

Classic and Competition Car

Clee Hills Trial.



Autosport International.
The Racing car Show



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Editorial.

With the UK in the grip of winter, it is encouraging to see motoring enthusiasts still able to enjoy their passion at shows and at various forms of competitive events. In this issue we have a trial and an autotest report as well as a race report from sunny New Zealand, on the other side of the planet.

It is also great to see indoor events offering the fans some action, with the Live Action Arena show held in one of the halls at the NEC during Autosport International, The Racing Car Show. Outdoor car meets are another feature of this time of year, and again there are growing numbers of enthusiasts who brave the cold weather to bring their cherished classic car out for others to enjoy.

Front Cover.

Matt Facey's outrageous BMW 316 won class 3 on the Clee Hills Trial © Syd Wall.

The 1970 March 701 of Jackie Stewart, which won the 1970 Spanish Grand Prix at Jarama. On display at Autosport International, The Racing Car Show. © Simon Wright.

WHAT'S ON

February 2019.

14th-17th February The London Classic Car Show.

16th February VSCC Pomeroy Trophy Silverstone.

17th February Windy Oaks All Forward PCA, Curborough.

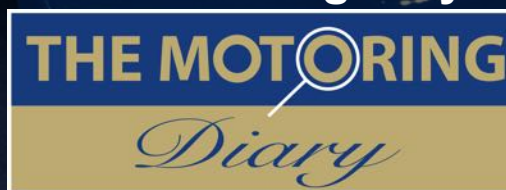
22nd-24th February Race Retro, Stoneleigh Park, Coventry.

March 2019.

3rd March Donington Rally, Donington Park.

22nd March Classic Car & Restoration Show, NEC.

**For more events we suggest The motoring Diary web site
www.themotoringdiary.com**



We do not organise any events which are mentioned and we are not responsible if the event does not take place or is cancelled. Please contact the event organiser before making a long trip
Most events may charge for admission.

Photo of the Month

By Simon Wright

© Simon Wright

Young Billy Monger wowed the crowds at Autosport International with his driving display in the Live Action Arena Show, especially when he smoked the tyres to do 'Donuts'





© Janet Wright

HSCC launches XL Aurora Series.

The Historic Sports Car Club unveiled the XL Aurora Series at the start of the Autosport International Show. This series will replace the Derek Bell Trophy as the place for the fastest and most spectacular single seaters in UK Historic racing. This relaunch of the series is as a result of a partnership between the HSCC and XL Limited, the UK's fastest growing corporate fleet, luxury and supercar leasing company.

The XL Aurora series will feature Formula 5000, Formula 2 and Formula Atlantic single seater racing cars built up to 1979, running with wings and slick racing tyres. It is also significant that 2019 marks the 50th anniversary of the first Formula 5000 races in Europe. The first race will take place on the Silverstone Grand Prix circuit over the weekend of the 18th-19th May 2019 and will then take on such tracks as Brands Hatch Grand Prix circuit and also for the first time ever, the Anglesey circuit in North Wales. The ten race series concludes with the Oulton Park Gold Cup and the HSCC Season finale back at Silverstone in October.

50 years of the Ford Capri.

This year's Silverstone Classic will celebrate the golden anniversary of Ford's famous fastback coupé. A special Trophy will be presented by racing legend Gordon Spice to the first Ford Capri to finish in the Historic Touring Car Challenge (HTCC) race. Gordon Spice is considered to be the World's most successful Capri racer, having taken top class honours in the British Saloon Car Championship, for five seasons in succession between 1976 and 1980. During that period, Spice took 24 outright race victories.

The Ford Capri was initially introduced at the Brussels Motor Show in January 1969 and marketed by Ford as "The car you always promised yourself". Between 1969 and 1986 nearly two million were produced. "The Capri was by far the easiest car I ever raced. There was absolutely nothing complicated about it - the rear drive chassis was simple to tune, so it handled really, really well. Just a brilliant motor car" said Gordon Spice. This year's flourishing HTCC features a large number of Capris. There will also be a celebratory anniversary parade for the Ford Capri on the Sunday of the Classic event.



© Simon Wright

50 Years of the 917

It's a jubilee celebration for one of Zuffenhausen's most powerful model series: the Porsche 917, one of the best-known race cars of all time, was presented to the public for the first time in 1969 at the Geneva Motor Show. Just one year later, Porsche brought home the first of a total of 19 gold medals at the Le Mans 24-hour race. The Porsche Museum will have ten 917 models on display from 14 May to 15 September, in one of its biggest-ever special exhibitions: "Colours of Speed – 50 Years of the 917". The exhibition will give visitors the chance to see up-close a decisive milestone in the proud racing history of Porsche, as the first Porsche 917 ever built – with chassis number 001 – will be on show. The museum workshop team has been working for years to restore it to its original condition as at its 1969 world premiere.





Gordon Murray honoured.

Legendary automotive designer and engineer, Professor Gordon Murray, was made a Commander of the British Empire (CBE) for services to Motoring in the Queen's New Years Honours list.

Born in Durban, South Africa in 1946, he designed his first car in 1967, he moved to the UK and joined the Brabham Formula One team as Technical Director, winning two World Championships (1981 and 1983). He then moved to McLaren International as Technical Director in 1988 where he won a further three consecutive World Championships (1988-1990). Having achieved 50 Grand Prix wins, he then established McLaren Cars Limited. The companies first project was the McLaren F1 road car. The racing version won two World Sports Car Championships and the Le Mans 24 hours race in 1995. In 2005 he founded Gordon Murray Design Limited to design, prototype and develop vehicles.

Festival of Speed Theme for 2019.

Goodwood have announced the theme for the 2019 Festival of Speed by MasterCard, which takes place from 4-7th July 2019 will be Motorsport's Record Breakers. This will not just be Land Speed record holders, but will celebrate all areas of record breakers, such as most wins, fastest laps etc.

It is 20 years since the current hill record was set by Nick Heidfeld and the electric VW I.D. R Pikes Peak came very close last year. Will 2019 see a new record set?



Changes to Classic and Competition Car at Issuu.

If you read Classic and Competition Car through the Issuu web site, you will no longer be able to download the magazine. You should still be able to read it on-line there. This is due to changes by the Issuu web site and not Classic and Competition Car. You can still download the magazine in PDF format from our web site www.classicandcompetitioncar.com

Hyundai i30 Fastback.

Hyundai Motors UK have announced the i30 Fastback N which goes on sale on 21st January 2019 at a price of £29,995 on the road. It is powered by a 2 litre T-GDi engine developing around 270 bhp and 353 Nm torque which is delivered by an electronically controlled limited slip differential. This is Hyundai's second performance model for Europe under the Hyundai N sub-brand, engineered by the companies dedicated High Performance Vehicle Division. Chassis performance has been enhanced with changes made to the suspension in terms of settings and material changes to improve both dynamic performance and also ride quality and comfort.

It offers a range of performance equipment, including 19 inch alloy wheels with Pirelli P-Zero tyres that share the "Hyundai N" specific compound with the i30 N Hatchback. As well as the Electronic Limited Slip Differential, it has 345mm ventilated front disc brakes and 300mm rear. It also features Electronically Controlled Suspension with a manual hand brake.



Mazda Team Joest reveals driver lineup.

Mazda have announced its driver line up for the 2019 IMSA WeatherTech Sportscar Championship. The #55 Castrol Mazda RT24-P will be driven by Jonathan Bomarito (USA) with Harry Tincknell (GB). For Michelin Endurance Cup races, Oliver Pla (FRA) will join the lineup. The #77 Mazda RT24-P will be driven by Tristan Nunez (USA) and Oliver Jarvis (GB). They will be joined by Timo Bernhard (GER) for Michelin Endurance Cup Events. For the Daytona 24 hours and Sebring 12 Hours they will also be joined by Rene Rast (GER).





© Janet Wright

Sierra Cosworth RS500 in HTCC.

At the Silverstone Classic, the Historic Touring Car Challenge (HTCC), will for the first time permit official entries from a number of later generation Ford Sierra Cosworth RS500s. Normally they have raced with the Super Touring series, but due to declining numbers competing in Super Touring, they will be taking a break from the Classic this year. The Silverstone Classic takes place between the 26th-28th July 2019. For more information see



2019 Castle Combe Autumn Classic.

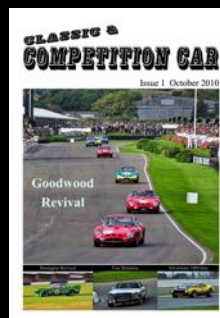
Sixties Heroes is the theme for the 2019 Castle Combe Autumn Classic, which takes place on Sunday 5th October 2019. The event will include a celebration of 50 years of Formula Ford, an HRDC Classic Alfa Romeo challenge race and displays to mark 60 years of Marcos. In 1969 the Castle Combe Formula Ford Championship was created as the first circuit based championship in British motor racing. The first championship was won by Bryan Sharp in a Merlyn Mk 11.

Classic and Competition Car monthly magazine.

You can get the latest issue of Classic and Competition Car magazine every month from our web site at www.classicandcompetitioncar.com

Read it online or download it free from the web site.

With over 7 years of history, all our past issues can be downloaded from the Previous issues page of our web site. We also have photo galleries which we hope to expand during 2018, so visit the web site often to see whats new.



Issue 1



Issue 2



Issue 3



Issue 19



Issue 20



Issue 24



Issue 36



Issue 60



Issue 72



Issue 84



Mike Hawthorn Tribute at Race Retro.

The Motor Sport Hall of Fame Live will include a unique tribute to Mike Hawthorn, the first British driver to win the Formula 1 World Championship in 1958 at the wheel of a Ferrari. Sixty years since the death of Mike Hawthorn at the tragically young age of just 29, Race Retro will be paying tribute to this most talented of British racing drivers. The Hawthorn showcase will feature both cars and artefacts from his career, which will include a Lotus 11 which he raced in period and 1955 Le Mans winning Jaguar D-Type. These will be accompanied by a wonderful array of memorabilia including a selection of the driver's gold medals, and a steering wheel from one of his Ferrari Formula 1 cars.

Race Retro takes place at Stoneleigh Park, Warwickshire from the 22nd to the 24th February 2019. For latest updates and ticket information see www.raceretro.com

World Championship prize for Fiesta runners in British Rally Championship.

The British Rally Championship, in partnership with M-Sport Poland and Pirelli is offering the highest placed Fiesta R2T runner in the Junior BRC a once-in-a-lifetime opportunity to drive in the FIA Junior World Rally Championship. This career progressing prize is open to all Fiesta R2T drivers competing in the 2019 Junior BRC. the top driver after six rounds in an M-Sport, Pirelli shod machine will receive a €30,000 voucher from each company to put towards a full campaign in the 2020 FIA Junior World Rally Championship (or similar M-Sport Poland - Pirelli series in the WRC), made payable on an event by event basis.

The same €60,000 prize offering will continue into the 2020 season in the British Junior Championship. Next year, the exciting Junior series for drivers aged 26 and under will switch to a Pirelli backed one make M-Sport Ford Fiesta R2T competition.



VW sets sights on Electric record on the Nurburgring.

Following on from the record breaking run on the famous Pikes Peak Hill Climb in America, Volkswagen now has a new target - to set the lap record for electric cars on the famous Nürburgring-Nordschleife, regarded as the toughest race track in the World. The Volkswagen ID. R is the sporty ambassador to an entire range of electric vehicles that Volkswagen plan to launch from 2020 onwards. The ID. R is being further developed for the record attempt at the Nürburgring, driven by Romain Dumas. The car is powered by two electric motors with a system capacity of 500kW (670 bhp) and weighs less than 1,100 kilograms including the driver. Major modifications will be made to the aerodynamics of the car in order to cope with the conditions of the Nordschleife, which are completely different to the requirements for Pikes Peak. The current electric record was set by Peter Dumbreck in a NIO EP9 at 6 minutes 45.90 seconds at an average speed of 185 km/h.



MG Car Club & ZED Register try to save ZEDS.

The MG ZR, ZS and ZT cars are disappearing from our roads, with 78% of the cars ever built, already gone. The MG Car Club and Zed Register have launched a Save Our Zeds campaign to highlight the decline of these cars and help owners with the right tools, to keep enjoying their cars rather than consigning them to the scrapheap. At the end of production in 2006, the total number of cars on the road was 90,191 and today it is only 19,618 a 78% decline. Data from HowManyLeft.co.uk shows the severity of the decline:

| | Total built | No. Left | Lost | |
|-----------|-------------|----------|--------|-----|
| ZR | 51,116 | 7,964 | 43,152 | 84% |
| ZS | 20,055 | 5,478 | 14,577 | 72% |
| ZT & ZT-T | 19,020 | 6,176 | 12,844 | 67% |
| Z Range | 90,191 | 19,618 | 70,573 | 78% |

The Zed range is an affordable way into MG ownership with good condition cars available at reasonable prices.



Demo run for Porsche Cayman GT4 Rallye.

The Zuffenhausen sports car manufacturer is planning a return to rallying. The motorsport department is developing the Porsche 718 Cayman GT Clubsport to meet the FIA R-GT regulations. The aim is to have the vehicle ready for the 2020 season. This was after a positive response when the Cayman GT4 Rallye Concept car was shown at the 2018 ADAC Rallye Deutschland, and driven as a course car by Romain Dumas. The car will do a demo on snow and ice before the GP Ice Race in Zell am See in Austria in the middle of January. It will be driven by local hero Richard Lietz who currently ranks 3rd in the FIA World Endurance Championship (FIA WEV, GTE-Pro). The new car is based not on the GT4 Clubsport car, but the motorsport only 718 Cayman GT4 Clubman which was only unveiled in early January. The new customer sports racer is designed for GT4 series as well as clubsport and track day events. Powered by a 3.8 litre flat 6 engine, it produces 425 hp. Porsche have constructed the car using several body parts made from natural-fibre composite material for the first time. It has been developed for performance and drivability.



Maserati Levante Vulcano Limited Edition.

Available with either the 350 bhp or 430 bhp twin turbo V6 petrol engines, the Maserati Levante Vulcano will be a limited edition run of only 150 cars built for the European and Asian markets. Designed by Maserati Powertrain and built at the Ferrari factory in Modena, they will feature an exclusive matt “Grigio Lava” exterior complete with the Nerissimon body pack including black chrome front grill and glossy black window surrounds. Inside has heated, ventilated full grain leather seats featuring electrical adjustments with memory function in red or black. UK price OTR £85,425 for 350 bhp or £93,000 for 430hp.



MICHAEL

I 50 ANNI DEL FERRARISTA
PIÙ VITTORIOSO DELLA STORIA

THE 50TH BIRTHDAY OF THE
MOST SUCCESSFUL FERRARISTA
IN HISTORY

50

Quando arriva a Maranello nel 1996, Michael sa di avere sulle spalle una grande responsabilità: quella di riportare alla Ferrari il Mondiale. E dopo quattro stagioni di assestamento, di ricerca, di sviluppo e di vittorie sfiorate, quel titolo arriva e si ripete dando il via ad una striscia ancora oggi senza uguali. Nelle sale del museo sono esposte alcune delle monoposto che il campione tedesco ha portato al successo nei suoi anni, tra cui la F2002 e la F2004 con cui dominò i rispettivi campionati. E non solo: Michael nei suoi anni a Maranello ha dato un fondamentale contributo allo sviluppo di vetture GT straordinarie, sia negli anni in cui era pilota sia successivamente, quando ha continuato la sua collaborazione come consulente. Basti pensare alla Enzo Ferrari, la mitica serie limitata prodotta tra il 2002 e il 2004, alla 430 Scuderia, che lui stesso ha presentato nell'agosto 2007, e ancora alla California, la prima spider Ferrari a motore V8 anteriore, lanciata nel 2006.

When he arrived at Maranello in 1996, Michael knew that he bore a great weight on his shoulders: to bring the World Championship back to Maranello. And after four seasons of adjustment, research and development and near wins, that triumph came and then continued for what is a still unrepeatable run. The museum's rooms display some of the single-seaters that the German champion drove to victory down the years, including the F2002 and the F2004 with which he dominated the championships in their respective years. And there's more: In his years at Maranello Michael made a key contribution to the development of extraordinary GT cars, both when he was a driver and later, when he continued as a consultant. We only need to think of the Enzo Ferrari, the legendary limited series produced between 2002 and 2004, the 430 Scuderia, which he presented in August 2007, and again the California, the first Ferrari spider with front V8 engine, launched in 2006.



MICHAEL

I 50 ANNI DEL FERRARISTA
PIÙ VITTORIOSO DELLA
STORIA

THE 50TH BIRTHDAY OF THE
MOST SUCCESSFUL
FERRARISTA IN HISTORY

50



OPENING 03/01/2019

Museo Ferrari
MARANELLO



Michael 50 Exhibition.

The Ferrari museums in Italy continue to flourish, attracting over 540,000 visitors during 2018. The Museo Ferrari in Maranello had more than 370,000 visitors in 2018 when the company celebrated its 70th anniversary and the museum staged two exhibitions which are still running - "Driven by Enzo", which is a collection of Enzo Ferrari's favourite four seaters, and "Passion and Legend" which is a homage to the company and its founder's extraordinary story.

The Museo Enzo Ferrari in Modena had 175,000 visitors in 2018, an increase of 11% on 2017. This was due to the Il Rosso & Il Rosa exhibition, a celebration of Ferrari's close bond with women through some of the favourite cars of legendary female stars and personalities.

Now joining these exhibitions at the Museo Ferrari in Maranello is





“Michael 50” which opened on the 3rd January 2019, in honour of Michael Schumachers’s 50th birthday, and will close on the 31st March 2019. The excellent relationship between the two Ferrari museums has been demonstrated by the success of the single ticket which covers entry to both museums. The attendance figures confirm that the Ferrari museums’ status as one of the most

popular visitor attractions in Italy, as their new and enthralling themed exhibitions continue to draw in both tifosi and enthusiasts from all over the globe.



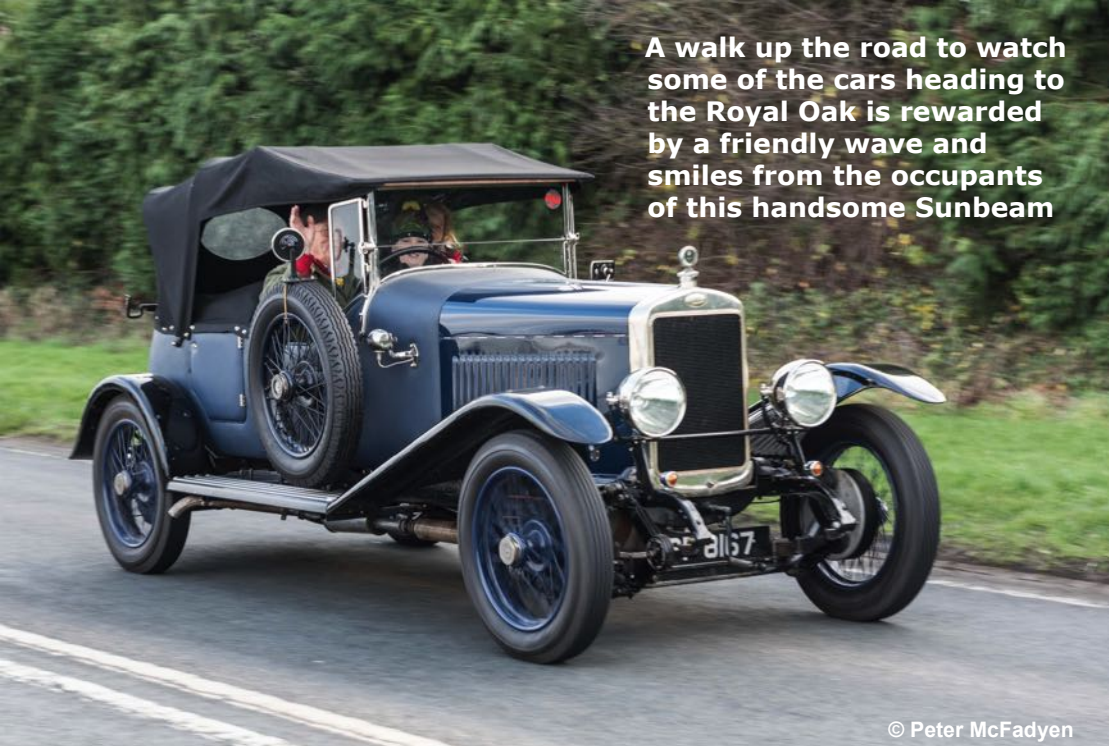


New Years Day Vintage Car meet.

Much Marcle, Herefordshire.
1st January 2019.
By Peter McFadyen

Nearly there – an MG
arrives at Much Marcle





A walk up the road to watch some of the cars heading to the Royal Oak is rewarded by a friendly wave and smiles from the occupants of this handsome Sunbeam

© Peter McFadyen

New Year's Day in Herefordshire.

The Royal Oak Inn lies on the A449 mid-way between Ledbury and Ross on Wye and every year, on the first of January, its large car park is filled with pre-war cars of every description.



Morning sunshine catches a Riley on the road to Much Marcle

© Peter McFadyen

Organisation is in the hands of some very experienced members of the Vintage Sports Car Club but it is by no means restricted to that organisation's membership. Post-war cars are excluded from the main display area but find plenty of parking space along the roadside and in previous years have included a good proportion of classics; that didn't seem to be the case this year as a part from a beautiful Bristol 404 convertible and a handful of other cars of the '50s and '60s, they were mostly



© Peter McFadyen

modern cars belonging to those who had come to admire the older ones.

The Royal Oak has new landlords since last year, Daniel and Jessica Pardoe, and they awarded a bottle of Talisker single malt whisky to the driver who had travelled furthest which turned out to be Mike Sythes who had driven his 1936 Frazer Nash BMW TT Replica all the way from Melksham in Wiltshire.

One of the fourteen 3-wheeler Morgans present this year

© Peter McFadyen



As always, Riley enthusiast Keith Knight and his wife Zaz, whose cider orchard regularly hosts a stage on the Herefordshire Trial,

© Peter McFadyen



Thanks to local owners' clubs, Austins were the most popular make once again

sponsored the self-judge *concoors* in which drivers vote for the car, other than their own, which they would most like to take home with them. This year the top prize went to a 1936 Delahaye 135 Sports belonging to Bill Tomlin with second and third prizes going to Colin Rogers' 1937 4.8 litre Packard 120 Convertible and the sporty 1929 Salmson S4 Twin Cam of Nicholas Williams respectively.

In all, there were 138 pre-war cars – plus several motorcycles – of 36 different makes on display this year. Austins were the most

© Peter McFadyen



Timely warning on the exhaust of the Armstrong Siddeley Special.

1929 Salmson S4 Twin Cam of Nicholas Williams was third in the *concoors* voting



© Peter McFadyen

numerous with 29 counted and among the prestige cars there were nine Rolls Royces and five Bentleys. 3-wheeler Morgans always turn out in good



This 2-litre Bristol 404 has been in the same ownership for 40 years and in that time has been used extensively for continental touring

© Peter McFadyen

numbers, this year there were fourteen of them with a variety of engines all congregating in one corner close to a similar number of motorcycles.



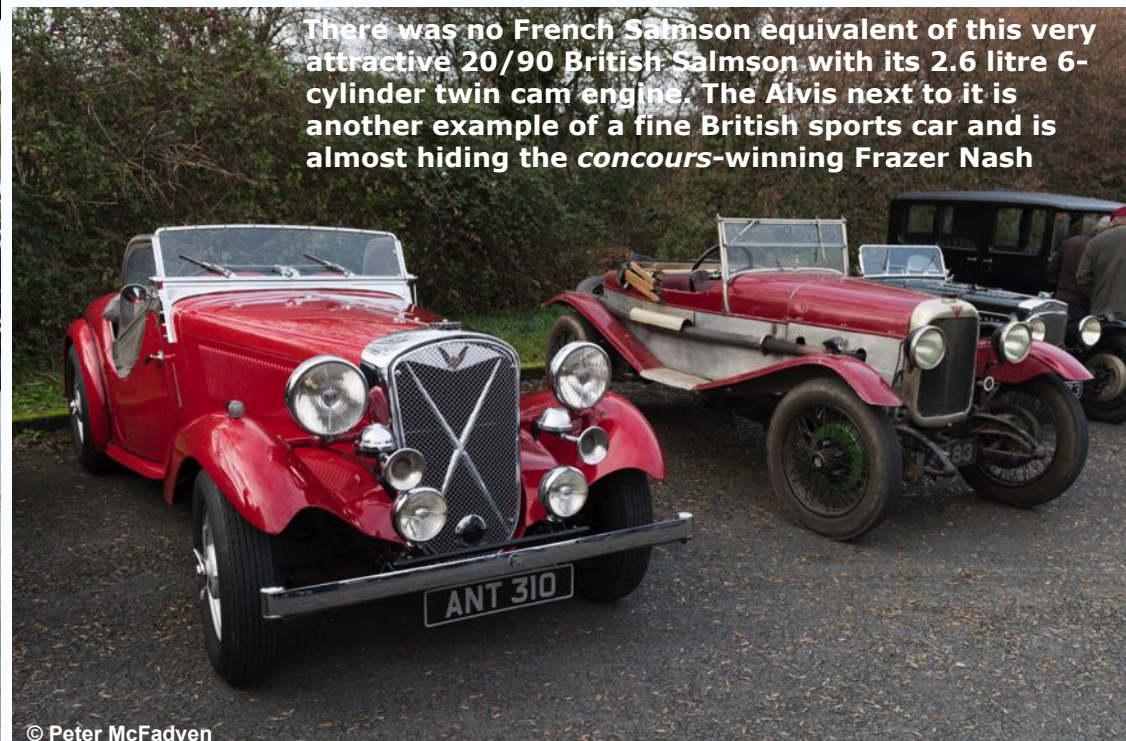
Impressive Armstrong Siddeley Special draws Hick Hickling's attention

© Peter McFadyen



Hicky Hickling arrives in his well-known Edwardian Sunbeam having driven over from his home near Shelsley Walsh in north Worcestershire

© Peter McFadyen



There was no French Salmson equivalent of this very attractive 20/90 British Salmson with its 2.6 litre 6-cylinder twin cam engine. The Alvis next to it is another example of a fine British sports car and is almost hiding the *concours*-winning Frazer Nash

© Peter McFadyen



Several pre-war 'bikes such as this Ariel come to Much Marcle each year

If the owner of this Rolls Royce ever finds himself stranded at the roadside, waiting for the RAC rescue might not be such a



© Peter McFadyen

A very fine Morris Oxford saloon



© Peter McFadyen



© Peter McFadyen

Spectators try to work out whether this 1950s Ferrari Testa Rossa is genuine or 'a recreation'. It sounded convincing when it arrived and we suspect it is actually another Ferrari in a very convincing disguise. But we could be wrong . . .

Stuff the Turkey All Forward PCA

Curborough, Lichfield. 28th December 2018.

By Simon & Janet Wright.



Mark McCubbin threw the large Pontiac Firebird V6 round the tight paddock test to finish 5th in class.

The winning Vauxhall Nova of Jamie and Richard Yapp. Jamie finished 1st overall and Richard 6th in class and 35th overall.



© Simon Wright

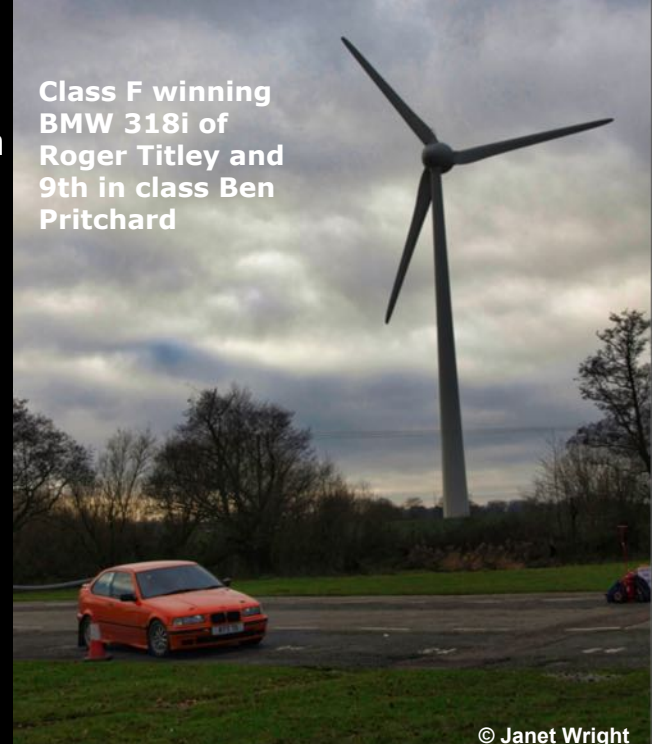
Cannock and District Car Club (CDCC) held their annual Christmas Autosolo event at Curborough, near Lichfield, a couple of days after Christmas. Designed to blow the cobwebs away after the Christmas break, there was a large entry of drivers ready to tackle the three tests laid out around the sprint track and paddock. This was an autotest designed to be simple and fun and not a memory test, like many others. On most tests, the course was clearly indicated, and each driver had three opportunities to tackle each course. The event was open to members of other

MSA affiliated car clubs and saw quite a few from Wolverhampton and South Staffs car club out again after their previous days Christmas Cracker Autotest, held at Bobbington, near Stourbridge.

The longest test at Curborough was started from the Shenstone hairpin and run in reverse to the normal sprint, going round the mole hill and taking a sharp left to join

the main straight at the finish line. Weaving through various gates to half way up the main straight, the crews would do a U-

Class F winning BMW 318i of Roger Titley and 9th in class Ben Pritchard



© Janet Wright

turn at the mole hill and return again to the finish line in reverse direction before weaving their way up the main straight to the finish line on the entrance to the Shenstone Hairpin.

The other test using part of the sprint course started just past the gate, next to the signing in hut on the edge of the paddock.. The cars ran in reverse direction up the track towards the normal sprint start line, did a lap round the large roundabout behind the

Class A winner Phil Lawson Peugeot 205



© Janet Wright

Emma Bennison in
her Nissan Micra
finished 6th in class



© Janet Wright

The Mazda MX5 shared by
Giles (5th in class) & Harry
(4th in class) Billington
had a sideways moment



© Simon Wright

Thomas Berry
Volkswagen Beetle
finished 7th in Class F



© Simon Wright

Neal Bateman Ford
Fiesta finished
12th in class.



© Janet Wright

Class B winning Renault Clio of Ian Williams who was 3rd overall and 9th placed in class Paul Price



© Simon Wright

start line, then returned in the correct direction on the sprint course. Going up the hill towards the fork before the finish line, the car had to perform a 180 degree turn within the width of the track and return to the paddock exit road to the finish line of the

James Nicholls class D winning BMW S1 finished 4th overall



© Janet Wright

test.

The final test was run up the hard standing area of the paddock, a short test through various gates and a circle at the top end of the paddock before heading back down the test and a second repeat lap, then out to the finish.

Each driver, plus required passenger, had three runs on each test, against the clock. Hit a marker cone or leave the track and penalty points were added to your score.

The entry was split in to five different classes, starting with Class A for Standard Front Wheel drive cars up to 1400cc.

Tom Bishop Vauxhall Nova won his class and finished 2nd overall.



© Simon Wright

After all nine tests the class winner was Phil Lawson with a total score of 577 driving a Peugeot 205 and from Owen Motor Club. He was placed 11th overall.

Class B for Standard front wheel drive cars 1401cc and over was won by Ian Williams in a Renault Clio from Wolverhampton and South Staffs Car Club. His score of 554 was enough to place him 3rd overall.

LWI Price Edwards
Fiat 128 finished
2nd in class and
9th overall.



© Janet Wright

The outright winner came from Class C for Modified front wheel drive cars. Jamie Yapp in his 1.3 litre Vauxhall Nova completed all nine tests with a score of just 539 to give him overall and class wins. He was from Owen Motor Club. Class D for Production front/rear engined rear wheel drive cars saw James Nicholls take the class win in his BMW 123d

S1 Series with a total score of 557, enough to place him 4th overall. His was the first class win for the home car Club, Cannock and District. Class E for 4 Wheel Drive/ All Stage Rally/Sprint cars and all cars fitted with

an LSD saw Tom Bishop win the class and make it a Vauxhall Nova 1-2 overall in his Rally prepared 1.4 litre Nova, to finish 2nd overall with a total score of 546. He was also representing Cannock and District Car Club.

Grant Victory 3
wheeled the
Citroen Saxo round
the course to finish
14th in class.



© Simon Wright

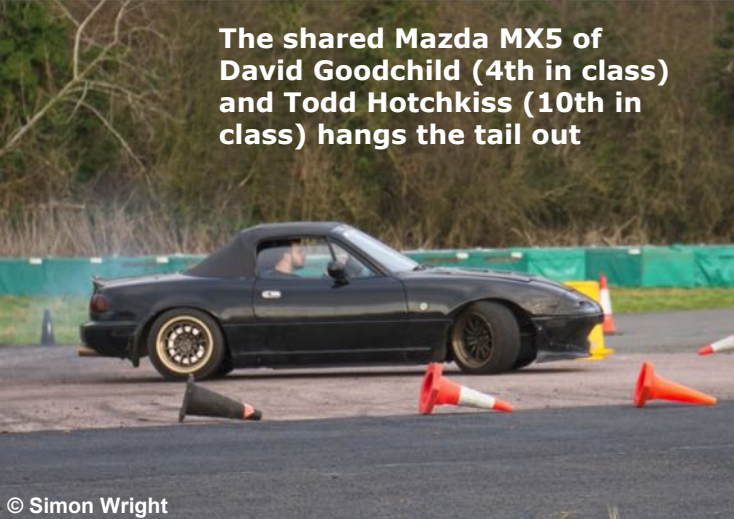
The final class ran independently of the rest of the fields and was for all cars running MSA List 1B, 1C, List 6 + NON E marked tyres. There were 10 entries with Roger Titley winning the class in a BMW 318i with a score of 583 points. Another class win for Cannock and District Car Club.



© Janet Wright

Cars line up waiting for the 3rd test round the paddock.

The shared Mazda MX5 of David Goodchild (4th in class) and Todd Hotchkiss (10th in class) hangs the tail out



© Simon Wright

Barry Mansell Nissan Micra finished 3rd in class



© Janet Wright

The Fiat Panda 100 HP of Mike Smith (10th in class) and Jamie Moffat (2nd in class)



© Simon Wright

© Simon Wright



The Mini One of Connor (16th in class) and Martin (10th in class) Armstrong

Greg Ford Mazda MX5 finished 3rd in class



© Janet Wright

Tom Naylor Nissan Micra finished 2nd in class F



© Simon Wright

© Janet Wright

Philip Blick Peugeot 206 finished 9th in class



© Janet Wright

The MG ZR of Matt (2nd in class) and Suze (7th in class) Endean



© Simon Wright



James Hall MG ZR finished 3rd in class

VÜHL 05RR

Mexican supercar





The groundbreaking VÜHL 05RR made its global debut at the Autódromo Hermanos Rodríguez Mexico City ahead of the Race of Champions event, where its dedicated 05 ROC Edition cars took part in the Super Stages of the Race of Champions event. It was fitting that these cars were used as they are built in Mexico city. VÜHL (pronounced 'vool') stands for Vehicles of Ultra High-Performance and Lightweight and is the brainchild of brothers Iker and Guillermo Echeverria, whose Mexican/American design company created the 05 and 05RR trackday supercars. Their passion comes from helping their father Guillermo Echeverria senior during this 30 year racing career. The 05RR is a masterclass in power, finesse and grip, offering the ultimate driving experience on both road and race track. Compared to the 05 previous model, mechanical grip, aerodynamic performance and power have all been improved. Weight has been reduced by 65 kg to a dry weight of 660 kg,

which has been distributed in a better way than the previous model. Power and torque have improved by 115 bhp and 100Nm respectively, while the Power to Weight ratio is increased by 200 bhp/tonne to a total of 600 bhp/tonne. Using a lightweight flywheel, lighter racing clutch and full carbon wheels have significantly reduced rotational inertia and boosted engine performance. This allows a





0-60 mph time of just 2.7 seconds from a standing start. Lowering the powertrain position has moved the centre of gravity by 50mm which, combined with a sequential paddle shift gearbox, limited Slip Differential and suspension and steering aimed for track performance, gives an excess of grip. Customers will also be offered specific track suspension setups



and slick tyres if required. Improvements to the cockpit have been made to the dashboard and the air intake, while aerodynamics have been improved with the addition of a large, high downforce,

single plane rear spoiler. This gives more grip while cornering, which combined with the shift in weight distribution of 4% gives a



total of 1.8G of lateral acceleration. Fine tuning to the handling of the 05 was done in the UK, while further testing and development took place in both the United States of America and Europe with the help of Michelin. The original VUHL 05



started production mid 2014, with first deliveries taking place in 2015. The Carbon body and chassis production is done in house, while 40% of the components are sourced from the UK. Final assembly is done by the

Advanced manufacturing concern, Adman Leku in Mexico City. The VUHL 05RR is now on sale Worldwide with dealers in the United States of America, Europe and Mexico

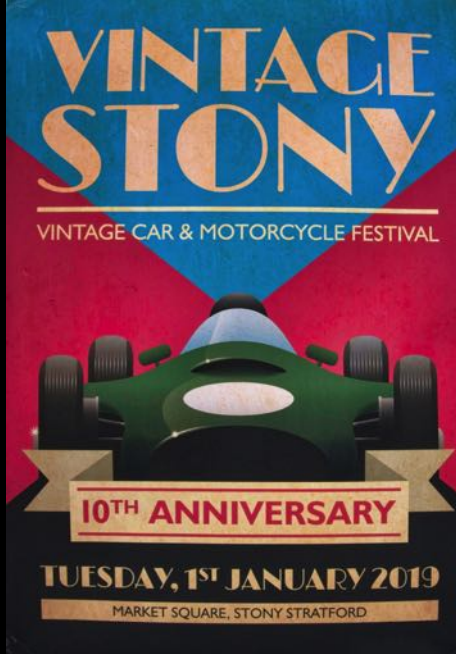


Vintage Stony, New Years Day 2019 By Simon Wright.



Dodge Charger leads Ferrari and
TVR in to Stony Stratford

The small town of Stony Stratford, Near Milton Keynes, held their 10th anniversary Vintage Stony meeting on New Years Day 2019. It looks like they kept the best till last, as the town centre was overrun by vintage and Classic cars, many of which ended up parking in side roads outside the town centre which was full to capacity by about 10:30am. It was said that this would be the last Vintage Stony meeting held on New Years Day, unless new organisers step in to run the event. The



© Simon Wright



Summer meeting will continue as normal. Market square was full of vintage cars and motorcycles, while just on the outside edge of the market place were several old army vehicles, and the BMC Motor Racing transporter, complete with rally Mini Cooper sat in the back. The oldest four wheeled vehicles on display were a 1902 Gladiator Type 4, built in Paris, France and a 1902 Oldsmobile Curved Dash from America.

The oldest vehicle was a French built 1898 Leon Bollee Voiturette tandem three wheeler, complete with Red Flag. It received a First award at the end of the meeting. The prototype was built at Le Mans, and several hundred



© Simon Wright

were made by Hurtu & Diligeon for Léon Bollée. It is powered by an 823cc single cylinder 3 hp belt driven engine. The driver sits in the rear seat and

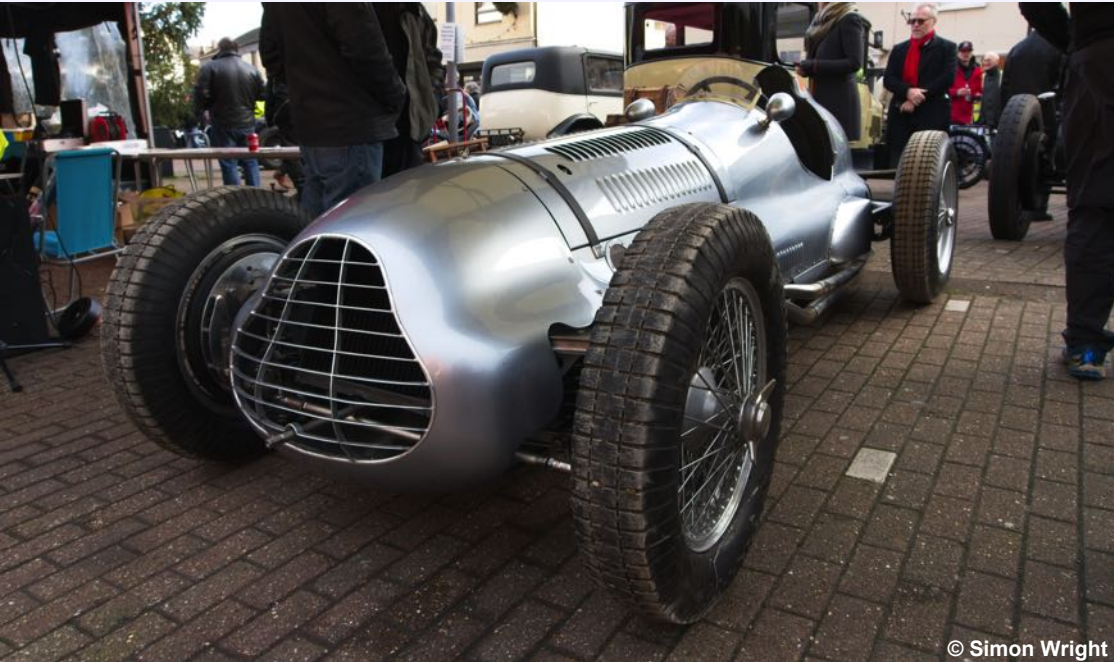


© Simon Wright

steers via a horizontal wheel connected to one of the two front wheels by metal rods. The law restricting motor vehicles to just 4 mph in Great Britain was repealed in 1896 and in November that year, a 'race' was held between London and Brighton to celebrate. This resulted in a one-two victory for the Bollée brothers in their Bollée cars.



© Simon Wright



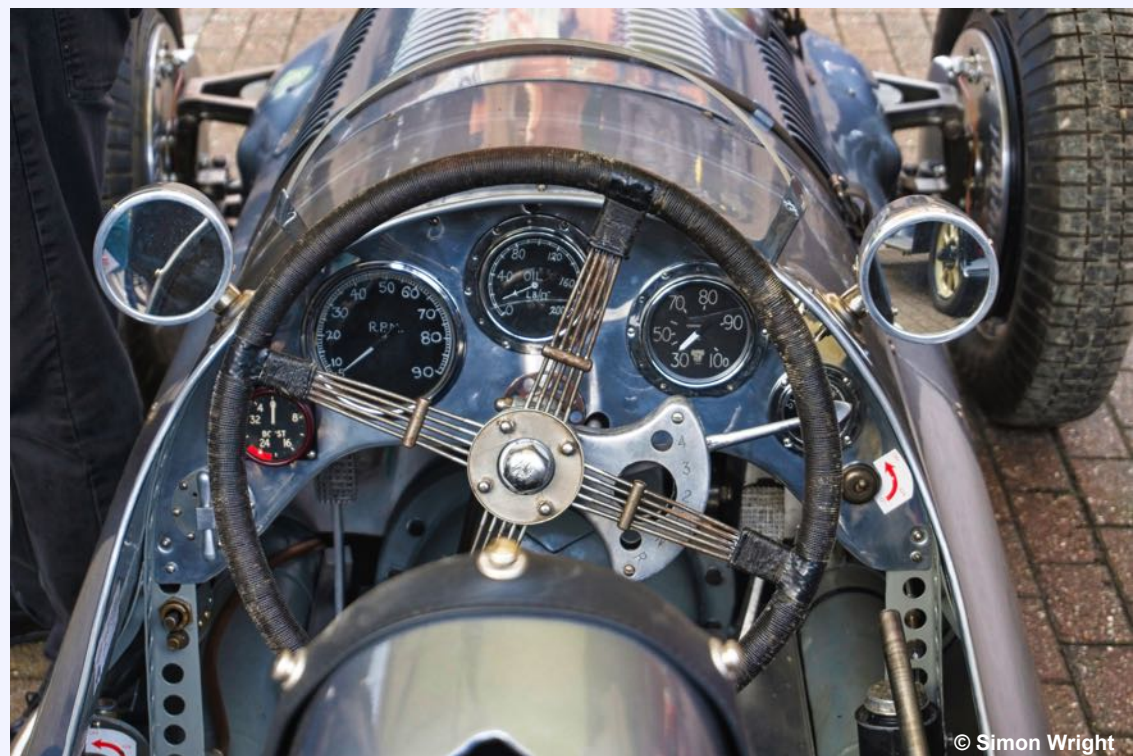
© Simon Wright

The organisers had a gazebo in Market Square and under it was a silver vintage racing car, Reg Parnell's Challenger. In the later years of the 1930s privateer driver Reg Parnell felt he could create a new all British racing car, to be more competitive than the ERA. Parnell financed the project himself, with no industry support. The original plan was for the car to be powered by a 1492cc six cylinder, twin turbo-charged dohc engine designed by Michael McEvoy with input from Laurence Pomeroy. However, when it made its debut in 1939 it was powered by an ERA engine. In competed at Prescott in July 1939, but its performance was disappointing, so the ERA engine was removed and replaced by a straight eight Delage engine taken from a 1927 Grand Prix car which Parnell owned. The bodywork was also modified, with a longer tail and bigger fuel tank. World War 2 stopped all motor racing and the car was not seen again until 1947. The bodywork had been further modified, and the car featured pneumatic front shock absorbers, which proved to be a problem. It's final competitive

outing was the 1947 British Empire Trophy race in August on the Isle of Man. The Delage engine was returned to its correct vehicle and the Challenger was sold. It was later fitted with a V12 Lagonda engine and two seater sports car body work. It spent many years in America before returning to the UK for a full rebuild and a return to an ERA powerplant by current owner Duncan Ricketts.



© Simon Wright



© Simon Wright



1932 Alfa Romeo 6C 1750 GS Touring 'Flying Star'
Powered by an inline straight 6 supercharged 1.7 litre engine, it had a top speed of 97 mph. The model was built between 1929 and 1933 during which over 2,600 were produced.

Other interesting vintage cars included a 1918 Stutz Bearcat and a 1927 Humber 14/40 Saloon, which was built in nearby Coventry.



speed of 80 mph and originally sold for £675. A total of 236 MkII were built and of the 80 saloons, this is one of only three surviving.

The other two car parks in the town centre, and the main road through the town were filled with classic cars and a few modern supercars. Despite most Vauxhall cars from the late 1950s and early 1960s

disappearing from our roads, there was a splendid 1959 Vauxhall Velox in blue and white parked on the High Street.



Between 1926 and 1929, only 801 Humber 14/30 saloons were built and it is thought that there are only around 20 left on the road today. There were plenty of Austin, MG and Riley cars in the square, plus a 1925 Chevrolet and a 1932 Buick, but much more interesting was an immaculate 1930 MG 18/80 MkII saloon. Powered by a six cylinder 2468cc OHC engine which produced 17.7 HP, connected to a four speed gearbox, the car had a top





© Simon Wright

Head to head outside the Plough public house were an unusual pair of pickup trucks. The pale blue 1963 Standard Vanguard and bright green 1949 Ford Coupe Utility V8 were both in showroom condition. Parked just up the road, and in a similar shade of green was a Triumph Speed Triple Trike. Most of the motorbikes were displayed in Market Square, but this was the



© Simon Wright

size of a small car and fitted with a huge rear wing, probably required to keep it stable at high speed. There were quite a few large classic American

saloons on show. One of the most eye-catching was a yellow 1972 7.2 litre Dodge Challenger, looking very low, wide and with twin air scoops on the



© Simon Wright

bonnet. Equally stunning in a similar shade of yellow was a 1970s Chevrolet Camaro Z28 with its wedge shaped front grill and brown vinyl roof. Moving to the 'dark side' was a Black and gold 1977 Pontiac Trans Am with the Firebird display on the



© Simon Wright



Town Cryer in action

© Simon Wright



Pony Car vs Big Cat, which would you choose - Ford Mustang or Jaguar XJS

© Simon Wright



1951 Nash
Healey
Sports

© Simon Wright



1958 Auto Union 1000

© Simon Wright



1977 Pontiac Trans Am

© Simon Wright



1947 Plymouth

© Simon Wright



1972 Alfa Romeo Montreal

© Simon Wright



Fiat 500

Fiat 600
Multipla

bonnet, covering the 7 litre engine. Staying in the black was a 1947 5.7 litre Plymouth Deluxe. Move to the other end of the car size scale, there was a row of small, original Fiat 500s parked up a side street, next to the side of a house with a very large painted mural on the wall. Of the six cars parked in a line, one stood out as being slightly different, a Steyr-Puch 500D (see box on right). Staying in Europe, the Italian Alfa Romeo Montreal is a stylish coupe, while the 1964 Fiat 600 Multipla is a more practical small four door MPV. It is based on the Fiat 600's drivetrain and Fiat 1100 front suspension. It allows six people to sit in a vehicle only 20 inches longer than the original Mini Cooper, using the same 2 metre wheelbase of the 600 saloon. This was achieved by moving the drivers compartment forward over the front wheels and effectively removing the



1959 Steyr-Puch 500D.

The rear of the roof turned up to form a spoiler, instead of being curved down, and the rear engine cover looked slightly different. On closer examination it was a 1959 Steyr-Puch 500D, built under license from Fiat by the Austrian firm Puch between 1957 and 1975. It was powered



© Simon Wright

by a 493cc 2 cylinder flat engine producing 16 hp, and was smoother in operation than the straight twin engine used by Fiat.





© Simon Wright

boot. Remaining with the Italian theme, there was a very rare 1947 Lancia Ardea Furgoncino van. The 1954 Healey Abbott Drophead Coupe was 1 of only 77 built between 1950 and 1954. Powered by a 2.4 Riley 4 cylinder engine. Only 33 are known to have survived.

© Simon Wright



© Simon Wright

1964 Bond Equipe GT based on a Triumph Herald Chassis and fastback fibreglass body, with a 1147cc Triumph engine. Over 4,300 Equipe built between 1963 and 1970.

1935 BSA Special Sports 1203cc three wheeler, took a 1st place award. These 3 wheelers were an offshoot from the BSA motorcycle manufacturer from Birmingham, in an attempt to make an affordable car. Production ceased with the start of World War 2 and never resumed afterwards.



© Simon Wright



© Simon Wright

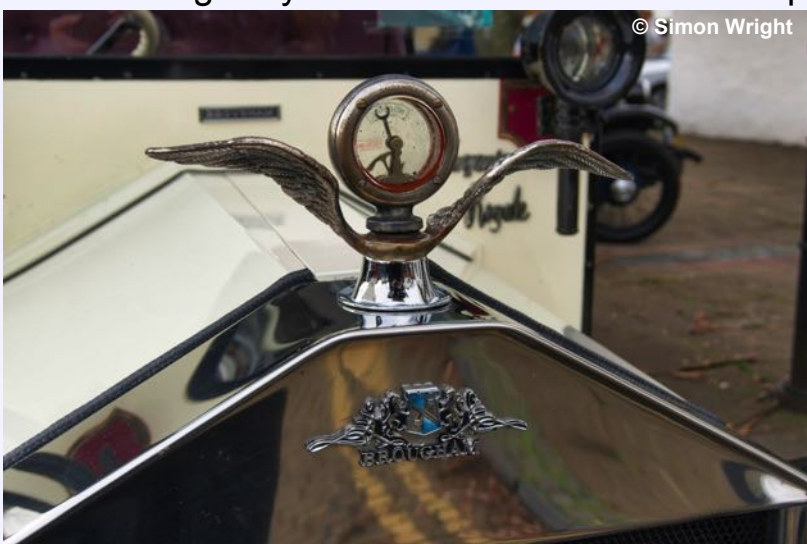
The Clan Crusader was based on the Hillman Imp and between 1971-74 only 315 were built.



© Simon Wright

1905 Brougham.

The final unusual car in the Market square showed that nothing is new under the sun. It was a 1905 Brougham car. Brougham cars built in the 1900s were powered by steam or electric batteries. This car originally would have been an Electric powered car. The



© Simon Wright

battery gauge was still fitted under the drivers seat. This car is no longer original, as the body was removed and fitted to a 1931 Austin chassis and engine.



© Simon Wright

Even though not original, it is still unique, and thought to be the only remaining roadworthy Brougham of this type.



© Simon Wright



Archive Photo of the month.

By Pete Austin.

At Autosport International last month the HSCC put on a display celebrating the 50th Anniversary of F5000. Among the personalities invited to a gathering on the Friday of the show were Mike Walker, Peter Gethin's son Nick Gethin and entrant Sid Taylor. This month's image shows Mike Walker (McLaren M10B) leading the similar Sid Taylor entered car of Peter Gethin at Brands Hatch in 1970. Gethin went on to win the championship for the second year running with Mike Walker finishing fourth.





**Historic
Rally Car
Register
Open Day**
British Motor
Museum, Gaydon
Saturday 12th
January 2019.
By Simon & Janet
Wright.

997cc Mini Cooper 1962



The Beauty Box Morris 1800 Mk II Rally car

The 11th annual Historic Rally Car Register (HRCR) Open Day was held in the conference centre at the rear of the British Motor Museum, with a display of historic rally cars



© Simon Wright

outside. This year the event celebrated the 60th anniversary of the BMC Mini, with displays



BMG Group photo including Paul Easter, Basil Wales, Mike Wood, Bill Price, Paddy Hopkirk

© Janet Wright

inside from the HRCR Mini Sport Cup, with all the winners and their cars present from the last ten years. Also, they arranged a reunion of various members from the BMC Mini rally team from the glory days of the early 1960s, including Paddy Hopkirk. There was a group photograph organised around Paddy Hopkirk's original Mini rally car, which lives at the British Motor Museum. Inside the Conference Centre there were event organisers from the UK and abroad, of various historic rallies and scenic tours with stands, promoting their individual events, together with each



© Pete Austin

Paddy Hopkirk, Bill Price, Paul Easter



© Janet Wright

HRCR championship organiser. This was the ideal place for competitors to plan their year ahead. This event has become the traditional opening event of the year for HRCR members and the Historic Rallying community.



It featured both Historic Road and Stage rallies, Historic Endurance events and even speed events for Historic vehicles. The vehicles on display outside the building were like a history of British club rallying, with even more Mini's, plus Austin Healey and MG B sports rally cars, the world famous Ford Escort and the popular Hillman Imp, plus some endurance rally cars like



Minis & BMC transporter

911 and 924, Mercedes, Lancia and Alpine Renault and Volvo. To complete the atmosphere of the Rallying paddock, there was the original works BMC transporter, complete with Mini Cooper in the back, and a Pirelli Renault truck complete with Fiat 500 Rally Car in the back. At the other end of the rallying scale was a Citroen DS complete with car trailer.



© Pete Austin

Alpine Renault A310



Line up outside the museum -
Porsche 911, Mercedes Benz,
Porsche 924 and Vauxhall Astra

© Simon Wright



1967 Lotus Elan

© Simon Wright



Jean Denton MG B

© Janet Wright



Austin Healey 3000

© Pete Austin



1969 Triumph 2000

© Janet Wright



Ford Escort

© Janet Wright



Smallest car transporter?



Hillman Imp

© Simon Wright



Volvo Amazon

© Simon Wright



Citroen DS Tow Car and trailer

© Simon Wright



Lancia Delta Integrale

© Pête Austin



© Simon Wright

**2018/19 SAS Autoparts MSC NZ F5000
Tasman Cup Revival Series Round 2.
Bruce McLaren Motorsport Park, Taupō
Sat-Sun 19-20 Jan 2019**



It was a case of third time lucky at Taupo's Historic GP historic race meeting today as evergreen Kiwi motorsport veteran Ken Smith (#11 Lola T332) won the Taupo Historic GP feature race from Greg Thornton (#32 Chevron B24) and Brett Willis (#16 Lola T330).



SMITH, COLLINS AND THORNTON PODIUM FIRST F5000 RACE AT TAUPO HISTORIC GP MEETING

First race of the weekend for the SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series at the Taupo Historic Grand Prix meeting at Bruce McLaren Motorsport Park and pole man Ken Smith (Lola T332) continued on his winning way despite intense competition from fellow front row starter Michael Collins (McRae GM1) and fast-finishing UK-based series regular Greg Thornton (Chevron B24).

Smith and Collins (the latter back in his ex Evan Noyes McRae GM1 after driving the newly finished ex Graham McRae/Dexter Dunlop Leda LT27 at the opening series round at Pukekohe in November last year) quickly pulled away from Thornton, who qualified third and ran third, while Brett Willis (Lola T330) settled into fourth place ahead of Glenn Richards (Lola T400), and the Lola T332s of David Banks and Tony Galbraith.

As the race progressed Smith started to struggle with tyre grip in the hot mid-afternoon conditions. Collins also found his car struggling for rear grip, allowing Thornton to catch the pair and make it an impressive three-car battle-pack on the run to the flag with Thornton setting his fastest race lap - a 1.27.38 - with just two laps to go.

Smith and Collins were the only other drivers to crack the 1.28.00 barrier in the race, with Collins claiming the fastest lap of the race - a 1.27.253 - on the third lap as he and Smith (who also did his best race lap of 1.27.373) on lap 3) still had some decent grip in their tyres.

Behind them Brett Willis had a lonely race to fourth ahead of Glenn Richards who finished fifth. David Banks had actually passed Richards for fifth with



Michael Collins (#94 McRae GM1) was also quick at Taupo

two laps to go only to overcook it into the sweeper at the top end of the course and spun. He was able to get going again but on the last corner on the last lap was dispatched to 7th place by fellow Lola T332 driver Tony Galbraith. That left Aaron Burson (McRae GM1) and class new face Kevin Ingram (Lola T332) to cross the line in eighth and ninth place respectively with Tony Roberts in the Class 2 McLaren M10B completing the field after losing half a lap to a spin on the first lap.

Early season standout Ken Smith (Lola T332) and fellow SAS Autoparts MSC NZ F5000 Tasman Cup Revival category front runners Greg Thornton

(Chevron B24), Brett Willis (Lola T330) and Michael Collins (McRae GM1) kept their best until last at the second round of the 2018/19 series' at Taupo Historic Grand Prix meeting at Bruce McLaren Motorsport Park.

Though Smith managed to retain his 100% winning rate from the opening round of this season's series at the ITM SuperSprint Supercars round at Pukekohe in November last year, Thornton managed to find a way past – albeit briefly – in what turned out to be one of the best races not just of the meeting but also the season so far, the 10-lap

© Fast Company/Jim Lester

Brett Willis (#16 Lola T330)

Taupo Historic GP feature.

Having already done two meetings on their tyres both Smith and Collins found themselves struggling in the hot, blustery conditions in the afternoon races on both days. That allowed Thornton, in his first appearance in the SAS Autoparts MSC series this season, and therefore on a fresh set of tyres, to convert impressive qualifying pace into third place in the two eight lap preliminary races (including setting the quickest race lap in the second) and an event-best second in the 2019 Taupo Historic Grand Prix race. “Definitely happy with that,” Thornton, a

© Fast Company/Jim Lester

Greg Thornton
(#32 Chevron B24)



pilot who now spends most of the year contesting classic car race meetings around the world said. ‘I managed to get alongside Michael (Collins) in the second race but couldn’t find a way past. This time I was able to get in front of him off the start meaning I could then concentrate on catching Kenny.’”

For Smith the win in the 10-lap feature race was the icing on the cake, the four-time SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series title holder having come close for the past two years only to be pipped at the post.

Two years ago, when the field was bolstered by several period Formula 1 cars it was young second-generation driver Michael Lyons from the UK who beat Smith to the line in a McLaren M26 F1 car. Last year it was Auckland’s Andy Higgins (Lola T332) who was able to take advantage when Smith was slowed by a gear selection issue.

“It was the race I wanted to win,” Smith admitted as he was surrounded by well-wishers afterwards. “I made it hard for myself by not putting on a new set of tyres, so I just had to come up with a strategy to manage the grip as it went away.”

As impressive as that performance, not to mention

Thornton's swash-buckling pace across the weekend, was it was Brett Willis who made the biggest impression, taking his lead from Thornton and attacking aggressively while his tyres could handle it.

After quickly finding a way past a struggling Collins, who like Smith was rueing a decision to run tyres two meetings old, Willis, from nearby Rotorua, took off after Thornton and though he slipped back a little towards the end of the race, was still only seven seconds

adrift at the flag, and almost nine ahead of Collins in fourth.

Fifth, in his best performance of the weekend, was former NZ Formula Ford champion Kevin Ingram in his ex Ian Clements Lola T332, sixth Tony Galbraith and seventh David Banks.

Banks as high as fifth in his Lola T332 before



Tony Roberts (#7 McLaren M10) had a best weekend finish of 7th place in his Class A McLaren M10B.

spinning twice in the races closing stages thanks to his own issues with a lack of grip while category and series stalwart Tony Roberts completed the finishers list in eighth in his Class A McLaren M10B) after the late race retirement of Glenn Richards whose Lola T400 finally succumbed to an on-again/off-again engine misfire which had



plagued the Auckland drivers efforts all weekend. Ken Smith, Michael Collins and Greg Thornton also proved the drivers to beat in the other two SAS Autoparts MSC races at the meeting. Greg Thornton put on a charge to claim the quickest race lap- a 1.26.819 - in the second 8-lap race of the weekend on Sunday morning. However the globetrotting Englishman couldn't quite find a way past second placed Michael Collins despite getting alongside on the start/finish straight. With usual sparring partner Aaron Burson (McRae GM1) a late scratching on Sunday morning thanks to a debilitating tummy bug, Brett Willis ran a

lonely race in fourth position crossing the finish line just over seven seconds behind Thornton but with a sizeable (23.431 sec) gap back to David Banks with Tony Galbraith a couple of seconds further back in sixth and category and series newcomer Kevin Ingram seventh.

That left Tony Roberts to cross the finish line in eighth place in his Class A McLaren M10B, with Glenn Richards snapping at his heels after slipping down through the field with a gear selection issue compounding his engine misfire woes.

After claiming pole position with a 1.26.896 second lap in qualifying Ken Smith led the first SAS Autoparts MSC F5000 series race of the weekend on Saturday afternoon from start to finish despite a strong early attack from young gun and fellow front row starter Michael Collins.

Back in his now family-owned ex Evan Noyes McRae GM1 after driving the newly finished ex Graham McRae/Dexter Dunlop Leda LT27 owned by Queenstown-based F5000 aficionado Alistair Hey, at the opening series round at Pukekohe in November last year, Collins, 22, quickly pulled away from Greg Thornton, who qualified and ran third, while Brett Willis settled into fourth place

ahead of Glenn Richards, David Banks and Tony Galbraith.

As in both Sunday races Smith and Collins started to struggle with tyre grip in the hot mid-afternoon conditions, however, allowing Thornton to catch the pair and make it an impressive three-car battle-pack on the run to the flag, with Brett Willis fourth and

Glenn Richards fifth.

David Banks had actually passed Richards for fifth with two laps to go only to overcook it into the sweeper at the top end of the course and spun. He was able to get going again but on the last corner on the last lap was dispatched to seventh place by fellow Lola T332 driver Tony Galbraith.

© Fast Company/Jim Lester



Greg Thornton Chevron B24 and Brett Willis Lola T330 battle for a podium position.

That left Aaron Burson and Kevin Ingram to cross the line in eighth and ninth place respectively with Tony Roberts in the Class A McLaren M10B completing the field after losing half a lap to a spin on the first lap. With their appearance at the annual Taupo Historic GP meeting now over for another year the SAS Autoparts MSC NZ Tasman Cup Revival Series heads to Hampton Downs next to support the Toyota Racing Series at the big Speedworks NZ Championship/HRC Events meeting.

**2018/19 SAS Autoparts MSC NZ F5000 Tasman
Cup Revival Series Rnd 2 Bruce McLaren
Motorsport Park Taupō Sat-Sun Jan 19-20 2019
Qualifying**

Race 1 (Sat 8 laps)

- 1 Ken Smith (Lola T332) 8 laps
- 2 Michael Collins (McRae GM1) +1.246
- 3 Greg Thornton (Chevron B24) +0.843
- 4 Brett Willis (Lola T330) +13.277
- 5 Glenn Richards (Lola T400) +23.036
- 6 Tony Galbraith (Lola T332) +31.202
- 7 David Banks (Lola T332) +32.261
- 8 Aaron Burson (McRae GM1) +32.533
- 9 Kevin Ingram (Lola T332) +52.312
- 10 Tony Roberts (McLaren M10B) +1.32.660

Race 2 (Sun 8 laps)

- 1 Ken Smith (Lola T332) 8 laps
- 2 Michael Collins (McRae GM1) +0.889
- 3 Greg Thornton (Chevron B24) +1.172
- 4 Brett Willis (Lola T330) +7.453
- 5 David Banks (Lola T332) +23.431
- 6 Tony Galbraith (Lola T332) +25.830
- 7 Kevin Ingram (Lola T332) +56.495
- 8 Tony Roberts (McLaren M10B) +1.10.099
- 9 Glenn Richards (Lola T400) +1.10.788

Race 3 (Sun 10 laps)

1. Ken Smith (Lola T332) 10 laps
2. Greg Thornton (Chevron B24) +0.307
3. Brett Willis (Lola T330) +7.232
4. Michael Collins (McRae GM1) +8.972
5. Kevin Ingram (Lola T332) +27.839
6. Tony Galbraith (Lola T332) + 34.995
7. David Banks (Lola T332) +37.010
8. Tony Roberts (McLaren M10B) + 1 lap
- Dnf. Glenn Richards (Lola T400)

© Fast Company/Jim Lester



veteran Ken Smith (#11 Lola T332)



The Footman James Coffee and Chrome Breakfast meeting.

Chateau Impney

6th January 2019.

By Simon & Janet Wright.

British Sportscar line up. Triumph Spitfire,
Triumph TR4, Triumph Stag and Triumph TR2



Great turnout for first Coffee and Chrome meeting.

© Janet Wright

The first of what is promised to be many Coffee and Chrome meetings took place in the grounds of Chateau Impney, near Droitwich, at the beginning of January. For the first meeting, owners had to apply to Footman James for free passes to enter, with a limit set at just 200 for this first event. It was a bright, sunny and dry Sunday morning as the cars began to fill what is the paddock area for the annual Chateau Impney Hill Climb event, which is held during the summer. If Footman James had selected the vehicles to take part in this

inaugural event, then they had made a good choice. A wide selection of classic cars soon filled the tarmac car park in the shadow of the impressive Chateau Impney Hotel, with the occasional modern supercar thrown in for good measure. Footman James had their own classic vehicle parked by the entrance to the car park, a Volkswagen Transporter van. One of the first sights was an impressive line up of cars from the Jaguar Enthusiasts' Club, Central Region. Starting with a graceful 1961 blue Jaguar XK150, then a silver 1969 Jaguar E-



Jaguar Enthusiast line up

Type Coupe, a 2004 Jaguar saloon, a stunning red 1969 E-Type Jaguar and finally a modern Jaguar XK Sports coupe. Moving down the line, but keeping it in the family, so to speak, was an Austin 1300. In the 1970s Jaguar and Austin were both part of the British Leyland empire, which could provide cars for any

segment of the car market in the UK. The Austin 1300 was a small family car,



Austin 1300

© Janet Wright

powered by the A series engine, the same as used in the iconic Mini. One feature of the Austin 1100/1300 range was a Hydrolastic suspension system. The successor was parked next to it, the Austin Allegro. The smaller engined versions were also powered by the A Series engine, and its suspension system was a unique Hydrogas system.

A 1977 Renault 17TS Coupé is another car that is very rare on UK roads these days. This model was a coupe version of the original Renault 12, and can be identified from the very similar Renault 15 by its four circular headlights, where as the 15 has two rectangular headlights. The 1565cc A-Type engine was derived from the Renault 16TS and developed 89 hp which gave it a top speed of 106 mph. The model had several interesting features, Bosch electronic fuel injection, power disc brakes and front wheel drive, plus a retractable soft top roof that rolled back on rails, quite similar to the iconic Citroen 2CV. It also had the option of a removable hardtop which could be snapped on during the winter.

© Simon Wright



Renault 12



© Simon Wright

MAZDA 1000

An unusual vehicle to see on the roads today was a blue 1974 Mazda 1000. A typical three box design, the Mazda was built for a decade, between 1967 and 1977, in

Hiroshima, Japan. This was the second generation of the model and from 1970 featured a overhead cam version of the original 987cc pushrod engine, which produced about 50 hp. This particular car had been found in a barn and purchased in September 2018, having been off the road since 1980. It is completely original and has only covered 13,500 miles.



© Janet Wright



© Janet Wright

There was a group of large motorbikes parked together, including some classic Harley Davidson bikes. Staying with the American theme there was an iconic American sports car, a 1977 Chevrolet Corvette. This was a third generation C3 model that was first produced in 1968 and continued in production until 1982. The car has a 5.7 litre V8 engine and even with automatic transmission managed to get from 0-60 mph in just 7.7 seconds, making it one of the fastest cars of its period.



© Simon Wright



© Simon Wright

A striking yellow 2007 Pontiac Solstice convertible brought the American sports cars up to date. Built by General Motors between 2005 and 2009, it is powered by a normally aspirated 2.4 litre engine that produces 177 hp which propelled the car from 0 to 60



mph in just 7 seconds. It was an instant hit for Pontiac, with 7,000 orders in the first ten days of availability, followed by a further 6,000 orders. With first year production planned at 7,000 cars, delays meant that GM had to apologise to customers and they increased production to 10,000 for

the year. Unfortunately, following the 2008 economic recession, General Motors discontinued the Pontiac division, and production ended with the closing of the Wilmington Assembly plant in July 2009.



There was an ex-works Rally car in the overflow car park. At first glance, you would not have realised this was a Rally car, as it looked just like a luxury limousine. The 1967 Daimler 420

© Janet Wright



was one of just four factory custom built rally cars before Jaguar cancelled the Daimler Rally programme, as it was feared having the Daimler brand in competition could harm Jaguar's competition reputation. This is the only car that has left Jaguar. The factory fitted modifications included Jaguar E-Type 9:1 competition specification engine, uprated manual overdrive gearbox, uprated suspension and brakes and rear axle, custom made minilite wheels, uprated power steering, heated front and rear windscreens and a long range third fuel tank with fuel filler mounted in the rear bodywork scuttle. The original owner was also supplied with fitted luggage, which is still with the car and unused.



Parked next to each other were the first popular wedge shaped sports cars, the Triumph TR7 and the Fiat X1/9. Although both models proved popular, they were very different in design. The British built Triumph TR7 was a conventional front engine, rear wheel drive sports car, while the Italian built Fiat X 1/9 was a mid-engined rear wheel drive sports car. The Triumph TR7 was built in Liverpool, Coventry and Solihull between 1975 and 1981 during which time a total of 112,368 were built. For the Triumph TR sports car range, it was a revolutionary design, compared to the previous evolution models that went before it. It was powered by a modified version of the Triumph

Dolomite 1850 engine, which was increased to 2 litre, with larger carburettors. The 1998cc four cylinder, 8 valve engine produced 105 bhp, but was not as powerful as the previous six cylinder engine in the Triumph TR6. It had a maximum speed of around 106 mph with a 0-62 mph time of 11.8 seconds. Both coupé and roadster versions were built, though the convertible roadster was not introduced until 1979 to ensure it complied with US legislation relating to roll over protection. The USA was a big market for the TR7, where in 1977/78 it introduced the larger engined TR7 V8 or TR8 as it was later called. This model had the Rover 3.5 litre V8 engine fitted, which produced



© Janet Wright

135 bhp. The Fiat X1/9 was designed by Bertone and manufactured in Italy by Fiat from 1972 to 1978 and then by Bertone from 1982 to 1989. During that

period, Fiat built 140,500 and Bertone produced an additional 19,500. It had a transverse engine mounted behind the fuel tank and spare wheel which were directly behind the driver, powering the rear wheels. It was around 10 inches shorter than the TR7 and it was powered by a much smaller engine. Initially it had a 1290cc 4 cylinder single overhead cam engine until 1978 when a slightly larger 1498cc engine replaced it. The smaller engine was from the front wheel drive Fiat 128, but it benefited with an aluminium oil sump to complement the aluminium cylinder head. With a twin choke Weber 32 DMTR carburettor and an 8.9:1 compression ratio, the engine produced 74 hp. This gave the little sports car a top speed of 106 mph, the same as the TR7, with a 0-60 mph time of 13 seconds, which dropped to 10.5 seconds with the larger 1.5 engine.



© Janet Wright



1971 Wolseley 16/60

© Simon Wright



1946 Wolseley Eight

© Simon Wright



© Janet Wright

Finally, the most interesting vehicle at the meeting was also probably one that a lot of people might have missed. It is another car from the 1970s of the typical three box design of the period, bonnet, boot



© Simon Wright

and passenger cabin. It looked similar to many other cars of the period, but it was an unusual car for the British Market. The Subaru FF-1 G was a compact car from the 1970s. The car has a typical Subaru



EA 1.1 or 1.3 litre flat 4 engine driving the front wheels through a four speed manual gearbox.

It had fully independent torsion bar suspension and rack and pinion steering which were impressive features for the time. Slightly more strange were inboard front drum brakes. The car also featured dual radiators, one was a small radiator that was also the heater core, which was used on starting to allow the engine to warm up quicker, which was a benefit in cold weather. There was also no cooling fan on the engine, just a small electric fan on the small radiator. The 1.1 litre engine produced 61 bhp while the 1.3 litre produced 80 bhp and was unique in that it was the only Subaru engine to have rear facing exhaust ports.

This first Coffee and Chrome event proved to be very popular.



© Simon Wright



Footman James sponsored the Coffee and Chrome meeting at Chateau Impney

© Janet Wright



Ford Thunderbird

© Simon Wright



1937 Railton Cobham Saloon

© Janet Wright



1937 Fiat Topolino

© Simon Wright



Healy Enigma

© Simon Wright



Mini

© Janet Wright

MAC Clee Hills Trial

January 2019

By Syd Wall

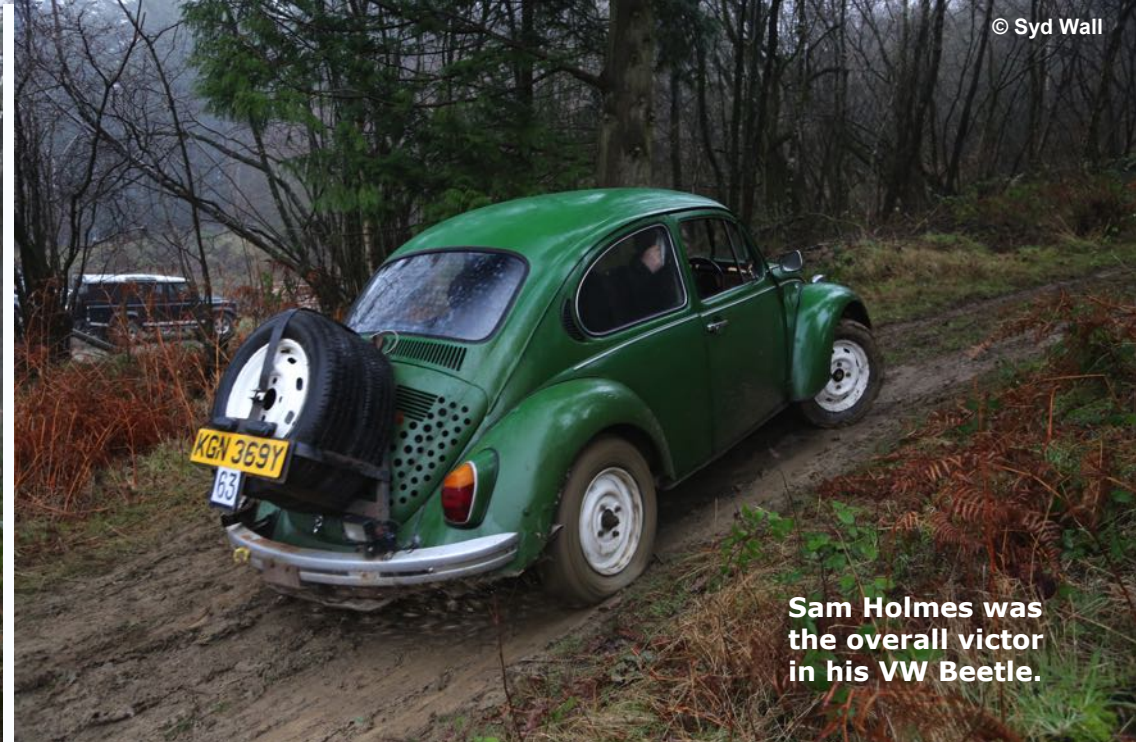


Clipping a corner sent class 8's
2nd place Shopland Mk11 up in
the air. Paul Merson at the wheel

Adrian Marfell was perhaps the most aggressive driver on the day, winning class 8 in the VW Special



© Syd Wall



Sam Holmes was the overall victor in his VW Beetle.

The Clee Hills Trial was back on the calendar this year after being in recess for 2018. The trial was first held back in 1947 and while it's undeniably a classic event, it's not just for Classic cars. Virtually any two-wheel drive car can take part and the entry ranged from 1930s Austin 7s, Ford Model T and Model As, through VW Beetles & 2CVs, to a BMW Z3 and a Smart Roadster and finally specialist buggies and two seaters. There was even a Morgan 3 Wheeler.

The event started at The Squirrel pub in Ludlow and used a unique twin loop system that saw a

Dudley Sterry tried hard and was rewarded with 2nd in class in his MG J2



© Syd Wall

consistent flow of competitors in the sections throughout the day and meant the competition finished in daylight. The route consisted of about 80 miles around Wenlock Edge and the Long Mynd using old lanes and some woodland. The road book revealed the daunting nature of some of the sections: 'Mud, rock slab, between very high banks', 'Straight

John White took his VW Beetle to 2nd in class 4

© Syd Wall



Climb up gully', 'Clay surface, no ruts, steepens', and 'Graded Mud, rutted, deep at top'. Only road tyres from a specific list are allowed, with mud and snow tyres specifically banned. The

2nd in class 2, the Austin 7 of David Read.

© Syd Wall



bikes (only admitted for the second time) were on trials tyres with offload and motocross tyres banned. if it was hard

Class 7 winner, Nick Aldridge chose this rather unusual Smart Roadster

© Syd Wall



for the cars, it was doubly hard for the bikes with half the grip, half the steering and infinitely less chance of merely remaining

The unusual Morgan Super sports 3 wheeler or Arty Cameron

© Syd Wall





The rare Reliant Scimitar SS1 came second in class 5 in the hands of Stuart Highwood.



The BMW Z3 of Ian Facey howled to the class 5 win

upright. Most of my day was spent at the Flounder's Folly section where the surface was wet clay, a substance which provided less grip than a sausage would get on a teflon frying pan. Spectators avoided it like the plague and when cars came

Tim Barrington won the novice class in his Dellow Mk1

© Syd Wall



Class 2 winner, the Ford Model A of Simon Price.



© Syd Wall

to a halt, they were sliding backwards and sideways. In fact it was more tricky coming down than going up with half of the bikes ending up on the ground. The Morgan 3 Wheeler never stood a chance on Flounder's Folly with one wheel drive - think sausage on the teflon frying pan - it didn't make more than a yard up from the flat. Overall victory and the Fray Cup went to Sam Holmes' class 4 VW Beetle. Level on 4 marks was the class 2 Ford Model A of Simon Price. Other class winners were Ian Facey's BMW Z3 (class 5), the VW Beetle of James Smith (class 6), the Smart Roadster of Nick Aldridge (class 7), the VW Special of Adrian Marfell (class 8) and Tom Barrington's Dellow Mk1 (novice class 0).

The 2CVs were no match for the VW Beetles



© Syd Wall

© Syd Wall



Second novice was Nigel Glover in a 750cc Austin 7

Dudley Sterry tried hard and was rewarded with 2nd in class in his MG J2



© Syd Wall

Autosport International - The Racing Car Show.

National Exhibition Centre (NEC), near Birmingham.

10th-13th January 2019.

By Simon & Janet Wright

with additional photos by Syd Wall and Pete Austin.

AUTOSPORT
INTERNATIONAL

**THE RACING
CAR SHOW**



2018 McLaren F1 looked stunning



Ayrton Senna sculpture

© Simon Wright

The motor racing season starts with the annual Autosport International show at the beginning of January. This is where drivers, organisers, circuits, clubs and manufacturers all come together, to both celebrate the previous seasons victories and to prepare for the upcoming season. The first two days of the show are trade days with a dedicated Engineering Show, held within the main show. In previous years this was always held in



© Simon Wright

a separate hall, but this years show had moved from the newer, smaller halls at the rear of the NEC, to the original, larger halls, and the engineering show was integrated into the main show, as was the Performance

Car Show. The Engineering show allowed many trades to display their products to potential customers. As usual there were many component firms, showing Wheels, Dampers, discs, and engineering processes designed to gain maximum performance from your competition car. The inaugural Product Showcase Awards recognised the very best from across the engineering business. Split across nine category winners, including Bosch Motorsport (Energy Efficiency) for its Electric coolant, Texense (Data & Measurement) for the Texense IRN8-WS4 and Bcomp (Innovation) for its Power Ribs.

Ardingly College Solar.

The first school to compete in the cruiser class of the Bridgestone World Solar Challenge coming 6th, and the European Solar Challenge coming 10th.



© Simon Wright





© Simon Wright

The Racing Car Show was what most people had come to see, and stars of the show were the impressive collection of modern Grand Prix cars, with most of the current teams represented. What was very interesting being able to view the cars

Renault F1

at very close quarters was the difference in aerodynamics, especially the front nose and wings. Renault was possibly the most complex with between 4 and 6 levels of flaps, split into 4 banks on each side. Also the barge boards on the front side of the car was a complex arrangement of channels and flaps in front of the radiator intake. Mercedes was nearly as complex, but with what appeared to be 4 single flaps with fins on them to redirect the airflow. By comparison, the Red Bull front wing seemed far less complex, with fewer, larger flaps, but additional smaller flaps mounted higher above the main wing and only a single barge board on the side of the car in front of the radiator duct. Ferrari seemed to follow a similar design philosophy as Red Bull with larger flaps, and smaller flaps mounted above the main flaps. Only Sauber and Toro



© Janet Wright

Red Bull front wing

Rossa were not present in the Grand Prix car display. The display was nicely laid out so fans could see all around the cars and take photos without too many barriers in the way. The next most popular series in the UK is the British Touring Car Championship, and the BTCC stand this year was decked out in the colours of new series sponsor Kwik Fit. Four cars



© Pete Austin

BTCC Ford Focus & Honda Civic Type R



© Simon Wright

BTCC Vauxhall Astra & Mercedes Benz A Type



Dan Cammish Honda Civic Type R BTCC

were on display, the AMDTuning Honda Civic Type R of Sam Tordoff, the Motorbase Shredded Wheat Ford Focus of Tom Chilton, the Ciceley Motorsport Mercedes Benz A Class of Dan Rowbottom and finally one of the Power Maxed Vauxhall Astra cars. The stand was busy for the entire show, with different drivers being interviewed, signing autographs and posing for



© Janet Wright

Rob Austin BTCC Alfa Romeo

photographs. Other BTCC cars were on display on other stands nearby, including the Alfa Romeo of Rob Austin from the 2018 season, and the Team Dynamics Honda Civic Type-R of Dan Cammish.



Another area that drew crowds was the live stage, where all kinds of motorsport celebrities were interviewed over the weekend. These included David Coulthard, Billy Monger and various BTCC drivers, plus loads of others.

The future may well be 'Electric' and Jaguar intend to be at the front if it is. They displayed both a Formula E single seater, as driven by Nelson Piquet Junior and Mitch Evans and the new



Jaguar iPace & Formula E

© Pete Austin

racing iPace eTrophy SUV which will support Formula E in season 5. The iPace eTrophy is no slouch with a top speed of 121 mph and 0-60 in 4.5 seconds.



© Janet Wright

Most Car Clubs that organise race meetings had stands at the show. The BRSCC had a large stand with a car representing most of the racing series they promote including BMW Compact Cup, Mazda MX5 SuperCup and Super Series, Alfa Romeo

Cup and their jewel in the crown series TCR UK, plus others. The 750 Motor Club also had a large stand with cars

representing all their different series including Formula Vee, OSS Championship and the Hot Hatch series to name but a few.



© Janet Wright

The Historic Sports Car Club (HSCC) held a 50th anniversary reunion of Formula 5000 drivers on Friday, with several Formula 5000 cars on display on their stand. The drivers included Tony Trimmer, Alan Rollinson and Steve Thompson (See page XXX) This was to also to help launch the new XL Aurora Series for Historic Formula 5000, which replaces the Derek Bell Trophy (See News pages).



© Simon Wright

The Classic Sports Car Club (CSCC) had a stand and were promoting their new series including the Mazda RX8 Trophy. One of their star cars was on display on another stand, Mega Bertha which raced in the Special Saloons and Modsports race at Mallory Park last summer (See issue 98

for a full report on the meeting). Modern GT and endurance sports car racing series and manufacturers were well represented at



Mega Bertha

Ginetta added the glamour



Aston Martin have 20 orders already for their 2019 GT3 V12 Vantage



© Syd Wall

the show. Ginetta had a large stand with their entire range on display including three of their prototype racers and GT cars including the LMP1 and the GT55.

The WEC Aston Martin Vantage GT3 was part of the Autosport display by the main stage.

The Britcar Endurance Championship had the Ian Lawson/Kevin Clarke ING Sport BMW Z4 on display back to back with the VW Golf TCR of Tim Docker which finished 6th in the Britcar Sprint category.



© Janet Wright



© Janet Wright

The GT Cup Championship had four cars on the Bute Motorsport stand, including the 2018 Championship winning Aston Martin GT4, the National Motorsport Academy's black Mosler and two new cars for 2019, the McLaren 570 GT4 of Steve Ruston and John Whitehouse, and a Ferrari 488 of David Mason and Ross Wylie.



© Simon Wright

W Series - Sarah Moore, David Coulthard & Esmee Hawkey

© Pete Austin



On Friday former F1 driver David Coulthard was present to talk about the W Series, the ground breaking women's racing series. Coulthard was joined on stage by W Series drivers Esmee Hawkey and Sarah Moore. Hawkey took part in the 2018 Porsche Carrera Cup GB, while Moore is a former Ginetta Junior champion and competitor in the Britcar Endurance Championship.

© Pete Austin



Touring Car legend Andy Rouse was voted Motorsport News' and Autosport's greatest ever British Touring Car Championship driver by a panel of experts and drivers in celebration of the championships 60 years. He won four championships and 60 races within the category and was presented with a Trophy on the Live Stage on Sunday.



© Simon Wright

Could this be the future of motorsport? Round 4 of the Le Mans Esport Series took place at the show. The two hour endurance event saw rows of 'gamers' sitting in chairs with steering wheel and pedals and a large computer screen in front of them. Some had qualified online, while others had set fastest times across the four days of the show. Shaun Arnold triumphed to scoop the biggest share of the \$10,000 prize fund. On Friday night the Engineering show is dismantled and replaced for the weekend by the Oval Racing Area. This covers



Nothing Mini about this epic Autograss racer. Twin 1400cc Hyabusas form the

grassroots motorsport such as Autograss, Rallycross, Oval racing and Drag racing. Grassroots doesn't mean basic. Some of the racing machines are extremely sophisticated and very fast, with things like Mini Pickups with a second engine in the back, right through to purpose built single seaters designed for Grass track oval racing. Another interesting oddity are



© Simon Wright



© Simon Wright

the tractor pulling vehicles which have massive engines and tow a weight transfer sled down a 100m long clay track, the winner being the one who goes the furthest. The weight on the sled moves during the pull, increasing the resistance, so it gets harder the further you go. On the Limit have a light modified 2.5 ton tractor fitted with two Chevy V8 engines with 14-71



blowers and Enderle scoops and an MSD Pro Mag 44 ignition system.

© Janet Wright



© Pete Austin

British Women Racing Drivers Club stand. Club President Lorina McLaughlin in the middle and Cat Lund (Left) and Sharlie Goddard

The Gymkhana Subaru Impreza GC8 of Dmitriy Sribnyj is a 512 bhp powerhouse, well suited to twisty corners and donuts. Gymkhana differs from traditional autotests in that it requires drivers to do reversals, 180 and 360 degree spins and drifting.



© Simon Wright

Euro Series V6 Pickup Truck



© Janet Wright

2019 Euro
Nascar Ford
Mustang



© Simon Wright



In 1963, US racer Bill Thomas persuaded GM to back his amazing Cheetah, nicknamed the Cobra Killer

© Syd Wall

Jaguar XJ220



© Simon Wright



New Porsche 935

© Pete Austin



Jolly Club
Alfa Romeo 1970s

© Janet Wright



Ford Capri
RS2600 like raced
by Jackie Stewart
& Francois Cevert

© Simon Wright



European Hillclimb
Champion Georg Plasa
BMW 320 Judd V8 tribute

© Janet Wright

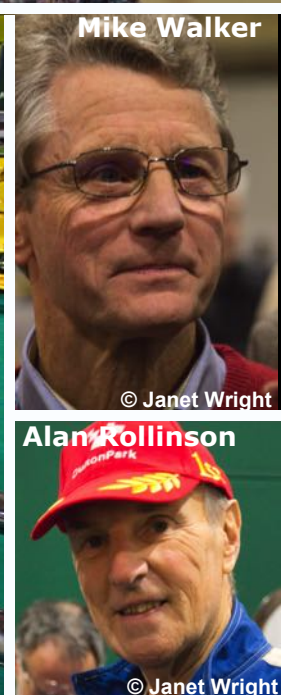


MRF F3 single seater
for Indian series?

© Simon Wright



Formula 5000 Driver reunion
 The HSCC brought together 12 former F5000 drivers and Frank Lyons who currently drives F5000 in the HSCC Derek Bell Trophy.

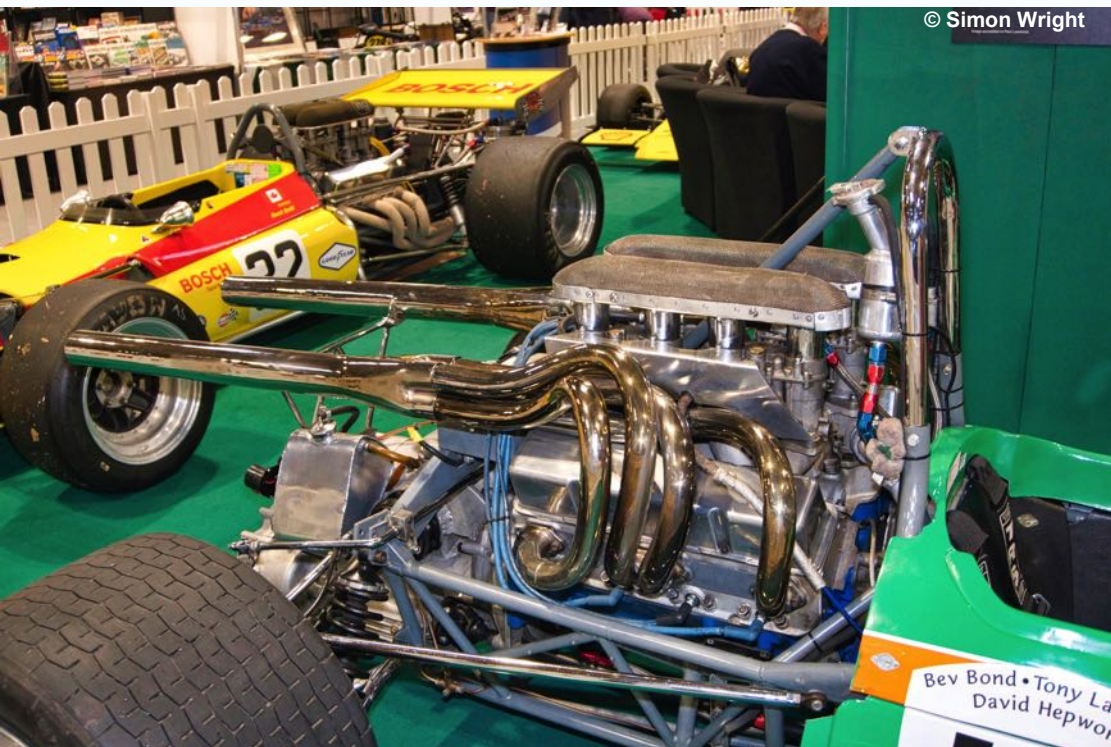




Lola T400



Lola T330



© Simon Wright



© Janet Wright

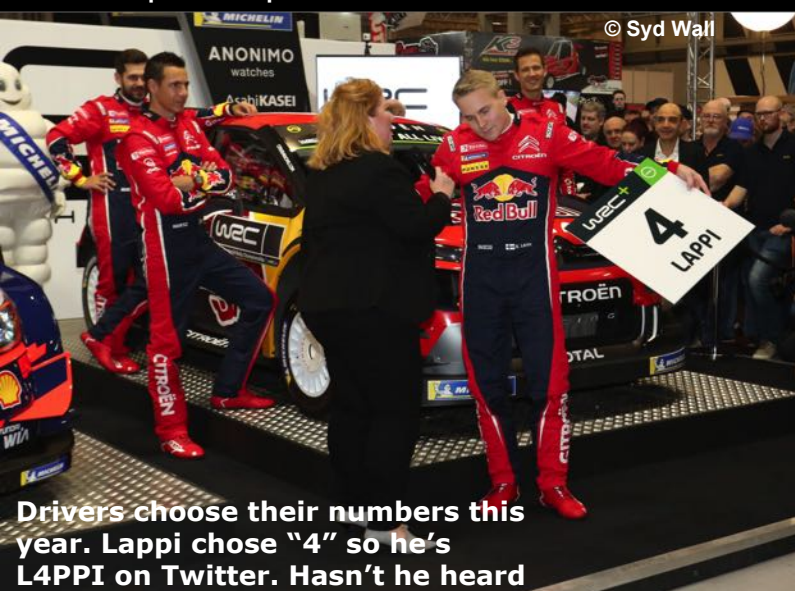
Surtees TS8



The launch of the 2019 WRC works teams

2019 FIA WRC Launch.

The show has gained such importance, that the World Rally Championship used the first public day of the show on 'Super Saturday' to officially launch the 2019 FIA World Rally Championship. Four teams unveiled their 2019 liveried cars at the show, while WRC drivers, co-drivers and team principals were introduced and interviewed in front of the large crowd. M-Sport Ford, Hyundai Shell Mobis WRT, Toyota Gazoo



© Syd Wall

at the show, while WRC drivers, co-drivers and team principals were introduced and interviewed in front of the large crowd. M-Sport Ford, Hyundai Shell Mobis WRT, Toyota Gazoo

Drivers choose their numbers this year. Lappi chose "4" so he's L4PPI on Twitter. Hasn't he heard

Racing and Citroën Total WRT all unveiled new liveries for their cars, and straight afterwards each driver at the show announced their race number for the 2019 season.

© Syd Wall

Sébastien Ogier and Julien Ingrassia, still in Red Bull overalls but now with Citroën badges





Ford Fiesta WRC

2019 Livery



Toyota Yaris WRC

2018 Livery

2019 Livery



Hyundai i20 WRC

2018 Livery

2019 Livery



Citroen WRC

2018 Livery

2019 Livery



© Syd Wall



Live Action Arena

Autosport International Hall 5

10th-13th January 2019

By Simon Wright & Syd Wall

Billy Monger took 3rd in British F3
in 2018. His road to F1 continues



**Aston Martin saving
tyrewear in the Stunt
show**

The Live Action Arena staged a series of one hour shows over all four days of the Autosport International Show, giving the fans a chance to see some live car action, instead of just static

**The 1961 Ford Consul Classic
was never intended for racing
but this successor to the Anglia
looks good**

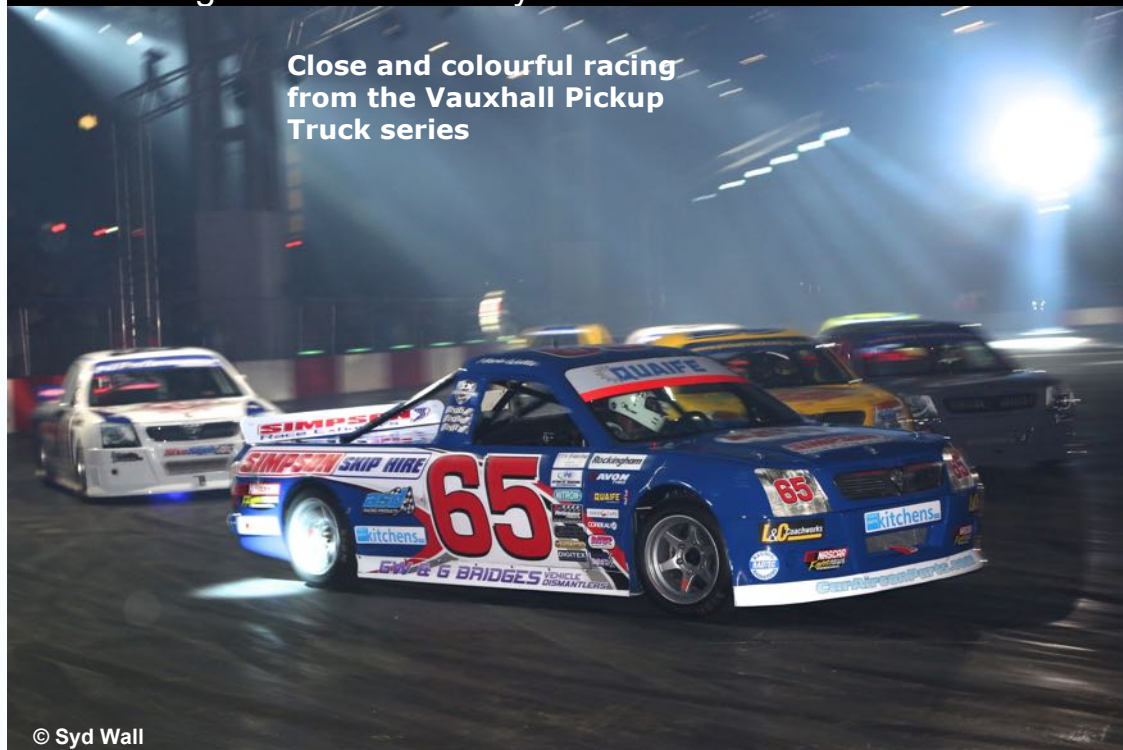
© Syd Wall



vehicle displays. The shows were hosted by Sky F1 lead commentator David Croft alongside popular social media vlogger Shmee 150 and Emma Walsh. High-light for many over the weekend was Billy Monger driving his Carlin Motorsport Formula 3 Dallara at high speed around the track. He finished his display by performing tyre smoking donuts on the start line, much to the delight of the fans.

The show saw a mixture of high-speed demonstrations and breathtaking stunt driving from Terry Grant and his team. These including 2wheel driving an Aston Martin and a Monster truck doing donuts. New this year was a 'race' for the Classic

**Close and colourful racing
from the Vauxhall Pickup
Truck series**



© Syd Wall

Touring Car Club Pre 66 Touring cars which saw a mixed grid of Mini, Morris Minor, Hillman Imp, Ford Anglia and Classic Capri and even a thundering Ford Galaxie. Round the indoor oval circuit, the cars all bunched up together for the corners and powered down the straights giving an exciting spectacle. There were also 'races' for pickup trucks, F1 BrisCa Stockcars

Autograss racers are mostly on three wheels though the corners



© Syd Wall



© Simon Wright

Rallycross Championship, the UK's largest Rallycross class. The small and nimble Suzuki Swifts were ideally suited to the short oval layout and gave a good impression in their 'Race'. Another crowd favourite was a display by one of the 1996 Prodrive WRC Team Subaru Impreza, with a tyre squealing, tail out display of high speed motoring. The 2018 British Rallycross Champion Mark Higgins also gave a display in his Peugeot 208RX.

and autograss racers.

Another feature in the show was the Mini celebration by recreating some of the Italian job stunts. A red, white and blue Mini saloons were chased round the arena by a police car, with the weaving round some of the pillars in a figure of eight. They then chased round the oval chasing a period coach, but unfortunately did not attempt the trick of driving up a ramp and in to the coach.

Another series making its Live Arena debut was the Swift



© Simon Wright



Tyre smoking Nissan in stunt car display



Autograss racers were exciting



Subaru Impreza display



Suzuki Rallycross in action



Performance & Tuning Car Show.

10th-13th January 2019

NEC, Birmingham

By Simon & Janet Wright

with additional photos by Syd Wall & Pete Austin.

McLaren Senna



Porsche 911

The Performance and Tuning Car show was officially in Hall 4 but it becomes more difficult to distinguish between the Racing Car Show and the Performance car show when many of the

Car Clubs in the Performance Car show display racing cars! There were quite a few road and track day cars in the Performance and Tuning Car Show area. Social media and TV star Yiannimize met fans on his Urban Automotive stand during the show. The Lamborghini Club UK had three very desirable supercars on display, the Lamborghini Diablo SV, Huracan and Aventador S, while Porsche Club GB had the most

powerful Porsche 917/30 CanAm championship winning race car on their display. BMW Car Club GB also displayed a BTCC BMW Series 1 racing saloon on their stand.

Renault Sports Club had the legendary 320 hp Clio V6 Phase 1 which competed in the 2018 MSA Protyre Asphalt Championship, and also the new Renault Megane 280, in volcanic orange, on show.

The Cannon Run had an incredible line-up of exotic



Ferrari

supercars on their stand, including a Liberty Walk Ferrari 458 dubbed 'The Dark Knight', a Lamborghini Huracán Performante as 'The Joker', the 'Pole Position' Porsche GT3 991 and a Porsche 918 Spyder. They are preparing to welcome supercar owners at some of the most desirable locations in the UK and across Europe.



1948 AC Barchetta



Lamborghini



Audi

© Janet Wright



Mercedes Benz



Nissan

© Janet Wright



© Syd Wall

Porsche 917/30

Blurring the lines, the Porsche Club GB displayed the mighty Porsche 917/30 in the Performance and Tuning show. This was the ultimate Porsche 917 that dominated the Can-Am championship in 1973. It was the ultimate development of the Porsche 917 that dominated the World Sports Car Championship in 1970 and 1971 before the 3 litre formula was introduced. The 917/10 won the Can-Am championship in 1972 driven by George Follmer. The 917/30 was longer than the 917/10 and the 5.4 litre twin turbocharged 12



introduced. The 917/10 won the Can-Am championship in 1972 driven by George Follmer. The 917/30 was longer than the 917/10 and the 5.4 litre twin turbocharged 12



cylinder engine now developed around 1,580 bhp. The Roger Penske entered car for Mark Donohue dominated the 1973 Can-Am series winning all but two races in the season.



© Pete Austin

Silverstone Auctions Sale at Autosport International.

12th January 2019.

By Simon & Janet Wright.

With additional photos by Syd Wall

© Simon Wright



Emeryson Formula 1 Climax FPF



© Simon Wright

Silverstone Auctions held a sale at the Autosport International show at the NEC over the weekend of the show. This year's sale was the debut of Silverstone Auctions teaming up with Autosport International and they had quite a selection of Racing and Rally cars for sale as well as the usual Classic and more modern supercars up for auction. In uncertain times, they achieved a very respectable 63 per cent sales rate, taking £2.6 million. This was a result of selling thirty six of the fifty seven classic and competition cars offered for sale.

This was the first event of the year, to kick start the 2019 classic car auction season. The Highest sale went to a 1970 Ferrari 365 GT 2+2, one of only 52 UK right hand drive cars. This 4.4 litre V12 Ferrari can reach 150 mph and

do 0-60 in 7 seconds. It came from a private collection where it had been for twenty years. It sold for £200,250.

The next highest price was achieved by a 2005 McLaren Mercedes SLR. The ultimate Grand Tourer. This model was a joint development between Mercedes and McLaren. The 5.4 litre supercharged V8 engine produces 617 bhp and take it from 0-60 mph in just 3.8 seconds. With just 6,700 miles on the clock it sold for £196,875 including the number plate WH05 SLR.

© Janet Wright



Next in value sold, were the first two competition cars. An Ex-works 1966 Ford Lotus Cortina Mk1, one of only three 'Group 5' works cars built by Lotus for the 1966 British Saloon Car Championship. It was driven in period by Jim Clark, Graham Hill,

Jim Clark & Graham Hill racing history pushed the price of this works Cortina to £168,750



© Syd Wall

Jackie Ickx, Peter Arundell and Sir John Whitmore. Converted to fuel injection by BRM in June 1966, it was a class winner first time out for Sir John Whitmore. It spent many years in South Africa until purchased by Cedric Selzar, Jim Clark's race mechanic, and returned to the UK. It sold for £168,750. This was exactly the same amount that the 1985 MG Metro 6R4 sold for. This was a unique MG Metro 6R4 with only 175 miles on the clock. It was originally owned by the Marketing Department of Williams Grand Prix Engineering in 1988, which displayed it at the teams Conference Centre and F1 Reserve Collection at Didcot until

2005. This Group B Rally car had a full mechanical overhaul in 2016/17. The next car was a 1990 AC Cobra Mk IV 'Lightweight'. This is one of only 21 genuine



© Janet Wright

alloy-bodied, lightweight, right hand drive cars, built by Autokraft, which owned the rights to the AC name and in a joint

© Syd Wall



175 miles from new - this full Group B Metro sold for £168,750

venture with Ford, offered legally titled AC Cobra Mk IV cars. When production stopped in 1996, around 450 Mk IV's had been built. This fine example sold for £139,500 after a bidding war between bidders in the auction and on the phone, which was almost £50,000 over its lowest estimate. The oldest vehicle in the sale was a rare right hand drive 1935 Mercedes Benz (W18) Type 290 2 door

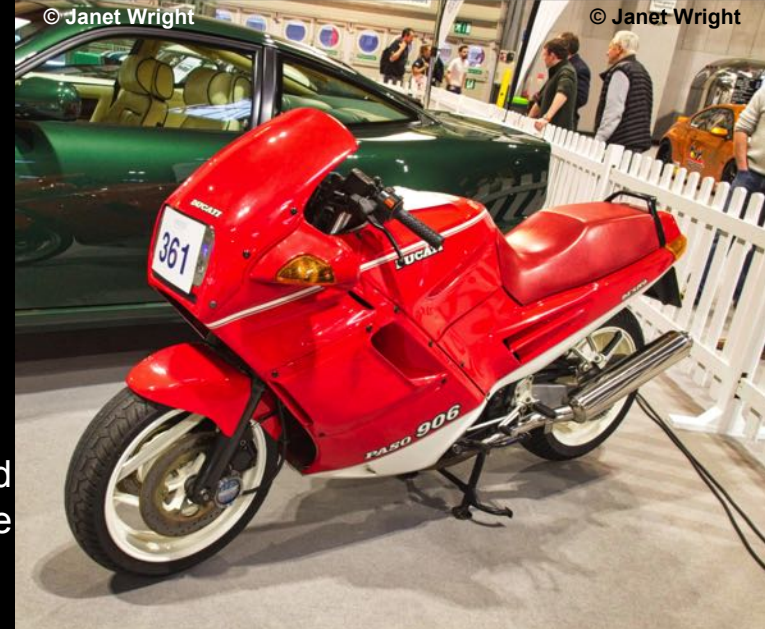


Cabriolet 'B' which had been restored over a twenty year period and sold for £121,500. This was more than double the



lowest estimated value. The next oldest vehicle was a 1942 Ford Jeep GPW in the livery of the US Coast Guard and thought to have been assigned to the landing craft carrier USS Samuel Chase. It has been fully restored by Jeeparts-UK. It sold for £22,000. Not everything was very expensive, the cheapest vehicle was something

special. It was a 1989 Ducati 906 Paso which was given to Nigel Mansell CBE as a gift by Scuderia Ferrari GP. With only 22,000 kms on the clock and the rear tail cover signed by Nigel Mansell, the bike fetched £7,313. The cheapest car



sold was a white 1972 MG B GT, with only 18,347 miles on the clock. It sold for just £9,450.



© Simon Wright



© Simon Wright



© Janet Wright



© Janet Wright



Top Selling vehicles

| | | |
|-----|--|----------|
| 321 | 1970 Ferrari 365 GT 2+2 | £200,250 |
| 313 | 2005 McLaren Mercedes SLR | £196,875 |
| 323 | 1966 Ford Lotus Cortina Ex-Works | £168,750 |
| 344 | 1985 MG Metro 6R4 | £168,750 |
| 305 | 1990 AC Cobra Mk IV 'Lightweight' | £139,500 |
| 334 | 1992 Porsche 911 (964) Carrera RS N/GT | £129,375 |
| 353 | 1935 Mercedes Benz (W18) Type 290 | £121,500 |
| 319 | 2010 BMW Z4 GT3 | £118,125 |
| 310 | 2010 Chevron B8 | £104,625 |

Cheapest vehicles

| | | |
|-----|--|--------|
| 361 | 1989 Ducati 906 Paso, ex Nigel Mansell | £7,313 |
| 301 | 1972 MG B GT | £9,450 |

Oldest Vehicles

| | | |
|-----|-----------------------------------|----------|
| 353 | 1935 Mercedes Benz (W18) Type 290 | £121,500 |
| 360 | 1942 Ford Jeep GPW | £22,000 |
| 359 | 1950 Jaguar XK120 Roadster | £90,000 |
| 318 | 1959 Austin Healey Sprite | £16,875 |
| 304 | 1964 Austin Mini Cooper "S" | Not sold |



© Simon Wright

Bicester Sunday Scramble

Bicester Heritage. 6th January 2019.
By Syd Wall.



A Lotus Elise, part of one of the huge car club display on the airfield



Modern Aston Martins outside one of the old aircraft hangers

More than 7000 classic car lovers converged on Bicester Heritage for the biggest ever Sunday Scramble. More than 1,500 cars were on display, spread around the wonderful Heritage site, accompanied by many car clubs covering acres of the airfield with rows and rows of Bentleys, Aston Martins, Porsches, Lamborghinis, Ferraris and dozens more. It wasn't just exotica which drew admiring glances though. A very rare Austin Maestro attracted curious rather than admiring glances, but how many of these do we see on the

roads now? It doesn't have to be exotic to be interesting! Bicester Heritage is a fascinating site, an

The 1980's boy racer's dream, the Fiesta XR2 and a 2CV. And the roll cage is in the2CV

© Syd Wall



airfield first occupied in 1916 by the Royal Flying Corps and later transformed into a state-of-the-art Bomber Command station.

However, its use declined in the post-war years. The site fell into disrepair but was made a conservation area, with 19

The Mk1 Fiat Panda 4x4 is rare - but this Sisley model is exceptional



© Syd Wall



A stunning Mercedes Benz 600 alongside two British classics

years since he purchased it, the site now houses 40 businesses covering every aspect of classic car engineering, restoration, education (Banbury and Bicester College run the UK's first historic vehicle restoration apprenticeship scheme) and preservation. There were 400 applications for the units so Dan was able to pick those which matched his ethos. This was the 5th Sunday Scramble and while on a smaller scale, it has grown in the same way as the Goodwood Festival of Speed. The first Scramble attracted a couple of hundred cars and a few hundred people. There are now three Scrambles per year and after my first visit, I have to say these events

Grade II listed buildings. In the 1990s, locals fought a plan to build housing there and in 2008 it was described as most at risk of all defence estates in Britain. Thankfully, this is one airfield which survived, due to the foresight of the MoD and the ambition of Dan Geoghegan.

The site also had a small test track and parkland and when Dan saw it, he realised it was the ideal spot to try to create his dream of a hub for classic car businesses. In the six

You don't often see these early 70's Nissan GT-Rs. There were 4 here





A superb replica of Fiat's X1/9 Prototipo 2000 rally car



Supercars from different eras - a Jaguar XK140 and two McLarens

© Syd Wall

are a must for any classic car fan. Keep up to date with events at <http://bicesterheritage.co.uk>



Two French classics - the Matra Murena and the gorgeous Rene Bonnet Djet

© Syd Wall



Who wouldn't want to be an apprentice working on this replica GT40

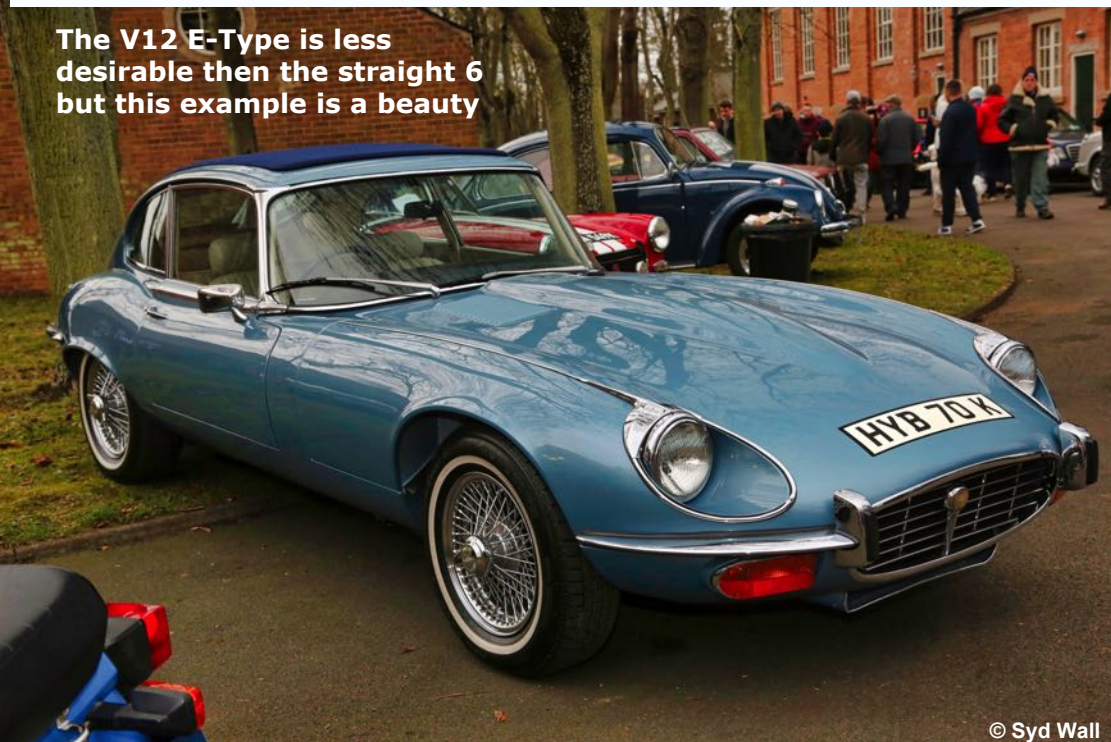
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Could be the next stars from a Disney 'Cars' series. A 1960 Berkeley and a 1939 Chevrolet



© Syd Wall



Medusa Straight 12 is powered by two XJS engines burning propane to produce over 500hp

Medusa.

Based on a 95 Taxi Chassis, this is a home built special with two 24 valve straight six jaguar engines coupled together with a rubber donut out of a propshaft, to form a straight 12 engine. Projected power was 250 bhp for the rear engine and 225 bhp for the front. It is named Medusa because of the long snakey exhaust pipes.

© Syd Wall



Medusa's exhaust pays tribute to the Gorgon's hairstyle

Closing Shot



Seen at the recent Autosport Show, the Bentleyfab Skydat GT-R is based on a 1970's Datsun 120Y two door saloon. It is fitted with R32 GTR running gear. It has four wheel drive and also four wheel steering. Powered by a OS Giken Endurance 3 litre turbo engine. It delivers 1250 bhp at the wheels through a six speed sequential gearbox. It can do the Quarter mile in 9 seconds with a terminal speed of 150 mph.