

# CLASSIC & COMPETITION CAR

Issue 15  
December 2011

## Walter Hayes Trophy



Classic Motor Show, NEC



VSCC Cotswold Trial







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## Editorial

As the end of the year approaches we would like to take this opportunity to wish all of our readers Seasons Greetings, Merry Christmas and a Happy New Year from all of us here.



Simon Wright  
Editor/Photographer

The Classic Motor Show at the NEC was bigger than ever this year. We have coverage in this issue, but there was so much to see, that we will have some more high-lights from the show in our next issue as well.

Not all motor sport is about speed. We attended the VSCC Cotswold Trial in November and have a report in this issue. Here is a sport that is about driver skill and whilst it may not appeal to everyone, all the competitors taking part certainly seemed to be enjoying themselves, and that is what our sport should be all about. As well as our usual coverage of the event, we shot a couple of videos and you will find links to them on YouTube in our report.

We now look forward to 2012 and wish everyone all the success for next season and we will do our best to bring you great coverage of events in 2012.

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### Front Cover

Walter Hayes Trophy: Wayne Boyd - Van Diemen JL012K leads Adrian Campfield -Spectrum 011C  
© Pete Austin.

Allard at Classic Motor Show © Janet Wright.

David Knight Ford Model A Tudor VSCC Cotswold Trial © Simon Wright.

Classic & Competition car is published by  
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# News



© Simon Wright

Kevin Wheatcroft riding on the side pod of a JPS Lotus at Donington

## **Kevin Wheatcroft wins award**

The efforts of Kevin Wheatcroft and his team to restore Donington Park back to its previous status have been recognised at a prestigious awards ceremony at the 5 star St Pancras Renaissance Hotel in London. Kevin, as owner of Donington Park and Executive Chairman of the operating company, was awarded the 'Personal Achievement of the year' award sponsored by the Sunday Times and presented by former Grand Prix driver and BBC commentator Martin Brundle at the International Historic Motoring Awards on the 16th of November.

Kevin took control of the circuit on Christmas eve 2009 and faced major reconstruction just to return the circuit to its previous condition. He decided to retain control of the circuit in honour of his late father Tom Wheatcroft who had re-opened the circuit in the 1980's and also in response to the support of thousands of fans who had written in and rallied to ensure racing remained at this historic circuit.

Kevin was pleased to receive the award as it recognised the huge effort made by his team to return top level motor sport on both 2 and 4 wheels to the circuit.

## **McLaren in 2012 FIA GT World Championship,**

The new McLaren MP4-12C GT3 will contest next years FIA GT World Championship in the hands of current GT1 World Championship winning team Hexis. The French team have purchased two of the McLaren supercars which feature Formula 1 technology. With the 2012 FIA GT World Championship adopting GT3 regulations, it gave the opportunity for McLaren to launch into the category with the current World Champions.



© Simon Wright

## ***Toyota recently announced their hybrid engine assault on Le Mans 2012.***



Toyota have unfinished business at Le Mans and are set to return to the Le Mans 24 Hour race in 2012 with a petrol/electric hybrid racing car, to take on the might of Audi and Peugeot. The LMP1 car is being built by Toyota Motorsport in Germany while the hybrid power plant has been developed by the Toyota Motor Corporation in Japan.

Toyota last competed at the Le Mans 24 hours in 1999 where they managed to finish 2nd behind BMW after two of the three entered cars ran in to problems. They abandoned the Le Mans project to enter Grand Prix racing. Toyota's motorsport chairman Tadashi Yamashina said that the company wanted to write a new chapter in the history of the Le Mans 24 hours through the use of hybrid technology.

## ***MGB 50 series launched.***

The anticipated MGB 50 series to celebrate the 50th anniversary of Britain's much loved sports car the MGB was launched by the Historic Racing Drivers Club at Goodwood at the beginning of November. Four original works competition cars were assembled for the launch and were demonstrated around the Goodwood circuit. It was thought that this was the first time that these four cars had ever been run together. They were DRX 225C as raced at Le Mans, GRX 307D 'Old Faithful' Marathon de la Route car, BRX 854B the Spa -Sophia - Liege rally car and the 1964 #47 Sebring car.

The HRDC MGB50 series will be a six race series of 30 minute single driver races for pre-66 FIA specification MGB race cars. There will also be an invitation class for historically important MGBs which do not meet FIA Appendix K regulations. The series kicks off at Castle Combe on the 9th April 2012.



© Simon Wright



## ***'Ad' Vantage to Aston Martin?***

Aston Martin are replacing the very successful GT racing DBRS9 with the V12 Vantage GT3 for 2012. The new model will offer customers the latest in race car technology to allow it to compete with the most recent models from other manufacturers, such as the McLaren MP4-12C.

Powered by a modified 6 litre V12 engine as used in the marques highly acclaimed sports car range, the dry sump power plant is expected to produce around 600 bhp and 700Nm of torque. A carbon fibre propshaft transmits the power to a 6 speed sequential Xtrac gearbox with a semi automatic paddle shift gear change.

The engine position has been lowered compared to the DBRS9 and the wheelbase is shorter, which will improve handling over the previous model, while traction control and ABS will ensure that the drive ability are enhanced.

Works driver Darren Turner reckoned after testing the new car at Brands Hatch, that the car was a massive step forward from the DBRS9 which had been run by many

different customer teams over the past 6 years in all forms of GT racing. The Vantage GT3 prices start from £298,000



## ***Cholmondeley Pageant of Power announces***

### ***2012 date***

The dates for the 2012 Pageant of Power weekend have been confirmed by the Marquis of Cholmondeley. The 5th running of this fabulous event will take place between the 15th and 17th of June 2012. It is

hoped that by moving the event a month ahead of its usual July slot, that they may get better weather for the whole weekend next year.



© Simon Wright

## ***Class changes for 70s Road sports in 2012***

The Historic Sports Car Club (HSCC) has announced changes to the class structure of the 70s Road Sports for next season. The change is in class S which will allow a new group of cars to compete. The 1300cc class will now be split into metal bodied cars and fibre glass bodied cars which will allow in the Clan Crusader, Mini Marcos Mk4, Mini Jem Mk3, Cox GTM and Davrian Mk7. The minimum weight is set at 550



© Simon Wright

Kgs. Imp based cars up to 998cc engines fitted with twin 150cd carbs, 9 inch front disks with iron piston callipers, standard rear drum brakes and 13x5 inch wheels. Mini based cars fitted with up to 1275cc engines with twin 1 ¼ inch SU carbs, 7.4 inch front disc brakes and standard rear mini drum brakes with 10x5 inch wheels.

Cars like this Mini Jem will be eligible next year

## ***BTCC extend point scoring positions***

The Dunlop MSA British Touring Car Championship (BTCC) has extended the point scoring positions for the 2012 season. Points will now be rewarded down to 15th place in both the overall finishing order and in the Independent Trophy class (Bonus



© Simon Wright

points are not awarded in the Independent Drivers and Team trophies). These changes apply to both driver and team awards. It was felt by Alan Gow, Series Director, that this would give some of the lower placed drivers something to aim for. The season starts on the 31st March at Brands Hatch. [www.btcc.net](http://www.btcc.net)

## ***Tour Britannia 2012 announced***

The dates have been confirmed for the 2012 Tour Britannia. The event will be held over the 7th 8th and 9th of June 2012 and the events will be based at Harrogate. The usual format event, based on a mix of races and special stages will take place around Yorkshire and the North Midlands, with Croft being used for the first time on Tour Britannia and a return to an old favourite at Cadwell Park. Further information can be found at [www.tourbritannia.com](http://www.tourbritannia.com).



# **Sergio Scaglietti 09-01-1920 to 20-11-2011**

The designer of many of the most beautiful Ferrari's ever made has died at the age of 91 in Modena, Italy. Known as the maestro of Aluminium, many of his famous designs from the 1950's and 60's, he shaped by beating out aluminium panels over sandbags. Possibly his most famous design was the Ferrari 250 Testa Rossa in 1957. The prototype which he designed was recently sold at auction for \$16.4 million making it probably the most valuable car ever to be sold at auction. It was such a radical design in its day and had an influence of everything designed since.

He was born in Modena, Italy in 1920 and after the death of his father he left school at only 13 years of age to work in a local garage. He repaired damaged cars by hand, beating out dents from damaged cars. The garage was near the Scuderia Ferrari factory and his work was spotted by Enzo Ferrari who asked him to repair a mud flap. This led to more work from Ferrari, and in 1951 Mr Scaglietti opened his own custom coach building business Carrozzeria Scaglietti.

His designs were all made in metal, not paper and pencil like other designers.



Ferrari 250 GTO

His fame soon spread and in 1954 he was commissioned to design a custom Ferrari 375 MM for the actress Ingrid Bergman. His other famous designs include the Ferrari 250 GTO, the Ferrari 500 Mondial and the Ferrari California Spyder. Ferrari bought up his business in the 1970's and Mr Scaglietti retired in the mid 1980's. In his honour, in 2004 Ferrari launched the 4 seater Ferrari 612 Scaglietti sports car.

© Simon Wright

## **Road going Replica 250F Maserati**

The Tipo 250 with it's 2.5 litre straight 6 BMW engine fitted with triple Webber carburettors, Getrag 5 speed transmission are hand built to order at £75,000 a go. The induction/exhaust were transposed to the opposite sides to the original vehicle. The original de-dion rear axle has been replaced with double wishbones front and rear with coils over shocks and disk brakes front and rear. For more information see [www.tipo250.co.uk](http://www.tipo250.co.uk)



© Mick Herring



## ***Ken Smith aims for 5th Trophy win.***

New Zealand motor racing legend Ken Smith, who turned 70 this year, heads into his 54th consecutive racing season as strong favourite to win the Lady Wigram Trophy for a record breaking 5th time. He currently shares the record number of wins for the trophy with Graham McRae. However, although taking the record would be nice, Ken Smith enters because he enjoys racing "If I win, great, but if I don't I won't lose any sleep over it". His previous wins



**Evergreen New Zealand racing great Ken Smith is in line to win a record fifth Lady Wigram Trophy at the Canterbury Car Club's season-opening Wigram Revival meeting at Powerbuilt Tools Raceway @ Ruapuna Park . Photo by Fast Company/Alex Mitchell**

have been in 1976 driving a F5000 Lola T332, 1990 in a Swift Toyota Formula Pacific car, 2009 in a F5000 car and last year in a Formula 5000 Lola T430.

This year, for the first time in the MSC New Zealand F5000 Tasman Cup Revival Series, Ken will be driving his own car, having bought and rebuilt an ex Danny Ongais Lola T332 which is the same model that he won his first Lady Wigram trophy driving.

Ken is one of 18 members of New Zealand's Formula 5000 Association who will be contesting the opening round of the 2011/12 MSC New Zealand F5000 Tasman Cup Revival series at the Wigram Revival meeting at Powerbuilt Tools Raceway.

Rnd 2: Nov 12-13 2011 MG Classic Manfield Fielding

Rnd 3: Jan 21-22 2012 NZ Festival of Motor Racing - BMW meeting x 1 Hampton Downs Auckland

Rnd 4: Jan 28-29 2012 NZ Festival of Motor Racing - BMW meeting x 2 Hampton Downs Auckland

Rnd 5: Feb 04/05 2012 Skope Classic meeting Powerbuilt Tools Raceway @ Ruapuna Park Christchurch

Rnd 6: March 09-11 2012 Phillip Island Classic meeting Phillip Island Victoria Australia

# HRDC 2012 Fixtures

The Historic Racing Drivers Club has announced a six race event calendar for its second season in 2012. The six race meetings will feature 5 race series including the HRDC Touring Greats' for pre 60 Touring cars, the HRDC Grand Touring Greats for pre 66 sub 1500cc



© Pete Austin

Victoria Beever's Rover 105S

Historic GT cars, the HRDC T C63 series for pre-64 Group 2 Historic Touring cars which comply with Appendix J Group 2 of the International Sporting Code, MGB50 for pre 66 MGB cars complying with Appendix K of the International Sporting Code and finally HRDC GT S65 for pre 66 historic GT cars over 1500cc complying with Appendix K of the International Sporting Code.

The season starts at Castle Combe on the 9th of April 2012, followed by Snetterton on the 5th and 6th of

May, Spa in Belgium on the 15th to the 17th June at the Spa Classic, Donington Park on the 28th July, Lydden Hill on the 18th of August and finally Mallory Park on the 14th October 2012. For more information see [www.hrdc.eu](http://www.hrdc.eu)



© Mick Herring

## Donington Park appoint new Managing Director.

Kevin Wheatcroft has announced that Christopher Tate has become Managing Director of Donington Park Racing with immediate effect.

Christopher Tate has over 30 years experience in the motor sport industry including senior positions at Lola Cars International, the Elan Panoz group and as a co-founder and Director in the start up and construction of Rockingham Motor Speedway. For the last six years, Tate has also led to the rapid rise of the Masters Historic Racing Group.

Tate joins Executive Chairman Kevin Wheatcroft, and finance Director Phil O'Connor to complete the Board.

The circuit also got the green light for 60 days racing in 2012 and 2013 from the local council.



# ***Greg Thornton to contest Tasman Series***

British Driver Greg Thornton has committed to contest in a Chevron B24 Formula 5000 car all six rounds of the Tasman Cup Revival Series in New Zealand and Australia over the winter months. The season finale will be held at Phillip Island in Australia in early March 2012. To promote the first race meeting the Canterbury Car Club organised a 'Cavalcade of Cars' which left the circuit gates of the Powerbuilt Tools Raceway,



Ruapuna Park, Christchurch at 2.30pm on Thursday November 03 and under Police escort travelled to and from a nearby school at Templeton. Six of the classic V8-powered Formula 5000 single-seaters which will contest the Lady Wigram Trophy race on Sunday afternoon were part of the cavalcade which - under Police escort - rumbled from the



gates of Ruapuna Park on Hasketts Rd to the Templeton Primary School at 40 Kirk Rd Templeton and back

When the cars were parked at the school they proved a popular attraction for adults and children alike,

Photos: Six F5000 cars.rumble down Hasketts Road on their way to Templeton Primary School.  
Photo credit: Fast Company/Alex Mitchell



# VSCC Lakeland Trial



Eddie Williams took a 1st class award in Class 1b for modified and special short wheelbased cars with his excellent drive in his Austin 7 Ulster

© Phil Jones

## By Gillian Carr

The challenge of 14 hills located in the forests of the Northern Lake District lay before just over one hundred VSCC competitors driving Pre-war cars on the VSCC Lakeland Trial on Saturday 12 November. With the Basenthwaite and Buttermere Valleys bathed in unseasonal sunshine and warmth, trialists enjoyed a challenging day in breathtaking scenery, masterminded by the organising Smith family who are more commonly seen competing with the HGPCA with their Frazer Nash and Cooper racing cars.

Despite the dry conditions at Basenthwaite Forest, 'Nannies Peep' was unforgiving to the Long Wheel base cars, all scoring between 1-4 bar David Ellison's Ford Model A saloon which reached 11 which was the average score for the more competitive Class 1b cars. David's luck ran out in the Whinlatter Forest when he drove into a tree on 'Grizedale' beaching the car across the section and forcing the closure of the hill. In accordance with the regulations; those that were unable to attempt the hill were awarded an average score.

Long delays built up at 'Raughton Beck Rise' in Basenthwaite Forest as stricken cars were winched out by Land Rover and the result was that around 20 competitors still had several of the Whinlatter Sections to complete in failing light and some of the top scoring competitors were caught out missing hills that had to close for safety reasons because it was too dark at 5pm.

The highlight of the Trial is 'Drumhouse', a section using an access road up the side of Honister Slate Mine at the highest point of the famous Honister Pass near Keswick. With the slate surface relatively dry (it is usually very slippery), most cars breezed up to collect 25 points bar a handful who ran out of steam up the imposing section. Emily Fathers in her famous pink Austin 7 hit a steel drainage girder at speed which launched her car into the air, landing tantalisingly close to the edge of the cliff. Fast acting marshals quickly secured the car allowing Emily and her passenger to exit unscathed and lifted the car back to safety.

The only hill on the Trial featuring a 'stop and restart' was 'Buttermere Old Road' which proved to be the make or break section on the Trial. As the day went on, the re-start



became increasingly slippery and only those managing to get off the line featured in the top scores.

Richard Parsons asserted his dominance on the top placings as he cleared all bar one of the 'Whinlatter Forest' sections. He powered up the formidable 'Ullister Mill' section, achieving the only '25' top score out of the entire entry. He was only outdone on

the 'Grizedale' section by Mags Diffey who got 22 in her Bugatti Brescia, to Richard's 21, but Mags was caught out by 'Long Crag' closing before she could get to it. Leaving Whinlatter, Richard had secured the top score of 324 points and The Bridge Trophy. First class awards in the Modified and Special Short Wheel Base Class were also awarded to Eddie Williams (Austin 7 Ulster, 320 points), Michael Pallett (Austin 7 Ulster, 302 points), Donald Skelton (Austin 7, 298 points), Mags Diffey (Bugatti Brescia, 295 points) and Jonathan Mellor (Austin 7, 295 points).

Tom Walker was top of the five Standard Short Wheel Base Cars, scoring 279 points in his GN Sport clearing eight of the fourteen sections. Stephen Shoosmith came home with the highest score in the Long Wheelbase Standard Car Class with 235 points, one more than Dennis Bingham in his Ford Model A having scored higher on 'Long Cragg'. Dennis was top Model A of seven standard Model A's that then occupied the top places in that class. Jonathan Miller pipped Morris Cowley driver, Stuart Cooke by 3 points in his Chrysler 66 Sports to win the Kirkstyle Plate and Class 2b by cleaning half of the sections



Winner of the Bridge Trophy, Richard Parsons with his boucer, Louise Bunting clear 'Lothwaite Side' in their 1919 GN Touring

penultimate Trial of the VSCC 2011 season.



Stephen Shoosmith 1st Class 2a for Standard Long Wheelbase cars clears a tricky corner on 'Lothwaite Side'

on the event. Ewen Getley was the highest placed Bentley in the class and won the 'Bentley versus Vauxhall' battle in this class scoring a third class award on 265 points ahead of Patrick Blakeney-Edwards in his 30-98 OE Velox on 262 points. The Lakeland Trial was the



## Archive Photo

By Pete Austin

'I make no excuse for this month's archive image as it shows two of my favourite drivers from the past. The late great Ronnie Peterson is shown taking a break from driving duties with Lotus and presenting the silverware to Tony Brise after the latter had just won the Formula 3 Motor Show 200 at Brands Hatch in October 1973. Tragically, before his potential was fully realised, Brise was to lose his life in the infamous air crash in which one of my other heroes Graham Hill lost his life together with other Embassy Racing team members.'



© Pete Austin



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# Birkett 6 Hour Relay

By Mick Herring.



The first start

© Mick Herring

The Birkett 6 Hour Relay Race is a traditional end of season event organised by the 750 Motor Club. This unique event, now in it's 61st running (62nd counting the extra 12hr

Birkett run to celebrate the race's 50th anniversary), brainchild of 750 MC founder member Holland "Holly" Birkett and brings together, season-long combatants into teams of up to six cars/drivers from so many different series'. The Handicap race, in which credit laps are allocated and presumed to have been run before the race starts are added to those completed during the race, is as hard fought as the scratch race with laps deducted if a second team car joins the track after the first car stops out on track. The handicappers worked



Wheels flying every where

© Mick Herring

doubly hard this year as the relay was run on the full Grand Prix circuit for the first time, allowing plenty of track-space for 63 cars that would be lapping throughout. Approximately half the teams fielded cars of the Lotus/Caterham/Locost 7 type, with the added variety of saloon cars; Imps, Minis, Jaguars and BMWs (including an ex-Hans Stuck BMW 635) racing against equivalent sports cars and specialist sports-racing cars from the last six decades. Apologies for any other types



Carnage at the start

© Mick Herring





© Mick Herring

### Dom Mooney MCR Racing slipped to 4th on Handicap

restart, for the full 6 hours, saw the late entry, Ivolt/Radical team opening a gap they would hold to the end, despite Manhal Allos' lengthy delay after spinning into the gravel during a rain shower. The three

driver team consisting of Allos (Radical SR8) and James Abbott's works SR3, shared with Mark Smithson (his own SR3 crashed in testing) would recover to win the Scratch race by 18 miles/5laps from the New Radicals team of John Powis/David Watson (Radical PR6), Aaron/Lee Bailey (SR3), Oliver Cox (SR4) and Brian Murphy (Proport)



© Mick Herring

### Birgate Caterham 2nd on Handicap



© Mick Herring

### Ex-Stuck BMW hangs on

not mentioned, amid such diversity you only had to look and you would probably have found one being raced consistently with commitment. John Powis' stalled Radical prompted a dramatic start-line incident that would see an immediate red flag, fortunately without injury and a half hour delay whilst the damaged cars were removed and the track cleaned. A clean

after having to take the restart from the pit-lane. The Gold Arts (Caterham 7) team of Doug Newman, Simon Harris, Chris Porritt, John Schneider and Julian Lay finished third.

The Handicap race was won by RAFMSA Team Flywheel, with such diverse cars as Ian Fletcher's Fletcher Hornet, two Peugeots, a Golf GTi, a





© Mick Herring

### **Fletcher Hornet (58A) RAFMSA Team Flywheel Handicap race winners**

Westfield V8 and a Tiger Super Six taking victory by half a minute. Finally finishing fourth after closely pursuing team Flywheel almost throughout was MCR Racing's team of "Spridgets", their effort thwarted towards the final half hour by a lengthy safety car period to clean up a sizeable oil slick, which saw their final driver held in closed pit-lane until the field had gone by. Sandwiched between were Birgate Again (Caterham 7) Hugh Smith, Martin Brookes, Oliver Benjamin, Mark Roberts, Oliver Jackson and Tony Barson ahead of Chapman's



© Mick Herring

### **Chapman's Chariots 3rd on Handicap**

Chariots (unsurprisingly all Lotus 7s), all named John - Hutchinson, Rees, Muirhead and Pringle in third.

The Birkett is always a fitting and well supported finale to the 750 Motor Club's main calendar. Long may it continue.



© Mick Herring





© Mick Herring



© Mick Herring



© Mick Herring



© Mick Herring



© Mick Herring



© Mick Herring



© Mick Herring

Bill Withey Ford Anglia dives inside Tony Haberman VW Beetle

Martin Morris MG Midget

Mike Izzard Toyota MR2 Roadster

Oliver Cox Radical SR4 dives inside a BMW on way to New Radicals 2nd overall

Doug Newman Caterham 7 Gold Arts 3rd overall

Mike Tovey BMW 320i E30 get slightly sideways

3 wheels on my wagon - Matt Hammond Ford Focus







## ***ESTERER ADDS NAME TO LADY WIGRAM TROPHY***

Photo credit: Fast  
Company/Alex Mitchell

**Canadian driver Jay Esterer won the first of three 2011/12 MSC NZ F5000 Tasman Cup Revival Series races on the programme at the Wigram Revival meeting at Christchurch's Powerbuilt Tools Raceway at Ruapuna Park this afternoon. Here he is seen leading fellow podium finishers Ken Smith and Steve Ross**

Canadian Jay Esterer (McRae GM1) has added his name to New Zealand motor racing's revered Lady Wigram Trophy after dominating the opening round of the 2011/12 MSC New Zealand F5000 Tasman Cup Revival Series at Christchurch's Powerbuilt Tools Raceway over the weekend.

Though he had to concede quicker lap times in qualifying on Saturday morning to top local drivers Steve Ross (McRae GM1) and Ken Smith (Lola T332), the 48-year-old from Edmonton in western Canada won all three MSC F5000 series races, the two eight lap sprint ones on Saturday from Smith and Ross (Race 1) and Smith and fellow Lola T332 driver Roger Williams (the second) and the 15-lap Lady Wigram Trophy feature from Smith and top local driver Tony Richards (Lola T332).

As it turned out Smith didn't make it to the grid to defend his 2010 Lady Wigram Trophy title win (his fourth in the 50+ year history of the race) when his crew led by race engineer Barry Miller ran out of time to replace an input shaft which failed as Smith returned to the pits after chasing Esterer home in the second race.

Having up until that point enjoyed a fairytale debut in the ex Danny Ongais T332 Lola which Miller rebuilt for him, Smith said he felt more sorry for his crew chief, who continued to work on the car as Esterer and Ross fought out the Lady Wigram Trophy race on the track.

"It's a big job in itself," said Smith, "then when the spare we had didn't fit we had to get in there with the grinder to make it fit. In the end we probably only needed another half an hour but, you know, that's life, there's no use getting all worked up about it. I'm more sorry for Barry (Miller) than I am for myself. I've had let-downs like this before so I can handle them, but, you know, Barry has spent the past 18 months restoring the car to the condition you see it today and I know he's gutted that we couldn't get it back on the track in time."



Despite Smith's absence Esterer had to work hard to keep fellow McRae driver Steve Ross at bay in the Lady Wigram Trophy feature, the Canadian grabbing the early advantage but Ross clawing it back in the latter stages to eventually cross the finish line just over half a second behind with Tony Richards (Lola T332) third a further 10 seconds back and series young gun Andrew Higgins (Lola T400) fourth.

Having come close three years ago Esterer said winning this year's Lady Wigram Trophy race was extra sweet.

"It's fantastic," he said. The first time I did this event I thought I might be in with a chance but there was a downpour and I didn't have any wet weather tyres with me. This year I made sure I had the right tyres (wet as well as dry) with me and it all worked out."

Behind Esterer and Smith third was initially held by former Lady Wigram Trophy race winner Roger Williams but the Auckland man spun on the



first Class A car home in today's race was the Ford-powered Lotus 70 of Christchurch man Dave Arrowsmith Photo credit: Fast Company/Alex Mitchell

second lap. Former series champion Ian Clements also went off the track as he (successfully) managed to avoid Williams' car, leaving Tony Richards in a lonely third between Ross and Andrew Higgins.

Having lost three places on the first lap Aucklander Aaron Burson (McRae GM1) was the big mover in the middle of the pack, spending the best part of the race catching then trying to find a way past Brett Willis (Lola T330) and Sefton Gibb (Lola T332) to eventually cross the finish line back in fifth place.

"I just put my head down and picked them off one by one and I'm very, very happy," he said. "A good way to finish the weekend."

Rotorua man Willis continued to claim sixth place in front of Blenheim driver Russell Greer (Lola T332) but Gibb pulled off the track with just two laps to go. Local man Stan Redmond (Lola T332) and Aaron Burson's father Peter (McRae GM1) also retired leaving Aucklander John MacKinlay (March 73 1/A) eighth and series newcomers David Arrowsmith (first Class A category driver home in his Lotus 70) and David Banks (Talon MR1) ninth and tenth respectively.

Banks was particularly happy with his debut weekend in the MSC category.

"I had a great time," he said, "It was fantastic. Dicing with David like that in the end was unbelievable."

### **Race 2 (8 laps)**

The weekend's second race, on Sunday morning, was another Esterer benefit, the Canadian making a decisive dive under poleman Ross and fellow front row starter Smith into the first corner and dictating the pace from that point.

Ross ran second early on only to spin to avoid Esterer as the pair braked for the final corner. That left Smith second from Richards, Williams, Gibb, Aaron Burson and Russell Greer with Ross re-joining the race after most of the field had filed by. Having missed qualifying and Saturday's first



**Dunedin man Steve Ross claimed pole position in qualifying**  
**Photo credit: Fast Company/Alex Mitchell**

weekend race with an electrical problem, series young gun Andrew Higgins made up several places from a back row start only to follow Ross' example and spin to avoid a car he was trying to pass, in his case Russell Greer's Lola T332.

Also spinning early on were Tony Richards (Lola T332) and John MacKinlay (March 73 1/A), the former able to continue to eventually cross the finish line in 11th place, the latter forced to sit and watch the rest of the race from the sidelines with his March 73 1/A stranded on the inside of the track between the hairpin and the first in-field right-hander.



**Jay Esterer leading Steve Ross (both McRAe GM1)**  
**as they battle for the lead of the Lady Wigram**  
**Trophy**  
**Fast Company/Alex Mitchell**

Also in the wars were visiting British driver Greg Thornton (Chevron B24), who pitted with a carburettor problem, and local man Stan Redmond (Lola T332) who managed to complete five of the eight laps

before being forced to pit with what he initially thought was simply a puncture but which



also turned out to be a loose right rear wheel. Behind Esterer, Smith and Roger Williams, Sefton Gibb circulated in fourth place with Aaron Burson filling his mirrors then a gap back to Ian Clements, Russell Greer, Brett Willis and Peter Burson. However two laps after spinning at the sweeper Ross had made up two places and by the time the last lap board was put out he had made up a third, crossing the finish line a lap later in sixth, almost two seconds ahead of seventh placed Ian Clements, and less than half a second behind fifth placed Aaron Burson.

Completing the field were Peter Burson, David Banks and Dave Arrowsmith with all but Smith's car returning to the pits under their own steam. Though he set the quickest race lap - 1.19.429 - and crossed the finish line just 0.424 of a second behind race winner Esterer, Smith only got as far as the hairpin on the slow down lap before his car's input shaft cried enough.

### **Race 1 (8 laps)**

Esterer's winning run began in the weekend's first race on Saturday afternoon



Lady Wigram Trophy podium (from left) Tony Richards, winner Jay Esterer and second placed Steve Ross. Copyright Fast Company/Alex Mitchell

when he overtook poleman Steve Ross as the pair crossed the start-finish line to start the second lap then resisted constant pressure from Ken Smith to take the chequered flag seven laps later.

Ross qualified quickest and led the 17-strong field off the first of what turned out to be two rolling starts only to spin and let Esterer and Smith past. Though Ross was able to continue, the race was immediately red flagged after Melbourne-based expat Chris Lambden (McRae GM1) ran over the back of Aucklander AaronBurson's similar car as the field scrambled to miss Ross and his spinning McRae.

Like Ross, Burson was able to continue, but Lambden's car suffered left hand suspension damage and returned to the pits on the back of a salvage truck. Once Esterer was in front after the re-start Smith was never more than two or three car lengths behind in second, with Ross third several car lengths back, Tony Richards a similar distance back in fourth and Smith's fellow former Lady William trophy winner Roger Williams fifth. Behind Williams and fellow Lola drivers Sefton Gibb (T332), Brett Willis (T330) and Russell Greer (T332), there was a race-long scrap for ninth place which involved four cars, Stan Redmond's Lola T332, visiting British driver Greg Thornton's Chevron B24, Aaron Burson's McRae GM1 and former MSC series champion Ian Clements' Lola T332, the nod eventually going to Burson after he and Clements managed to get round Redmond on the last lap.

### **Lady Wigram Trophy Race (15 laps)**

1. Jay Esterer 20:10.366
2. Steve Ross 20:11.025
3. Tony Richards 20:21.446
4. Andrew Higgins 20:37.488
5. Aaron Burson 20:46.364
6. Brett Willis 20:47.798
7. Russell Greer 21:02.668
8. John MacKinlay 20:18.956 1 Lap
9. Dave Arrowsmith +1 lap
10. David Banks +1 lap

DNF Sefton Gibb, Stan Redmond, Peter Burson, Roger Williams, Ian Clements

Fastest lap. Jay Esterer 1.19.190

### **Race 1 (8 laps)**

1. Jay Esterer 10:39.859
2. Ken Smith 10:40.336
3. Steve Ross 10:44.030
4. Tony Richards 10:48.100
5. Roger Williams 10:52.813
6. Sefton Gibb 11:03.894
7. Brett Willis 11:06.899
8. Russell Greer 11:08.621
9. Aaron Burson 11:20.068
10. Ian Clements 11:20.536
11. Stanley Redmond 11:21.233
12. Gregory Thornton 11:22.579
13. John MacKinlay 11:29.250
14. Peter Burson 12:04.397
15. Dave Arrowsmith + 1 Lap
16. David Banks + 1 lap

Fastest lap: Jay Esterer 1.19.174



Class A winner Dave Arrowsmith (Lotus 70).

Photo credit: Fast Company/Alex Mitchell

### **Race 2 (8 laps)**

1. Jay Esterer 10:46.362
  2. Ken Smith 10:46.786
  3. Roger Williams 10:52.373
  4. Sefton Gibb 11:05.463
  5. Aaron Burson 11:05.870
  6. Steve Ross 11:06.129
  7. Ian Clements 11:07.983
  8. Brett Willis 11:17.743
  9. Russell Greer 11:17.758
  10. Andrew Higgins 11:29.252
  11. Tony Richards 11:44.276
  12. Peter Burson 11:50.789
  13. David Banks 12:07.866
  14. Dave Arrowsmith +1 lap
- dnf: Stan Redmond John MacKinlay Greg Thornton

Fastest lap Ken Smith 1:19.429

*Prepared by FAST COMPANY of behalf of the New Zealand Formula 5000 Association*

The MSC F5000 Tasman Cup Revival Series is organised and run with the support of sponsors MSC, NZ Express Transport, Bonney's Specialized Bulk Transport, Mobil Lubricants, Pacifica, Smith & Davies, Avon Tyres and Exide.



# Classic Motor Show



© Pete Austin

By Simon & Janet Wright, Pete Austin and Mick Herring.

Held at the National Exhibition Centre near Birmingham, the Classic Motor Show this year drew record crowds of over 47,000 visitors through its doors to view over 6 massive halls of cars and motorcycles. 230 car clubs displayed 1,400 vehicles over the 3 days of the show between the 11th and 13th November 2011, with over 300 motorcycles being shown in an adjoining hall. As motorcycles take up less space to display than cars, they also managed to fit in a couple of live action events into the hall,

with a Wall of Death display and a Trials bike obstacle course running displays over the show period.



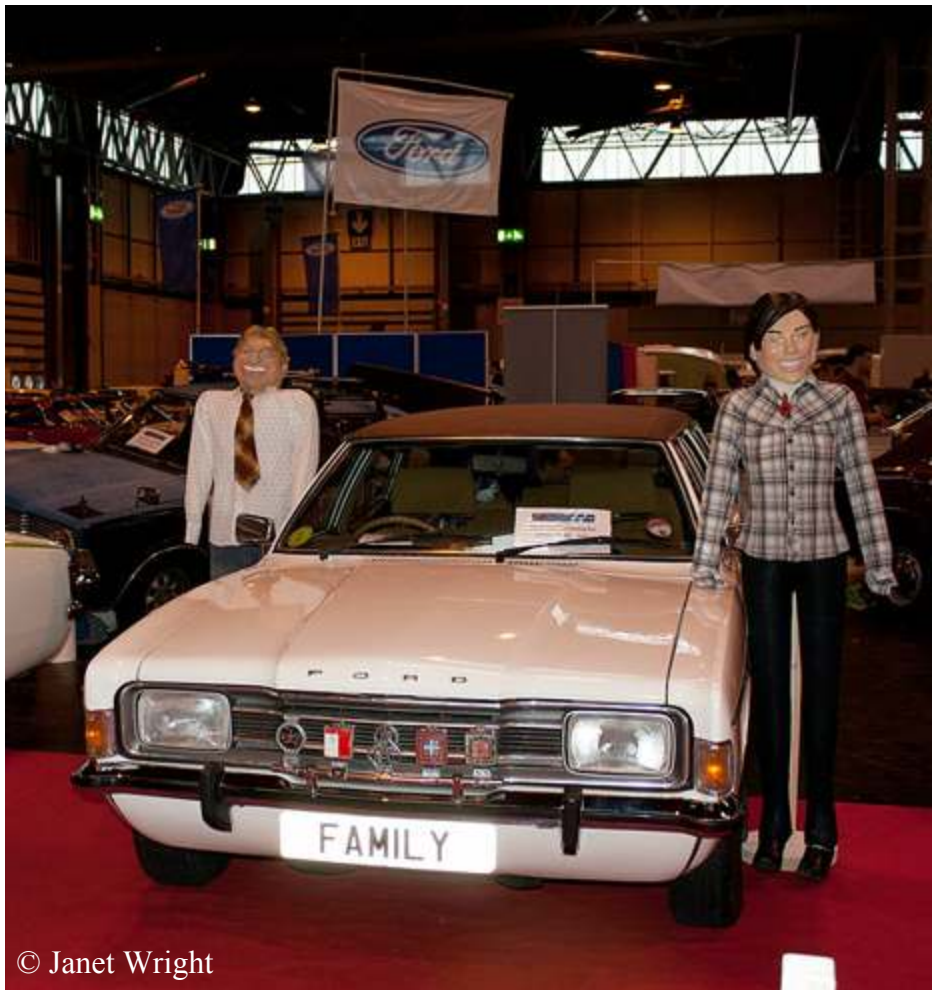
© Mick Herring

The show is a showcase for the hundreds of car clubs throughout the country to display their members vehicles and this gives a great range to the exhibition. Every class of classic car is present, from the humble but very popular Mini right through to things like the Bugatti Veyron which costs over £1.5 million.

**1928 Bugatti Type 37A 1500cc**



One of the major celebrations at the show was Ford of Great Britain's centenary. Ford has been one of the major manufacturers in British motoring history, selling the most popular cars for 100 years, and the many car clubs that represent the various Ford models made an effort to try and show as much of that history as they could. Fords model range is the equivalent of a who's who of the history of motoring, with the Escort, Capri, Cortina, Fiesta and Anglia all represented by Owners clubs, but older models right back to a replica of the original Model T were also present.



© Janet Wright

**The ever popular Ford Cortina Mk3**



© Simon Wright

**Standard Ford Anglia Estate, 6686 were built but only 4 are thought to be on the road today**



© Simon Wright

**Above Replica Ford Model T built in 2002  
Left Replica of Henry Ford's first vehicle a 1896 Ford Quadricycle**



© Simon Wright





© Pete Austin

Historic motor sport is a vast past time in the UK and the many organising clubs put on displays at the show. The Vintage Sports Car Club and the Historic Sports Car Club both had large stands showing a range of vehicles that regularly compete over most summer weekends.

Lola T296 HSCC Stand

## ***The only car to win Olympic Gold medal?***



© Simon Wright

Sir Stirling Moss was shown this Singer Le Mans as it was the same type of car that his mother, Aileen Craufurd Moss, competed in during the mid 1930's on Trials and Rallies.

However, this car was Star of the Show because Betty Haig used it to win the 1936 Olympic Rally and was awarded a Gold Medal. The rally was centred on Berlin, where the Olymoic games were being staged. The car ran perfectly during the event, but did break down

on the way home afterwards

### **1936 Model 68 Ford Phaeton.**

This car was built in Canada in 1936. Fitted with a 3.5 litre sidevalve V8 engine, 3 speed gearbox and hydraulic brakes. Only 4,800 were built, a cheaper car for the young motoring enthusiast who wanted a V8.

The car was exported to South Africa where it spent most of its life before being imported into Britain in 1996 were it was fully restored, and is probably the only one in the UK.



© Simon Wright





**Bugatti Type 37**

Many motoring celebrities also made appearances during the show. The most famous was Sir Stirling Moss, who was there on Saturday, wandering round the show, visiting various stands, meeting fans and signing autographs. Where ever he was, there was always a large crowd. He spent some time on the various Singer car club stands where he was shown a car like the one that his mother used to compete in many years ago. For the motor bike fans, Carl Fogarty and Frankie Chili both made appearances to meet and greet the fans.

A very popular feature of the show, for the 5th year running, was the live stage restoration of a 1972 Triumph Spitfire Mk5, hosted by TV's Wheeler Dealers Mike Brewer and Edd China. The daily shows were full with standing room only round the edges. The charity 'The Sporting Bears' raised between £34,000 and £36,000 by offering 'Drean Rides' where the public could pay for a ride in a supercar. The Sports car owners provided these rides for free, so that all the money raised went to good causes.

One of the most expensive stands in terms of value on display, probably was the Bugatti Owners Club stand, representing



**Bugatti Veyron**

the Prescott Hill climb course that they run, near Gloucester. The stand contained several vintage Bugatti sports cars from the 1920's, right up to a modern Veyron on display.



© Janet Wright





One of the shows major sponsors, Maguire, had a large stand to display the best of the best. During the year, they have sponsored various Classic Car shows held all around the country. Each of these shows awarded a best vehicle in show award, and each of these Maguires Club Showcase winner. The range of vehicles was amazing, from a million pound Ferrari right through to a £200 Ford Thames van. This award went to Bill Donaldson from South Yorkshire for his superb 1966 Austin Healey 3000 Mk3.



© Simon Wright



© Simon Wright





Although housed in a separate hall, the Classic Motorbike show was running at the same time as the Classic Motor Show. With over 300 bikes on display, there was something for all 2 wheeled fans. The Best Bike in show award went to Phil Ozanne with his Triton Cafe Racer who was presented his award by Carl Fogarty and Frankie Chili.



**Top left 1986 Suzuki RG500 of Frankie Chili**

**Top Carl Fogarty Ducatti**

**Middlee 1983 Honda CX650 Turbo**

**Left Percy Tait Triumph**

© Janet Wright



## Coventry Victor Venus 1949.



© Simon Wright



© Janet Wright

The Coventry Victor company built six Venus models. Four were saloons and two convertibles.. They were powered by a four cylinder 747cc engine. This is the only surviving model as Coventry Victor ordered all of the six prototypes to be destroyed. How this one survived is unknown but it was discovered on a farm in Devon in 1981. The only thing known is that it was registered on the 19th August 1959, ten years after it was built. The car is unusual as the engine is mounted in front of the front wheels and employs rear wheel drive. The flat 4

engine was similar to the design used in Coventry Victors industrial and stationary petrol and diesel designs. This unique survivor is now in the hands of Coventry Transport museum.

Old Yeller II Buick Special race car built 1959 at the Hollywood Motors by Max and Ina Balchowsky. In 1960 it was driven by Carroll Shelby, Dan Gurney, Bob Bondurant, Billy Krause, Bobby Drake, Paul O'Shea and Max Balchowsky and broke many track records. It raced from 1959 to 1974.



© Pete Austin





# 1948 Delahaye 135M Chapron Coupe

© Simon Wright



© Pete Austin

This basic design is pre World War 2, but built after the war when French coachbuilders were still adapting to the changing market. Henri Chapron designed this two door metal coupe for the 1948 Paris Salon. The prototype, seen here, had a single piece windscreen, but later production models had a two piece screen with a central metal dividing rod. A unique radiator grille design had a central vertical bar which housed the relocated insignia. The interior was leather and the boot allowed several large pieces of luggage to be carried in accordance with its Grand Touring status.

The engine was an in-line six cylinder fitted with three downdraft Solex producing 115 bhp which was fed through a Cotal pre-selector gearbox. Only 3 cars were built to this design, though another three had been produced pre war to a similar design.



© Simon Wright





© Simon Wright

One of the biggest TV stars at the Classic Motor Show was the 1911 Renault type CB12/16hp that appears on the ITV hit costume drama series Downton Abbey. The car has appeared in many episodes including when Lady Edith attempted to learn to drive.

The car is totally original and in its day was a luxury saloon fit for Royalty. It's open Laudelette bodywork, the driver is exposed to the elements while the passengers travelled in luxury, protected from the elements by the enclosed cabin. The car is powered by a 4 cylinder 2400cc engine and a 3 speed gearbox.



© Pete Austin

A sight to gladden the heart of any motor sport fan. The GT40 Enthusiasts Club stand had this perfect example of a GT40 in the iconic blue and orange Gulf racing colour scheme. The club caters for owners of original or replica models of the Ford GT40.





© Simon Wright

## Unique Volvo Aston Martin sports car.

In 1961 a prototype car was built at the Aston Martin factory for testing. The project never went ahead, but the prototype still exists and is owned by Mr Beat Roos

of Roos Engineering in Switzerland. The car was a Volvo P1800, the type that was popularised on television by Roger Moore playing Simon Templar in 'The Saint'.



© Janet Wright



© Simon Wright

This P1800 had the original engine removed and replaced with a 2.5 litre Double Overhead Cam four cylinder Aston Martin prototype engine and sports a suitably large bulge in the bonnet to house the powerplant..

The car was part of the display on the Volvo Heritage/Volvo Owners Club stand as part of the 50th anniversary celebration for the P1800 model.



# WALTER HAYES TROPHY, SILVERSTONE

## 5<sup>th</sup> & 6<sup>th</sup> NOVEMBER

By Pete Austin. Additional photos by Simon & Janet Wright and Mick Herring



© Pete Austin

Dave Coyne Swift

Once again a years racing at Silverstone drew to a close with the traditional Walter Hayes Trophy held on the National Circuit for Formula Ford cars.

With 94 cars

entered six heats were required on Saturday to accommodate the large field. Over the last few years, drivers representing Team USA have come over from the United States to contest the event. This year was no exception with Neil Alberico and Trent Hindman representing America on this occasion.



© Pete Austin

Heat 1 - Neil Alberico - Ray GR08

Making a welcome comeback in this category was 53 year old

Dave Coyne who won the Formula Ford Festival at Brands Hatch in 1990. He was driving a Swift run by Brian Soule. On this occasion Formula Ford guru James

Beckett was driving his familiar Van Diemen RF78. Although not driving this year it was good to see three times winner Joey Foster in the paddock well on the way to recovery following a sport scar accident at Spa earlier in the year.



© Janet Wright

Steve Mellish loses a rear wheel after a collision during the heats

The weather was very dull but thankfully dry for Saturday's heats. The Americans





Matthew Dean Raynard RF88 and Joseph Walton Ray GR11 try Synchro spinning

made a good start with Alberico winning heat 1 and Hindman claiming victory in heat 4 both in Rays. Other heat winners were Wayne Boyd (Van Die-men), Jonny Mc-Mullan (Ray), Cormac O'Neill (Ray) and Josh Fisher (Van Die-

men).

Blue skies greeted the drivers for the days racing on Sunday. Following a suspension breakage the previous day Ban Norton in his Spectrum stormed through the field to win the Progression race from 23<sup>rd</sup> on the grid. Just before the lunch break Last Chance race victory went to John Ferguson in his Ray.

Despite suffering a grid penalty in his heat due to running off road at Copse in practice Adrian Camp-field (Spectrum) made his intentions clear in the first semi final by coming second to Josh Fisher. Oil dropped by another car at Brooklands made conditions very tricky. Following



Ahead of the cloud Wayne Boyd Van Diemen JL012K



Alex Drabble Swift 92 spins out of Brooklands

this clouds of cement dust greeted the runners in heat 2 with Wayne Boyd taking victory in a race interrupt-





© Pete Austin

**Final - Winner Adrian Campfield - Spectrum 011C leads Josh Fisher - Van Diemen JL012K**

**ed by a red flag incident. The weekend ended for the unfortunate Dave Coyne**



© Pete Austin

**James Beckett Van Diemen RF78**

**who was eventually black flagged with a damaged track rod. The sun was setting as the cars came out for the final which was a thriller with Adrian Campfield claiming this years prize from Wayne Boyd in the final laps. He was helped by the strategy of using new tyres for longevity.**

**If that wasn't enough there were support races for Formula Ford 2000, closed wheel and open wheel cars. Touring car driver James Nash drove to victory in the FF 2000 race in his Van Diemen RF82.**



© Pete Austin

**Hayfisher's FF2000 - James Nash - Van Diemen RF82 leads Nelson Rowe - Reynard SF78**





© Janet Wright

Michael Hibberd Brabham BT38 suffered a rear wing failure in the open wheel race

Other winners were Lee Dwyer who won the two open wheel races in his March 782, Al Fleming (Chevron B36), Jon-Paul Ivey (Radical Pro6) and Andy Cummings (Radical SR3).



© Simon Wright

Mike Smith Porsche 911RS HSCC Closed wheel



© Simon Wright

Jamie Brashaw March 793 HSCC Open Wheel



© Janet Wright

James Claridge Brabham BT38 HSCC Open Wheel



© Pete Austin

George Irvin Allcomers Scratch Race - Lee Dwyer - March 782 leads Jon Finch - Van Diemen RF83



© Pete Austin

Allcomers Closed Wheel Race 1 - Al Fleming - Chevron B36



# VSCC Cotswold Trial

By Simon & Janet Wright with  
assistance from Gillian Carr



**Michael Pallett Austin 7 Ulster**

The Vintage Sports Car Club ran its annual Cotswold Trial on Saturday 19th November 2011. The event was based around the Prescott Hill climb course, but being a Trial, the tarmac hill was not in use.

Some people buy vintage cars as an investment, others like to display them in

museums or at Classic Car meetings, but the VSCC members like to use their cars for fun, and nowhere was that more obvious than at the Cotswold trial. These events are about skill, not speed. The aim is to get as far up the course as possible. What makes it tricky is that the course usually consists of muddy hills and grass fields. They can also be a family event, as passengers are encouraged, adding ballast to the vehicle to give it more grip in the slippery conditions. This also leads to the amusing bounce action. To help traction, the passengers often bounce up and down during the ascent to help get a bit more grip from the tyres.



**David Rolfe Morris Minor**





**1st= EJonathan Mellor Austin 7**



**1st= Edward Williams Austin 7 Ulsster**



**1st= Keith Dobinson Austin 7**



**1st= David Price Austin 7 Gordon Eng Cup**

120 competitors tackled 14 sections during the day, all within a 9 mile radius of Prescott, with the last 4 being in the grounds of Prescott Hill climb course.

There were some tight sections which proved challenging for the long wheel based cars, allowing the smaller and more nimble Austin 7 models the opportunity to shine. The Stop and Restart on Allard's Return sorted out the men from the boys as many failed the slippery restart. The early cars through the tests seemed to have a slight advantage in the dry conditions, with several reaching the top and making a maximum score, where as later cars struggled on the churned up, well used, slippery course.

Each course was laid out with numbered markers. The score is the last marker cleared. If a car hits a marker, or all four wheels go outside the marked course, then you fail and your score is taken from the last marker cleared.





© Simon Wright

**Charles Knill-Jones Bugatti T13**

At the end of the day, four drivers had cleared every hill and were tied for 1st place with a top score of 350 points. Jon Mellor, David Price, Keith Dobinson and Eddie Williams proved that the nimble little Austin 7 was the vehicle of choice for the days Trial.

The standard wheel base class was won by David Rushton driving an MG M Type and Norma Carr took a second in class award in her Austin 7 Box Saloon, after driving it all the way down to the event from Nottinghamshire.

The Standard Long Wheel base class was won by

Dennis Bingham in a Ford Model A while Stuart Cooke in his Morris Cowley just managed



© Simon Wright

**Ian Patton Austin 7 Ulster**



© Simon Wright

**Alex Batchelor Ausin 7**

to pip Jonathan Miller in his Chrysler 66 to win the Long Wheel base class.

To show this is a sport for all ages, Oliver Rose was competing on his 17th birthday, complete with L plates on his fathers Morris Major.

Unfortunately they only managed to complete 4 hills before they had to retire with mechanical problems. On the other hand, 17 year old Alex Batchelor won a 1st in Class award driving her uncle's Austin 7 for the first time and William





Holden, also 17, took a 3rd in class award. The Novices class was won by Hugh Cochrane aged 22..

We have two films on YouTube from this event. Click [here to see one](#) and [here to see two](#)

© Simon Wright

**Novice Class winner Hugh Cochrane Austin 7 Chummy**



© Simon Wright

**Dennis Bingham Ford Model A**



© Simon Wright

**Mrs Norma Carr Austin 7**



© Simon Wright

**Nigel Stroud Ford Model A**



# The CRA Winter Rally to Monte Carlo



Overall winners

Eamonn Byrne and Iain Tullie Alfa Romeo Giulietta Sprint

By Simon and Janet Wright

The Classic Rally Association organised its Winter Rally for pre 1962 cars along the lines of the old Monte Carlo Rally of the 1960's and 70's, where crews could decide on different European cities as their start point, travel across Europe and meet in Monte Carlo, where the competition would then take place in the mountain roads above the Principality. This year the Rally had two start points, Chester in England for the odd numbered cars and Noordijk in Holland for the even numbered cars.

Posy 1962 cars could take part for separate class awards, but could not compete for overall victory.

After an early morning start in Chester in foggy conditions, the crews travelled across the Midlands, stopping at Stone and Market Harborough on their way south. The crews were greeted by the Mayor at Stone when they reached the Control point in the



© Simon Wright

Councillor June Price Mayor of Stone greeted the crews at the Stone Checkpoint

The crews were greeted by the Mayor at Stone when they reached the Control point in the





© Simon Wright

**Richard and Jon Sandilands Triumph 2000 Mk1 Post 62**

France. Another crew to hit early problems and abandon the rally were Joe Reynolds and Frank Hussey who did cross the channel but then found their MG Magnette ZB was not behaving correctly and decided to return home. The night run through France had no time controls, just passage controls, to give the teams a chance to make up time and get some sleep as well. After the breakfast halt on

Monday morning, the action started with a series of Time Controls and Regularity tests in the Hills of the Morvan before the overnight halt at Beaune.

The second leg of the rally ran from Beaune to Aix les Bains and consisted of various Time Controls and regularities



© Janet Wright

**Richard and Jo McAllister Volvo 122S**

around the Jura mountains. As the crews left Beaune, the sun finally appeared to clear the fog which had shrouded much of the rally to that point. Jan Ebus and Jan Berkhof led the field away in their Porsche 356. By the time they arrived at Aix les Bains the Alfa Romeo (9) of Paul Wignall and Mark Appleton had taken the lead. After another overnight stop, the crews were ready to tackle the higher mountains of the Alps and traditional Monte stages. There was no snow this year, and the crews enjoyed clear views on Mont Blanc as they sped over this classic section. This was followed after a break with another night section from Gap through the twisty mountain roads to Digne-les Bains. These sections were timed to the minute to keep the crews on their toes. The final leg of the rally took place on Thursday 24th of

middle of the town. First retirement 'honour' fell to Charles Graves and Richard Cooke who were having early clutch problems in their Jaguar XK150 before they reached the ferry and decided to return home rather than risk crossing the channel. The British teams could use the ferry or Channel Tunnel to cross into mainland Europe where they met up with the other crews from Holland in Northern



November, as the crews headed for the finish on the harbour side at Monte Carlo. But before they reached their destination, they tackled the famous hairpin bends on Monte favourites like the Col de Turini.

By the end of the rally, the British starters filled all three podium places with a clean sweep for Alfa Romeo. In 1st place was Eamonn Byrne and Iain Tullie driving an Alfa Romeo

Giulietta Sprint (35). 2nd place went to another Alfa Romeo Giulietta Sprint of Paul Wignall and Mark Appleton (9) while 3rd place went to the Alfa Romeo Giulia Super of Frank Fennell and Kevin Savage (33). First of the European mainland starters was early leader Jan Ebus and Jan Berkhof driving a Porsche 356.

The Post 62 cars lead was initially held by former winners Marcel and Alfons Geurts in their Mercedes 280SL but by the end of the rally, the class win went to Howard



© Simon Wright

**Howard Warren and Guy Woodcock Porsche 911 1st Post 62**



© Janet Wright

**Charles Graves and Richard Cooke Jaguar XK150 FHC**

Warren and Guy Woodcock in their Porsche 911 ahead of Renger Guliker and Pim't Hart in a BMW 2002 tii with Marcel and Alfons Geurts only managing 3rd place at the finish.

#### Results

1st (35) Eamonn Byrne and Iain Tullie Alfa Romeo Giulietta Sprint

2nd (9) Paul Wignall and Mark Appleton Alfa Romeo Giulietta Sprint

3rd (33) Frank Fennell and Kevin Savage Alfa Romeo Giulia Super

Class winners were as follows  
Pre 1950 cars.

(2) Chris Paveley and Ross Paveley in a Chrysler 70 Sportsman (30th overall).  
Saloons to 1600cc and Sports to 1500cc 1950-62.

(33) Frank Fennell and Kevin Savage in an Alfa Romeo Giulia Super (3rd overall).





© Simon Wright

**Bill Ainscough and Vincent Fairclough Alvis 4.3 SWB**

Saloons 1601cc to 1800cc 1950-1962  
(52) Colin Weekley and Bill Granger in a Volvo 122S (6th overall)  
Saloons over 1800cc 1950-1962  
(36) Nicky Porter and Colin Francis in a Mercedes Benz 220Seb (5th overall).  
Sports 1500cc to 1700cc 1950-1962  
(35) Eamonn Byrne and Iain Tullie in an Alfa Romeo Giulietta Sprint (1st overall).

Sports over 1700cc 1950-1962

(19) Roy Gillingham and David Taylor in an MGA Roadster (18th overall).

Saloons up to 1800cc - Post 1962

(61) Martin Neal, David Hughes and Richard Dix in a Morris 1800.

Saloons over 1800cc - Post 1962

(70) Renger Guliker and Pim 't Hart in a BMW 2002 tii.

Sports up to 1800cc - Post 1962.

(53) Steven Powell and Terence Thorp in a Porsche 912.

Sports over 1800cc - Post 1962

(43) Howard Warren and Guy Woodcock in a Porsche 911 (Highest placed Post 1962)



© Simon Wright

**Tim Riley and George Melville Lancia Aprilia**