver	Car	Total Time	Diff
1	Kevin Ingram	Lola T332	16:45.7	
2	Michael Collins	McRae GM1		18.691
3	Steven Ross	McRae GM1		26.883
4	Michael Hey	McRae GM1		29.221
5	Tony Galbraith	Lola T332		01:21.5
6	Bruce Kett	Lola T332		01:38.7
7	Tony Roberts	McLaren M10A		1 lap

8	Frank Karl	McLaren M10B	1 lap
DNS	Glenn Richards	Lola T332	
DNS	Codie Banks	Talon MR1	

2024/2025 Series Dates:

- Round 1. MG Classic 8-10 November 2024 – Chris Amon Manfeild Feilding
- 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



Feilding's Kevin Ingram with the Bert Hawthorne Cup after winning the 12-lap race at the SKOPE Classic.



Malta Classic Car Museum
Qawra, Malta
February 2025.
By Chris Willows



Immaculate Triumph TR2 Given Pride of Place on Entry to the Museum

On a recent holiday on the island of Malta I came across a classic car museum in the backstreets of the town of Qawra. On arrival the entrance was a small shop front beneath a large block of flats. Outside was a faux Bugatti so my expectations for the 10 euro entry price were not high. Never judge a book by its cover.



1929 Pontiac 629



1913 Willys Overland Knight



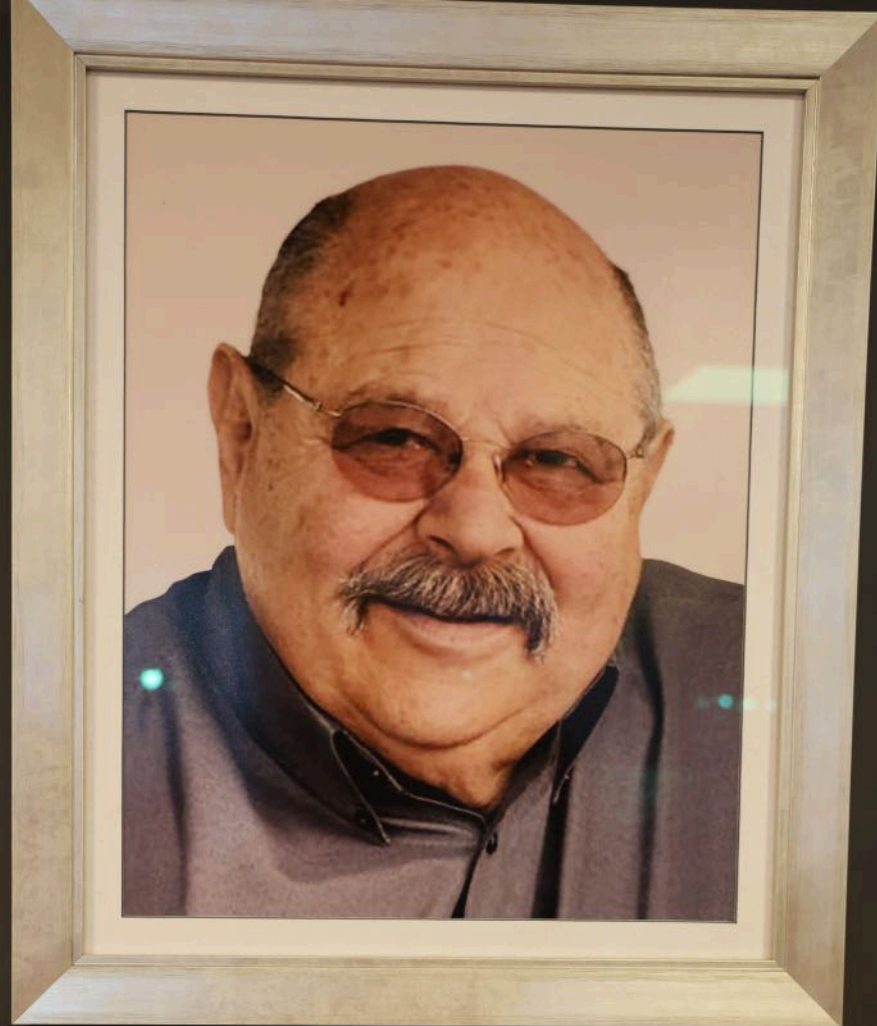
1930 Delahaye Torpedo



1938 Flying Standard Eight

Moving downstairs from the entrance I discovered a subterranean treasure trove of Alfas, Jaguars, Fiats, Minis as well as more obscure marques like NSU, DKW, Goggomobil, and lots of classic British cars including Austin Healey, MG, Triumph and Sunbeam. Apart from the main course of 1950s and 60s cars there were several from the first few decades of last century including Pontiac, Willys and Delahaye. There was even a Trabant! Amazingly all are in tip top condition.

This lovely museum is the life's work of the late enthusiast and collector Mr Carol Galea. Mr Galea added a library, a cinema and many life-size models of 20th century characters such as Elvis Presley and the Blues Brothers. Today his son and daughter run the museum and I thoroughly recommend it should you be in Malta on holiday



Carol Galea - the Creator of This Palace of Automobilia





The Second Floor down Reveals the Variety of the Collection



1956 Ford Thunderbird



1960 Alfa Romeo Giulietta Sprint Special - My Star of the Show



1974 Austin Mini Countryman



1962 Chevrolet Corvette Roadster with Accompanying Rock Memorabilia



Well Restored Jaguar E Type FHC



1985 Audi Quattro Ur



1971 Triumph Spitfire Mark 3



The Blues Brothers Put in an Appearance



1965 Alfa Romeo Giulia Spider



1962 Fiat 1200C Cabriolet



1979 Trabant P601



1989 Nissan Skyline R32 GTR



1953 Austin A40
Somerset Drophead



1955 Goggomobil.

The Goggomobil was a series of German microcars produced by Hans Glas in the Bavarian town of Dingolfing between 1955 and 1969. In 1966 the company was taken over by BMW.

There were three models built on the Goggomobil platform, the T sedan, the TS coupe and the TL van. They were powered by an air-cooled, two-stroke, two-cylinder 250cc engine. Later models were available with either a 300cc or 400cc engine. It had an electric pre-selective Getrag transmission with a manual clutch. The engine was mounted behind the rear wheels.

Suspension was independent all round with coil springs and swing axles.

In total 214,313 sedans, 66,511 coupes and 3,667 transporter vans and pickup trucks were built between 1955 and 1969.



1959 Alfa Romeo 2000 Spider

© Chris Willows



1957 BMW Isetta 250 & Elvis (Who Hasn't Left the Building)

© Chris Willows



1964 DKW Auto Union SP1000 Coupe

© Chris Willows



1965 NSU Spider & 1960 NSU Prinz



Rare 1962 Fiat 600D Vignale

© Chris Willows



© Chris Willows



© Chris Willows



© Chris Willows

1969 Sunbeam Imp Sport

Fast Fords - 1966 Lotus Cortina & Mk1 Escort RS

1960 Alfa Romeo Berlina 2000 Fnm



© Chris Willows



Austin Healey 100, Mercedes 190SL & Lotus Elan M100



1990 Reynard F3 Car

1979 MG Midget

© Chris Willows

© Chris Willows



© Chris Willows



© Chris Willows



© Chris Willows

Alfa Romeo Giulia

Lotus Europa

Fiat 500 Beach Scene



1961 'Frogeye' Sprite with Froggy Friend

Perfect for a Malta Picnic - Triumph TR3

© Chris Willows



1971 Austin Mini Pickup

© Chris Willows



Homage to US Number Plates

© Chris Willows



Great Props Add to the Quirky Nature of This Collection

© Chris Willows



© Chris Willows



Mark 1 VW Golf GTi

© Chris Willows



Leyland Showroom Sign

Cotswold Clouds Classic Trial

Stroud area of Gloucestershire
2nd February 2025
By Syd Wall.



An unusual 1.8 BMW E30 Estate won class 3 in the hands of Rob Holden and Paul Nevitt



Cotswold Clouds Classic Trial

After the Clee Hills event, there was a two week gap to the next event of the season, the Stroud and District Motor Club's Cotswold Clouds Classic Trials over a 65 mile route in the south west of Gloucestershire. Coincidentally, this

The 2.2 BMW Z3 of Nick Farmer / Toby Manley won class 5



year's 75th anniversary of the club matched the 75 entries. Many of the Clee Hills competitors appeared on the Cotswold Clouds but there was one car not normally seen in Classic events, the front wheel drive 2 litre VW Golf of David Haizeldean and Dee Williams. They did finish but as the only entry in class 1, they had no award! Last year's event had two worrying incidents on the



Class 4 was won by this 1.3 VW Beetle in the hands of Sam and Mick Holmes

Crooked Mustard section so the club introduced some steps to make sure there were no repeats. These proved to be very successful albeit slowing things down quite considerably. A couple of areas were taped off to prevent spectator access and all crews who came to a halt were instructed to wait for a marshal to approach them to oversee reversing downhill through the very tricky S bend.

Conditions and the sections proved to be more difficult than two weeks previously and no crews managed 0 points. Overall winners were Ian Moss / Glenice Coventry

Class 8 winners were Dean and Arthur Vowden in a 2.1 VW Lonsee Special



© Syd Wall

in a class 8 1.3 litre Lypiatt Special on 14 points. Class 8 winners and 2nd overall were Dean and Arthur Vowden in their 2.1 litre VW Lonsee Special, on 18 points.

Class 3 winners, Best Stroud and District Motor Club

© Syd Wall



Carl and Dylan Talbot won class 2 in this 1.2 Buckler Mk5

Josh Tuck and Jonnie Toon face the steepest section of Crooked Mustard in the 1.6 Dutton Melos on the way to winning class 7



© Syd Wall

member and 3rd overall was the exceptional 1.6 litre Toyota TwinCam engined Ford Escort of Richard Hayward and Kelly Thomas. Other class winners were; Class 2 Carl and Dylan Talbot 1.2 litre Buckler MK5; Class 4 Sam and Mick Holmes 1.3 litre VW Beetle; Class 5 Nick Farmer and

The winners of the Suzuki X90 class were Nick Deacon/Ben Wear

© Syd Wall



Winner of the Best Presented award, the 1.6 Dellow Mk2 of John and Lee Wheeler



© Syd Wall

A 1.6 Toyota Twin Cam engine powered Aaron Haizeldean/Jack Selwood's Ford Escort to 2nd in class 7



© Syd Wall

Toby Manley 2.2 litre BMW Z3; Class 6 Karen and Alice Warren 1.6 litre VW Beetle; Class 7 Josh Tuck and Jonnie Toon 1.6 litre Dutton Melos; Class 90 Nick Deacon and Ben Wear 1.6 litre Suzuki X90; Best Dellow Peter Ashford and

2nd in class 6 was the 1.6 VW Beetle of Joe and Paige Browning



© Syd Wall

Edward Landon 1.2 litre Dellow MK2 1172; Best Presented John and Lee Wheeler 1.6 litre Dellow MK2

© Syd Wall



The red flag denotes a stop and restart on a steep section for Dean Partington / Keiran Bartlett's 1.6 DP Falcon en route to 2nd in Class 8



2nd in class 3 went to this 1.6 Ford Escort Mk2 crewed by Gregory and Patrick Warren



Charlie Merson rolled here last year - now he's passenger to Dad Paul in the same 2.0 DP Wasp - 3rd in class 8



Dave and Joshua Sargeant were 2nd in class4 but they still needed help to get their 1.3 VW Beetle out of this section



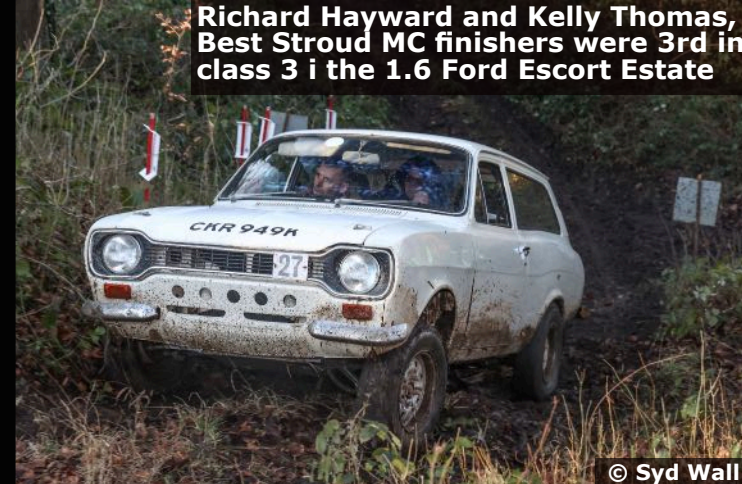
A blown differential here locked the rear wheels and David and Ruben Foreshew's 1.8 Dingo needed to be pushed downhill

The superb 4.0 Allard J1 is a welcome addition to the trials world with Jeremy and Cal Bennet on board



© Syd Wall

Richard Hayward and Kelly Thomas, Best Stroud MC finishers were 3rd in class 3 i the 1.6 Ford Escort Estate



© Syd Wall

© Syd Wall

John and Lee Wheeler making their Dellow Mk2 look slightly less presentable!



The only car in class 1, the 2.0 VW Golf of David Haizelden and Dee Champion baled out here with a front tyre puncture



© Syd Wall

© Syd Wall



Ian and Linda Facey didn't roll here this year but just stopped short of doing so again in their supercharged 1.9 BMW Z3

© Syd Wall



Even the approach roads are treacherous - here's Karen and Alice Warren's class 4 winning 1.6 VW Beetle

A slip sideways stopped the 1.6 Mazda Mx5 on Badger's Wood crewed by Dan Staines and Ella Jade Tozer-Cox



© Syd Wall

Scott and Nick Aldridge took the Smart Roadster completely off track into the undergrowth to get some grip



© Syd Wall

Paul Jones and Emma Harvey made good progress here on their 1.8 VW Beetle



© Syd Wall

The Best Dellow award went to Peter Ashford and Edward Landon for their 1.6 Mk2



© Syd Wall

© Syd Wall



Thomas Jones and Richard Gibson narrowly avoided inverting their 1.6 Ford Snipe Special

© Syd Wall



Plenty of power from the supercharged 2.0 Smart Roadster of Scott and Nick Aldridge but they still couldn't get up Crooked Mustard

Aston Martin Valkyrie Hypercar WEC





Aston Martin take their ultimate Hypercar, The Valkyrie, from the road to the race track in a new quest for Le Mans glory. The Valkyrie is the only hypercar which is going to contest the FIA World Endurance Championship (WEC) and the IMSA WeatherTech SportsCar Championship in 2025. It is the only road-derived hypercar contest these championships and is the first racing car built to the FIA 'Hypercar' regulations.

The Heart of Racing (THOR) works team will run a dual race program and develop the car in alliance with Aston Martin Performance Technologies. The team are the first to take the Aston Martin wings back to the 24 Hours of Le Mans to fight for overall victory since 1959. The driving teams consist of triple FIA GT World Champion Marco Sørensen from Denmark and WEC LMGTE3 class race winner Alex Riberas from Spain. The second car will be driven by and British drivers Tom Gamble and Harry Tincknell for the WEC. Both cars will be in a stunning green livery synonymous with many of the great British winners from Le Mans. The single GTP challenge car will be driven by Aston Martin's IMSA champions Ross Gunn and Roman de Angelis and run in a special version of the distinctive THOR blue livery. The IMSA team will run from the team's base in Phoenix, Arizona, USA.

The Valkyrie is powered by a Cosworth built lean-burning, naturally aspirated 6.5 litre V12 engine, which in standard road-going form revs to 11,000 rpm and develops over 1,000 bhp. The hypercar regulations include a power limit of 680 bhp (500kW) so the V12 engine has advantages of reliability and durability with built in robustness. For racing, fuel efficiency has become a focus of development and running lean reduces the amount of fuel you need to carry for the required driving stint. The engine can be run slower due to the reduced power requirements, which has allowed engineers to revisit the torque curve and reduce frictional losses thanks to the slower engine speed. The car has a Xtrac 7-Speed sequential transmission operated by semi-automatic paddle shift gear change.



The race-optimised carbon fibre chassis features aerodynamics developed to meet the regulation homologation criteria, with a solid baseline from the road car which was created by Aston Martin Chief Creative Officer Marek Reichman and Adrian Newey, who in March 2025 will join the Aston Martin Formula 1 team as Managing Technical partner.

For the racing car, it has quick-change front and rear bodywork in case of car to car contact during a race. It also features a single-point rapid refuelling coupling and a high-speed pneumatic jack system built into the chassis. The racing suspension features double wishbones front and rear with pushrod actuated torsion bar springs with adjustable side and central dampers. It runs on 18-inch Michelin Pilot tyres, mandatory under the Hypercar regulations.



In preparation for this season, the Heart of Racing team began testing the hypercar in July 2024, completing over 15,000 kms at Donington Park and Silverstone in the UK, Vallelunga in Italy, Jerez in Spain, Bahrain, Qatar, and finally Road Atlanta, Sebring and Daytona in the USA.

The WEC season consists of eight rounds starting in Qatar followed by European races at Imola in Italy and Spa-Francorchamps in Belgium and the 24 Hours of Le Mans in France. Then across to Interlagos in Brazil, COTA in Austin, Texas, Fuji in Japan and a final race in Bahrain in November.

The IMSA schedule is made up of eleven races across America, including the Sebring 12 Hours and the Petit Le Mans at Road America. Other venues include Long Beach, Laguna Seca, Watkins Glen and Indianapolis Motor Speedway.



Race Retro

Stoneleigh Park, Coventry.

21st-23rd February 2025

By Simon & Janet Wright

with additional photos from Syd Wall



Race Retro is back after having to miss last year due to local flooding on the site as a result of the extreme weather encountered last year. The show has returned to its usual February date as a season opener for the historic motorsport community. The show ran for three days and covering four halls at the National Agricultural Centre and over the 3 days saw 23,229 visitors attend. Over the weekend a live demonstration rally stage was also run. A new feature this year was to move the Iconic Auction in to the main show area rather than being in a separate building elsewhere on the site. This occupied Hall 1. The first hall entered is Hall 2 and contained the majority of



Chevron B6 on HSCC Stand

car club displays. The largest display was probably the Historic Sports Car Club (HSCC) that had five cars on display, representing a few of the many series the club run throughout the season. These included the Chevron B6 of Nick Thompson from the Guards Trophy Series, a Royale RP26 Formula Ford driven by David Wheeler in the Classic Formula Ford series and the Formula Ford 2000 Reynard FF2000 single seater of Neil Jenkins representing the Historic Formula Ford 2000 series. Next was the Formula 5000 McRea GM1 driven by club president Frank Lyons in the Derek Bell Trophy series. Finally there was a very low Ford Escort Mk 1 Special saloon of Steve Barnard.



Formula 5000 McRae GM1 on HSCC stand

Another club in their usual spot in the corner of Hall 2 were the Midland Automobile Club who run the historic Shelsley Walsh Hill Climb course, the oldest motorsport venue in the World. They had a couple of cars on display, a Dallara F305 Hillclimb single seater race car and a Mini Cooper SR53 saloon, to show the range of vehicles that can be used in hillclimbing.



MAC Stand with Dallara F305



Abarth 124 Spider rally car on BOC stand

The Bugatti Owners Club, who run the Prescott hill climb course had a stunning Marlboro McLaren M23 Grand Prix car on their stand, next to a Fiat 124 Abarth rally car. Equipe Classic Racing had a large display area to promote their competitive and friendly race series for iconic 50s, 60s and 70s racing cars. They are series not a championship, for GTs, 70s, Pre-63, 50s, Libre, Sports Prototypes, MG Cup, Sports Racing Cars and Formula Libre.



1983 Ralt RT3 - Gary Ward on Equipe Classic Racing stand



MG Midget Ashley GT on CSCC Stand

The British Historic Kart Club had both a stand in the show and a test track outside, near the rally stage, to run demonstrations over the weekend. The Classic Sports Car Club (CSCC) had pole position for their stand, right next to the main entrance to the show in Hall 2. The stand featured the race class winning MG Midget Ashley GT of Dominic Mooney from the Lackford Engineering Midget & Sprite Challenge. One major club missing this year was the Vintage Sports Car Club, but they did have a meeting at Silverstone on the Saturday of the show - The Pomeroy Trophy.



the show in Hall 2. The stand featured the race class winning MG Midget Ashley GT of Dominic Mooney from the Lackford Engineering Midget & Sprite Challenge. One major club missing this year was the Vintage Sports Car Club, but they did have a meeting at Silverstone on the Saturday of the show - The Pomeroy Trophy.



Ford Capri RS3100 - Ric Wood on CNC Heads stand



Lola T212 - Gary Furst on the Anglo American Oil Company Stand

engines through to wheels, plus sustainable fuels also proving popular.

There were quite a few trade stands located round the hall featuring some fantastic cars. Engineering firms with



Opel Manta 400 rally car on Revolutions Wheels stand

Classic and Competition Car



Toyota Celica Group A rally car on Nicky Grist Motorsport stand



Ferrari 348 Challenge on Ferrari Club Classic stand

© Janet Wright



© Simon Wright

Formula 2 March 752 on Adam Sykes stand



© Janet Wright

Citroen 2CV on Classic 2CV Racina Club stand



© Simon Wright

Formula 1 McLaren M23 on BOC Prescott stand



© Simon Wright

Motorsport UK Stand Morgan Plus 8 William Bibb CSCC Morgan Challenge



© Simon Wright

1988 BMW E30 M3 Prodrive Group A rally car on ITG Filters stand



© Simon Wright

Carless Classic fuels have been pioneers of petrol since 1859 and have provided control fuels to the World Rally Championship and the British Touring Car Championship and are now developing sustainable racing fuels.

Lucas Oil UK provide the best line of lubricants and additives available. They have also produced a line of high performance engine and gear oils.



Also in Hall 2 were several trailer companies showing some of the larger fully enclosed trailers which are frequently used by competitors to transport racing and rally cars round the country.



© Simon Wright

Rally Subaru Impreza - Jade Paveley-Leach on Lucas Oil Stand



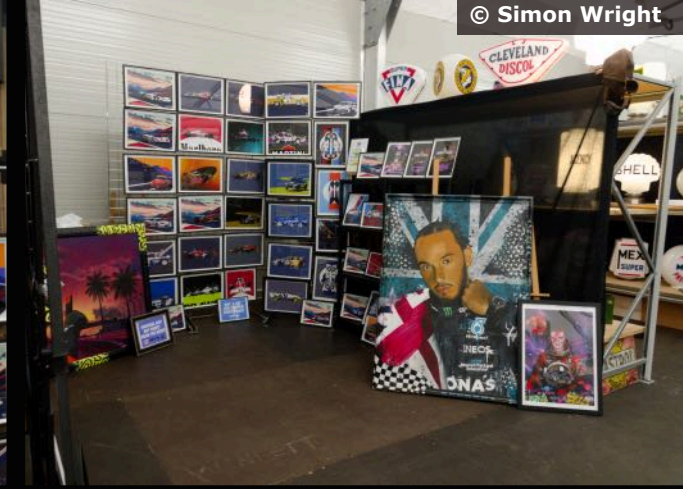
© Simon Wright

Triumph TR7 - Mark Higgins & Carl Williamson

This year there was a new Hall 2a which housed the Auto-jumble and trade stalls selling all kinds of memorabilia. This was a big improvement over previous years when the Auto-jumble was in one of the older and colder halls.



© Simon Wright



© Simon Wright



© Simon Wright



© Simon Wright



© Simon Wright

1963 Ward Formula Junior - Built in Worcester by Ward Engineering. Unused since 1975. For Sale with a Ford pre X Flow 1.5 litre engine

TALK MOTORSPORT



The main exhibits for the show were located in Hall 3. The star line-up was a stunning display Legends of Formula 1 including a few of the more unusual models. They were parked next to the Talk Motorsport Stage which hosted interesting interviews from all kinds of motoring personalities over all three days of the show. These included rally legends Nicky Grist, Rauno Aaltonen, Dai and Tom Llewellyn and racing drivers Mike Wilds, Ian Flux, Anthony Davidson plus BTCC stars Matt Neal and Jason Plato. Another significant display was Rallying with Group B Hall of fame, a tribute to Steve Davies. This had cars from most of the major manufacturers including the Audi Quattro, Lancia 037, MG Metro 6R4, Ford RS200 plus Renault, Nissan, Peugeot, Vauxhall, Opel, Triumph and Porsche.





1976 Penske PC3

Legends of Formula 1



1988 Lotus Type 100T

© Janet Wright



2004 Honda BAR 006 F1



1978 Tyrrell 008 Formula 1



2004 Jaguar R5

2009 Force India Mercedes Benz VJM02 F1



1980 Shadow DN11



2019 Racing Point Mercedes RP19

Rallying with Group B Hall of Fame. A tribute to Steve Davies



Audi Quattro Sport S1 E2 Replica



Renault 5 Turbo



© Syd Wall

Ferodo MG Metro 6R4 John Price



© Simon Wright

1983 Martini Racing Lancia 037

© 1986 Audi Quattro S1E2
Pikes Peak edition replica



© Janet Wright

© Simon Wright



Nissan 240RS

© 1986 Ford
RS200 Ex Stig
Blomqvist &
Bruno Berglund



© Simon Wright



© Simon Wright

DAM 4100



© Janet Wright

Opel Manta 400



© Simon Wright

Peugeot



© Simon Wright

Vauxhall Astra 4S



© Simon Wright

Jimmy McRae MG Metro 6R4



© Simon Wright

Triumph TR7 V8



The other major display in Hall 3 was the Pride of the Paddock display where visitors voted for their favourite vehicle from a wide variety. Pride of the Paddock results

1st 1976 Hillman Imp - James Williams
2nd 1963 Ford Anglia 105E - Jim Angliss.



Ford Anglia 105E



Ikon 917

3rd Ikon 917 - Dave Eaton.



1961 Chevrolet Impala



1977 Javelin JL5 FF 1600



1996 Volvo 850 T5 BTCC replica



1961 GSN Delta



1953 Jowett Javelin



1974 Crossley Buick Special.

Part of the 'Pride of the Paddock' display, this unique competition car is the work of one man - Geoff Crossley from Poulton-le-Fylde in Lancashire. He was a successful racing driver in the 1950s, winning over 40 trophies from over 200 race starts against other drivers including future Formula 1 World Champion Jackie Stewart. Towards the end of the 1960s decided it was time to build his own car. After five to six years (from 1968 to 1974) and around 5,000 hours of construction time he had built this Crossley Buick Special.

It features a lightweight high-grade aircraft-spec steel tube



space-frame chassis fitted with hand formed aluminium panels. The panels were then covered with up to twenty coats of paint.

His attention to detail has to be admired. The car is powered by a front mounted 3.6 litre Buick based V8 engine with four twin-choke Weber carburettors. It uses Iskenderian



racing camshafts and competition valve-gear while retaining the hydraulic lifters and a Mallory Ignition system. At the time, the engine was the lightest V8 engine in production, weighing just 318 lbs (144 kgs). The multi-branch inlet and exhaust manifolds were hand made from individual pieces which were welded together and then chromium plated. A specially made oil sump allowed the engine to be mounted low in the chassis to improve handling. By contrast, the cockpit was a relatively simple affair, allowing the driver to focus on driving.

The car made its debut at the Barbon Manor hillclimb before competing in several hill climbs and circuit races during the middle part of the 1970s. Family life and children reduced time for racing before the car was put in to storage.

The car was recently sold at the Bonhams auction at the 2024 Goodwood Festival of Speed for £12,650.





Part of the American Champs display, the 1983 Jaguar XJR-5



1989 Pontiac Grand Prix NASCAR Ex Richard Petty



1970 Porsche 914/6 GT on Porsche Le Mans display



1956 Leonard MG Special.

Commissioned by Lionel Leonard in 1955, the MG Special was built and raced in 1956 by F1 driver Chris Bristow. The car features a steel spaceframe chassis and Ferrari style aluminium bodywork, weighing less than 500kg. Powered by a MG XPAG engine with special works engine block and Laystall alloy cylinder head and crankshaft. It produced 100bhp and had a top speed of 125 mph. Bristow raced the car at Brands Hatch, Goodwood, Crystal Palace and Silverstone, taking wins at the last two circuits. He moved in to Formula 1 as teammate to Stirling Moss at the 1959 British GP. At just twenty-two years old, he lost his

life at Spa-Francorchamps in 1960 racing a Cooper F1.

The car was recently discovered by art dealer Ken Bolan and the car will be restored and raced again and there are plans to produce 'Continuation' models based on this MG.



1995 Jordan J195 - Ruben Barrichello took 2nd in the Canadian GP. 4th in European GP at the Nurburgring and 6th in French, German and Belgian GPs.



1993 Ford Escort RS Cosworth - Mark McClelland

Iconic Sale at Race Retro 2025

Stoneleigh Park, Coventry.

22nd February 2025.

By Simon and Janet Wright

with additional photos by Syd Wall





2000/2024 Prodrive P25

Iconic Auctioneers held a sale at Race Retro 2025 of Competition and collectors' cars. It took place in Hall 1 on the Saturday of the show. The highest price was reached by a 2000/2024 Prodrive P25. This was number One of only twenty five built. It is a modern interpretation of an icon by Prodrive. It sold for £562,500

Another high value sale was a Ford RS200 road registered car. The 1990 Ford RS200 S, one of only twenty 'S' models built, has only 1,404 miles on the clock, sold for £305,000. This homologation special produces 350 bhp and has a rare rally-spec transmission has had a recent £70,000

© Janet Wright



1980 Ford RS200 S

sympathetic recommission. An even more rare Ferrari Red 'S' RS200, only four built in this colour, failed to sell and is now offered for sale at £310,000.



1986 MG Metro 6R4 Group B

The top selling competition car was a 1986 MG Metro 6R4 Group B Ex-works rally car. It was previously driven by Tony Pond and Rob Arthur in the 1986 Rallye de Portugal It sold for £270,000 inc premium.

Not far behind in value was a 1987 MG Metro 6R4 'Clubman' spec car with only 3,423 miles on the clock. The

© Simon Wright



1987 MG Metro 6R4 Clubman spec

road registered car has been mechanically refreshed and sold for £200,500.



© Janet Wright

2019 McLaren Senna



© Simon Wright

2021 Ford GT Heritage Edition

Some expected high value cars failed to sell, including the very first 2019 McLaren Senna chassis 0001 (For sale at £840,000) and a 2021 Ford GT Heritage Edition, one of only fifty (For sale at £865,000).

One of the oldest cars in the sale also reached a high price. A rare 1927 Amilcar C6 Voiturette which has been extensively re-engineered to produce around 150 bhp, sold for £148,500



© Janet Wright

1927 Amilcar C6 Voiturette

Classic and Competition Car



© Simon Wright

1985 Audi S1 E2 Sport Quattro Pikes Peak Special replica

A 1985 Audi S1 E2 Sport Quattro Pikes Peak Special replica which is also registered and road legal sold for £123,750 inc. Premium. However, the opportunity to own a unique piece of Bentley history was not sold. The 2018 Bentley Continental GT3 - Pikes Peak Special had an estimated piece of £800,000 to £1,000,000 but failed to sell. It was built by the factory to be the most extreme Bentley GT3 ever and with a build cost of over a £1,000,000. It is now for sale at £880,000.



© Simon Wright

2018 Bentley Continental GT3 - Pikes Peak Special



1989 MG Metro GTi

A record breaking 1989 MG Metro GTi that broke 21 speed records in 1989 sold for £10,125 inc premiums. Rally cars proved to be popular sellers with a 1969 Ford Escort Mk1 Historic Rally car selling for £24,187.

© Janet Wright



1969 Ford Escort Mk1



1956 Buckler Mk15 Mistral

An unusual sports racing car was a competitive 1956 Buckler Mk15 Mistral. The car came from Ireland in a very sorry state and has been fully restored with a period correct Microplas Mistral body fitted. It is powered by a full race 1380cc A Series engine. It sold for £16,312. However, a 1963 Jaguar E-Type Series 1 3.8 litre semi-lightweight Coupe FIA failed to sell and is now offered for sale at £162,000

© Simon Wright



1963 Jaguar E-Type Series 1 3.8 litre semi-lightweight Coupe



1968 Chevron B8

Another big historic seller was a 1968 Chevron B8 with full race history and Le Mans classic provenance supplied with a fresh Lester Owen engine sold for £146,250. A famous car that failed to sell was the Ex Emerson Fittipaldi championship winning 1969 Lotus 59 F3 which is now offered for sale at £66,000.



1969 Lotus 59 F3



1967 S2 Engineering 'Lotus 49' Replica

Probably the most unusual car sold was a 1967 S2 Engineering 'Lotus 49' Replica. Looking like the iconic green and yellow Lotus 49 Grand Prix car but with two seats in-line and mudguards over the wheel to make the car road-legal. The six year project from S2 Engineering started with an original Lotus 49 nose cone purchased from Classic Team Lotus. This was fitted to a custom steel spaceframe chassis, reinforced with aluminium sheeting. Power is provided by a 1137cc Honda Blackbird engine which produces 160 bhp. It is matched to a 6-Speed gearbox and an electric reverse gear. The wiring loom, instrument panel and ECU also came from the Honda superbike. It is road registered with a Q plate and current MOT. It sold for £20,250.





1987 BMW M5 S38 sold £22,500



1979 Vauxhall Chevette HS 'Group 4' Specification Not Sold (Buy £34,500)



1970 Ford Boss Mustang 302 Sold for undisclosed sum



1987 Ford Sierra RS500 Cosworth Sold £102,375



1995 Porsche 911 (993) GT2R Not Sold (Buy £850,000)



1968 Chevrolet Corvette C3 FIA Sold for undisclosed sum



1972 Mini 1275 GT Sold £19,125



Unique Hand-crafted Electric 'Mercedes-Benz 300 SLR' 1:2 Scale Children's Car Sold £8,400



1996 Land Rover Defender 90 Soft Top - Not Sold (Buy for £26,000)
1996 Land Rover Defender 110 300 TDi Soft Top - Heritage Tribute Sold £23,625

Race Retro Live Rally Stage

Stoneleigh Park, Coventry
22nd-23rd February 2025
By Simon Wright with additional photos by Syd Wall.



Ryan Cooke was always spectacular in his supercharged LS3 engine Milner LRM-1 derived from a Range Rover Evoque. Both Course car and participant



Audi Quattro S1 Group B - Phil Welton

One unique feature of the Race Retro show is the Live Rally Stage that runs over the weekend of the show. Visitors get the chance to see a wide range of historic rally cars in action during two days of high speed demonstration runs round a tarmac rally stage. Rallying with Group B had assembled over one hundred rally cars to entertain the



Talbot Lotus Sunbeam John Pritchard Historic Class.

crowds over two stages. The main rally stage was the key draw, while the second, smaller stage allowed spectators to take rides in rally cars for charity. Rally cars from the 1970s onwards, including the very popular Group B iconic cars plus rally raid type 4x4 vehicles were all part of the spectacle.



Ex works Metro 6R4 and Audi Quattro driver David Dai Llewellyn starred in this Group 4 Ford Escort RS1800



Skoda Citigo - Alfie Letham F1000 Junior Rally



© Syd Wall



© Simon Wright



Triumph TR7 V8 Edwards James Group B

Metro 6R4 Recreation Group B - David Higgs



© Simon Wright



© Simon Wright



© Syd Wall



A small sideways flick for Tony Worswick's Group B Ferrari 308 GTB



Ford Escort Mk2 Gp4 Liam Waterworth



A Swedish Mini Cooper S - Rauno Aaltonen - 1964 Historic Category 1



Opel Ascona 400 Group 4 - Paul Kynaston



Lancia 037 - Dave Kedward Group B



© Syd Wall

© Simon Wright

Sideways and tyre smoking - Bob Beales and the crowd favourite 1958 VW Beetle Oettinger GT

Ford Fiesta R5 - Pete Robinson



David Halford's Audi Quattro bounced round the stage!

© Simon Wright



Datsun 240Z Safari car - Nick Mason
Historic class



Morris 1800 S - Andy Harrison
Historic class

© Syd Wall



Bob Clarke's quick Peugeot 205GTi

© Simon Wright



Milner R5 - William Stubbs Com Safari class

© Simon Wright



Ford RS200 Group B - James Avis



Ford RS200 Evo Group B Rallycross - Steve Harris



Opel Manta 400 Group B - Dave Corlett



Subaru Impreza Group N - Graham Sturrock



Peugeot 206 WRC - Neil Brighton WRC



Warrior 306 - Anthony Jackson - Comp Safari class



Porsche 911 - Adrian Kermodie Historic B