

Classic and Competition Car

March 2014

Issue 42

VSCC The Pomeroy Trophy



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Front Cover.

Frazer Nash clean sweep at
The VSCC Pomeroy
Trophy.

First second and third in
line astern formation

© Pete Austin

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Our Team.

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Simon has been photographing
and reporting on motor races for
many years. Served an
engineering apprenticeship many
years ago. Big fan of the Porsche
917



Pete Austin.

Pete is the man for Historic racing,
with an extensive archive of black
and white images covering the last
few decades of motorsport in
Britain. Very keen on BRM.



Mick Herring

Mick's first love is GT racing,
including Historic, especially the
Lola T70. Has an extensive
knowledge of all things GT.



Janet Wright.

Janet has been taking
photographs for many years, and
is also very skilled in video. She
likes Aston Martins



Editorial.

The 2014 Track season is finally upon us. We have had several fantastic shows to see us through the long winter months, but finally the circuits are starting to see some track action again. Many teams are already out testing, and the VSCC started the track action with its Pomeroy Trophy event to kick off their 80th anniversary year in style at a bright and sunny Silverstone. Race Retro also delivered some stunning outside action with its live Rally stage and Historic karting demonstrations. Let's hope we have a dry and sunny summer this year.

© Simon Wright



Classic and Competition car

News



Collard/Tinseau/Jousse Pescarolo - Judd 01 Silverstone 6 hours 2011 finished 6th

Pescarolo closes.

The Pescarolo Team was officially dissolved on February 7th by the Le Mans Court of Commerce. The company was originally founded in 2000 by Henri Pescarolo as Pescarolo Sport. In 2007 he acquired Saulnier Racing and created Pescarolo Automobiles which went in to receivership in 2010. Following liquidation the team was sold back to Henri Pescarolo who registered it as Pescarolo Team. The team last competed at Le Mans in 2012.

Rush Star draws the crowds

Race Retro celebrated 50 years of McLaren at Stoneleigh Park and the star was the McLaren M23 used by James Hunt to win the World Championship in 1976. The story of the battle between Hunt and Lauda has been made in to the Hollywood blockbuster RUSH.



© Pete Austin

Wrathall gets 21 months in Prison.

BTCC driver Frank Wrathall, aged 27, has been jailed by Liverpool Crown Court for 21 months, after pleading guilty to death by careless driving.

Cyclist Paul Finleton, aged 47, died from head and spinal injuries after being hit on a roundabout in Broughton on the 14th May 2012 by a white van towing a racing car driven by Frank Wrathall, who was on the phone at the time to his girlfriend.

Originally charged with causing death by dangerous driving at Preston Crown Court in July 2013, the jury in the case was discharged and a new trial was set for January where Wrathall pleaded guilty to the lesser charge of causing death by careless driving. As well as his 21 month prison sentence, Frank was also disqualified from driving for four years.

Frank was Ginetta G50 Cup champion in 2010 and won one BTCC race at Brands Hatch at the end of 2012 in the Toyota.



© Simon Wright

Higgins Takes Tasman Title.

Kiwi Andy Higgins, aged 32 from Auckland New Zealand, driving an ex-Mario Andretti Lola T400 has clinched the 2013-14 Tasman Cup Revival series championship in New Zealand, beating Michael Lyons from England to the title. He clinched the title despite not finishing the last race when the left rear wheel came off after the centre of the wheel broke, and the race finished under the safety car.

Provisional final series placings

1. Andy Higgins
2. Michael Lyons
3. Aaron Burson

© Fast Company/Alex Mitchell



© Fast Company/Alex Mitchell



Classic and Competition Car Facebook Group

We now have a Facebook Group - Classic and Competition Car - where you can join and keep up to date with additional Photographs, postings, and extra event photo galleries. Please feel free to add personal postings and your own photos.



© Janet Wright



Michael Lyons (Lola T400 #64) leading Andrew Higgins (Lola T400) at Hampton Downs

Michael Lyons clean sweep in Tasman Revival series.

Birthday boy Michael Lyons proved to be the best of the field in the Tasman Cup Revival series this year. Even having to change car for the last 3 races didn't prove to be a handicap for the young British driver, as he took a clean sweep of victories in every race he entered.

He won all six races over two weekends at Hampton Downs in his normal Lola T400 and set a new circuit record, beating his own outright track record. For the final meeting of the series at Mike Pero Motorsport Park, Ruapuna, Christchurch, Michael had to switch to his father's Gurney Eagle FA74 after blowing up the engine in his Lola T400 during practice. Even starting from the back of the grid in the first race didn't stop Michael from taking the win and he completed his clean sweep in the final two races. However, it was not enough to give Michael the title as he had not taken part in the first round of the series at the end of last year and local driver Andy Higgins had enough points to clinch the championship title.

Chevrolet Handyman Wagon

This 1953 Chevrolet Series 150 Handyman Wagon was spotted in Stourbridge in the West Midlands recently.

Powered by a 3.8 litre engine producing 108 HP, the 5 door station wagon design had a top speed of 83 mph. The new owner has a little work to do on the car. We look forward to hopefully seeing this unusual vehicle at events during the year.



© Simon Wright



© Simon Wright

Caterham withdraw from Le Mans

Caterham has withdrawn its LMP2 entry for the Le Mans 24 Hours and the European Le Mans Series just one day after its planned participation was revealed. They withdrew after failing to secure a firm spot on the Le Mans grid when the list for the 24 Hour race was revealed. The Caterham Racing Zytek-Nissan Z11SN was listed only as third reserve for the Le Mans race.

Silverstone Classic celebrates the Ford Mustang



© Janet Wright

There will be two spectacular races to celebrate the 50th birthday of the Ford Mustang, along with the Official UK Birthday party for the World's best selling classic car. The two races will be the high light of the celebrations, with competition prepared Mustangs from all over the World coming to compete over the full Grand Prix circuit at Silverstone. The race will be open to Mustangs that comply with the FIA's Appendix K technical regulations, as raced throughout Europe in the popular Pre-66 Touring Car series run by the Masters Historic Racing organisation. There will also be a special invitation class for more modified machines. They are hoping to get a grid of around 25 Mustangs to compete at the event, which should be the largest ever gathering of Mustangs on one grid. Several cars are being shipped from America for the event.

Classic and Competition car

Mallory Park confirms first car race meeting for 2014.

July 20th 2014 should see the first car race meeting held at Mallory Park since it was taken over at the start of the year. The Classic and Sports car Club have agreed to help organise the meeting and will include races for its new Dunlop Production Cup for Porsches and existing Special Saloon and Modsports categories. It is hoped there will also be an allcomers race for non-slick shod cars and an Historic Touring Car race, while James Beckett is hoping to put together a Formula Ford grid for the meeting. The late confirmation of this event will make it more difficult to put together, but the CSCC was prepared to take a chance to help the circuit recover.



Donington Park Car Racing dates for 2014

22nd-23rd March	National Car races with Motors TV.
29th-30th March	750MC Sports and Saloon car races
6th April	HSCC Season opener Historic racing
19th-20th April	Dunlop MSA British Touring Car Championship
26th-27th April	GT Cup and formula car races.
3rd-5th May	Donington Historic Festival.
10-11th May	BRSCC Sports and Saloon car races.
31st May-1st June	BARC Sports and Saloon car races.
7th June	Aston Martin races.
8th June	Morgan Sports Car Races.
12th-13th July	BRSCC Formula cars and supporting races.
19th July	Vintage Sports Car races
2nd August	Fun Cup Endurance race
3rd August	MG Sports and saloon car races
23rd August	BARC Sports and saloon car races
30-31st August	Classic Sports Car races
13-14th September	British GT and British F3 championships
20-21st September	MSVR GT Cup and Formula races.
4-5th October	750MC Sports and Saloon car races
18-19th October	BRSCC National car championship finals
1st November	Britcar/GT Endurance race
8th November	BRSCC Sports and saloon car races

For more information see the Donington Park web site at www.donington-park.co.uk

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VSCC Spring Start

Celebrating their 80th anniversary in 2014, the Vintage Sports Car Club has announced that their annual two day Spring Start meeting at Silverstone will also celebrate the 80th anniversary of ERA with an exclusive ERA race which will take place on Sunday 13th April 2014.

The club is hoping to attract as many of the eighteen cars built as well as many ERA engined derivatives that are closely associated with the great marque.

ERA was founded in 1933 by Raymond May and Peter Berthon and English Racing Automobiles Ltd was the top British manufacturer in motorsport before and just after the second World war. Before the war, they were overshadowed by the state funded German teams of Mercedes and Auto Union but still enjoyed many successes across the majority of different types of motorsport events.

Each ERA has a unique name. David Morris drives ERA R11B 'Humphrey' and is an ERA specialist. He is one of the driving forces behind this race, and he won the Goodwood Trophy last year at the Goodwood Revival meeting and then won his ninth and the cars twentieth Historic Seaman Trophy at Snetterton two weeks later. It is twenty years since David's first race in an ERA and ten years since the last all ERA race held at Donington Park.

The Spring start meeting takes place at Silverstone over the weekend of the 12th and 13th of April 2014 with a twenty race programme over the entire weekend.

BTCC Media day

The annual BTCC media day to launch the Dunlop MSA British Touring Car Championship 2014 will take place at Donington Park on Tuesday 18th March 2014. There is free admission after 12:30pm for fans to watch the cars in the official test session round the sweeping Donington Park national circuit.

© Janet Wright



Charles McCabe at last years Spring Start meeting in ERA R5B 'Remus'



Jason Plato in the MG 6 at Donington Park last year.

© Simon Wright

Change of venue.

The popular classic car meets which were scheduled for the Moat House Inn at Kings Coughton have now been moved to Alcester Rugby Football club on the main Birmingham Road (A435) at Kings Coughton, Alcester, Warwickshire B49 5QF. The dates for 2014 have been listed as Sunday 30th March 11am-3pm, then switch to evenings for the summer as follows

Thursday 24th April 7pm

Thursday 29th May 7pm

Thursday 26th June 7pm

Thursday 31st July 7pm

Thursday 28th August 7pm then back to Sunday

Sunday 28th September 11am-3pm.

For further information please contact Pete O'Dell on 07775 767589

Also listed are the Bidford on Avon Steam Rally over the weekend of the 17th and 18th of May from 9:30 am at Honeybourne road, Bidford on Avon, Warks B50 4PQ which requires booking in advance if you wish to show a vehicle. Contact Mark Smith on 07747 741393.

Sunday 10th August from 10am is the Wythall Carnival and Classic Car show at Wythall Park, Silver Street, B47 6LZ. Contact Andrew Lyndon on 01564 822800 for further information.



Geneva International Motor show celebrates 90 years of Le Mans.

From the 6th to the 16th of March 2014, the 84th Geneva International Motor Show will have a whole hall dedicated to the history of the Le Mans 24 Hours race from 1923 to 2013. More than 20 unique cars will be on display in the Plexpo Hall 3 backed by Rolex. The oldest car will be a 1923 Chenard & Walcker sport, identical to the car that won the first race which was called the 24 hours Endurance Grand Prix. This is one of nine 24 Hours race winners which will include the latest 2013 winner, the Audi R18 e-tron quattro hybrid of Kristensen/McNish/Duval. In 2013, the ACO held a poll to elect the 10 cars, one per decade, that have written the history of the Le Mans 24 Hours race, and six of these cars will be in the display including a 1929 Bentley Speed 6, a 1949 Ferrari 166MM, and the 1991 Mazda 787B. The other cars should include the 1933 Alfa Romeo 8C, the 1954 Jaguar D-Type, the 1966 Ford GT40, the winning 1970 Porsche 917K, the 1974 winning Matra 670B, the Renault Alpine A442 which won in 1978 and the Rondeau M379 which won in 1980 amongst others.



Classic and Competition car



BTCC Champion to race at Goodwood Revival.

Current British Touring Car Champion Andrew Jordan will return to the Goodwood Revival this year to race an Austin A40 with his father Mike Jordan.

The family's Eurotech organisation have spent the past year converting a period road car to 1958 racing specification so that it can contest the St Mary's Trophy race at this year's Goodwood Revival meeting. The race is for Touring cars from the 1950s and the nimble and aerodynamic A40 should prove itself up to the challenge against some of the heavier Jaguar Mk1 and large Ford models from that era. The car has already had its initial shakedown and is due to test at

Goodwood circuit at the beginning of March.

His father Mike Jordan was a BTCC race winner in the past as well as having won the British GT title, but only made his Goodwood

Revival debut in 2013 by taking Pole Position driving a Ford GT40 in the Whitsun Trophy race.

Andrew made his Goodwood revival debut in 2012 driving a Morris Minor, but was unable to compete at the 2013 meeting due to a clashing BTCC race schedule. Andrew was gutted at missing last year's Revival meeting as he had so much fun the year before at Goodwood driving the Morris Minor. He is really happy that the team have secured an entry for the 2014 event and feels confident that the car should be able to run at the front of the field this year.

The Goodwood Revival is held over the weekend of the 12th to 14th September.

Ginetta withdraw from British GT.

Ginetta have withdrawn Team LNT from the British GT Championship due to the lack of clarity by the SRO over driver grading. There was a discrepancy between the FIA and ACO grading of a bronze/silver pairing for Team LNT and that enforces by the SRO of a silver/silver partnership. Whilst the SRO had agreed to review the situation following the opening round, Team LNT felt unable to proceed with this year's entry with such uncertainty for the rest of the season.

The team have now switched the factory entry to the V de V championship, marking the first full season entry in a European championship for Ginetta Cars, with Ginetta Chairman Lawrence Tomlinson and factory driver Mike Simpson enter the Ginetta G55 GT3 car in the GTV 1 class.

© Simon Wright



Team LNT Ginetta G55 GT3 at the last round at Donington in 2013

Janet Cesar

11th August 1961 to February 2014.

Many of you will know Janet from her time at Silverstone Racing Club, or more recently with Hagerty Collector Cars UK which she joined in January 2013 to work on the classic car club side of the business.

Her smiling face and sparkling personality always greeted people at the many events she attended.

This tribute has been very difficult to write as we only saw Janet a few days ago at Race Retro where this lovely photo was taken by Pete Austin.

We have only known her for a few years but she was always full of life and enjoyed seeing her many friends from the motorsport and classic car communities.

To Janet's family, daughter Rukaya and partner Ian and her close friends we offer our sincere condolences from everyone at Classic and Competition Car.

Janet you will be missed.





Warwick Mortimer and his Surtees TS5

WARWICK MORTIMER'S SURTEES TS5

Having spent most of his life racing one thing or the other, Warwick Mortimer reckons it was inevitable he'd one day own and race a Formula 5000 single-seater in the MSC NZ F5000 Tasman Cup Revival Series.

"They were the cars that inspired us as young fellows," says the Matakana-based businessman, now 62. "I've always wanted one."

The car Mortimer bought is one of the earliest and rarest still running, a Surtees TS5, chassis number 002, one of two cars originally built by former world motorcycle and car champion John Surtees for a US team owned by actor James Garner.

When Garner was finished with them the cars were returned to Surtees in the UK and Mortimer's car was re-powered with a Ford engine for a client in South Africa - which is where the car was to spend much of its life. Initially it

was used by the likes of top local driver Jackie Pretorious in the local F5000 series, before being on-sold to an enthusiast with plans to use it on the drag strip.

According to an account on oldracingcars.com, however, on spinning and damaging the car's rear suspension on his first run down the strip the hapless enthusiast sold the engine and consigned the rest of the car to his barn...where it stayed until expat Anthony Smith was able to finally prise it off him 27 years later and ship it to the UK for a nut-and-bolt rebuild to original (in this case Chev-engined) spec. Warwick Mortimer was in the UK when Smith put the completed car back on the market and it wasn't long before it was in a container and off across the ocean again.

"I was talking to Frank Lyons at Silverstone and I asked him what he thought about it," relates Warwick. "He said it was mint, that it was a good starting point for getting into the series and that I better go down and look at it...so I did and when I asked my wife whether I should buy it and she said yes, I did!" Since then Mortimer has raced the Surtees here, in Australia and the UK, enjoying every minute...his only complaint the tight confines of the original cockpit. Having revelled in the room in Mark Dwyer's later model T400 Lola when he drove it last year Warwick says that he will eventually buy another, more accommodating car. But that doesn't mean you'll see a 'For Sale' sign on the TS5 anytime soon. "Yes I want a bigger car but no I don't want to sell the Surtees. It's such a pretty car and it's got such an interesting history. I don't think I'll ever sell it." Prepared by FAST COMPANY of behalf of

the New Zealand Formula 5000 Association www.F5000.co.nz



© Fast Company/Alex Mitchell

Warwick Mortimer



LOLA T330

When, after a break from the sport, Rotorua earthmoving contractor Brett Willis decided he wanted to get back behind the wheel, he went looking for a car to contest the MSC NZ F5000 Tasman Cup Revival Series. The first car that caught his eye was a McLaren, but - as often happens in these cases - someone else got to it before him. Undaunted his search continued until he heard about a Lola T330 'in a million bits' in Kaikoura. The car turned out to be the sixth 330 made (HU6), a car (according to OldRacingCars.com) built in 1972, delivered to its first owner on January 29 1973 then raced with success in the UK for many years by an assortment of drivers including Dane, Tom Belso, and Brit, Tony Trimmer; the latter using it to dominate (winning the title in 1986 and twice finishing second) the BRSCC Formula Libre series. More recently the car was bought by Kiwi car enthusiast David Dicker to restore and when Willis asked John Crawford of Christchurch category specialist Motorsport Solutions if he knew of any cars for sale, Crawford suggested Willis get in touch with Dicker. He did, a deal was done and Crawford and his team was given the task of rebuilding the car to better-than-

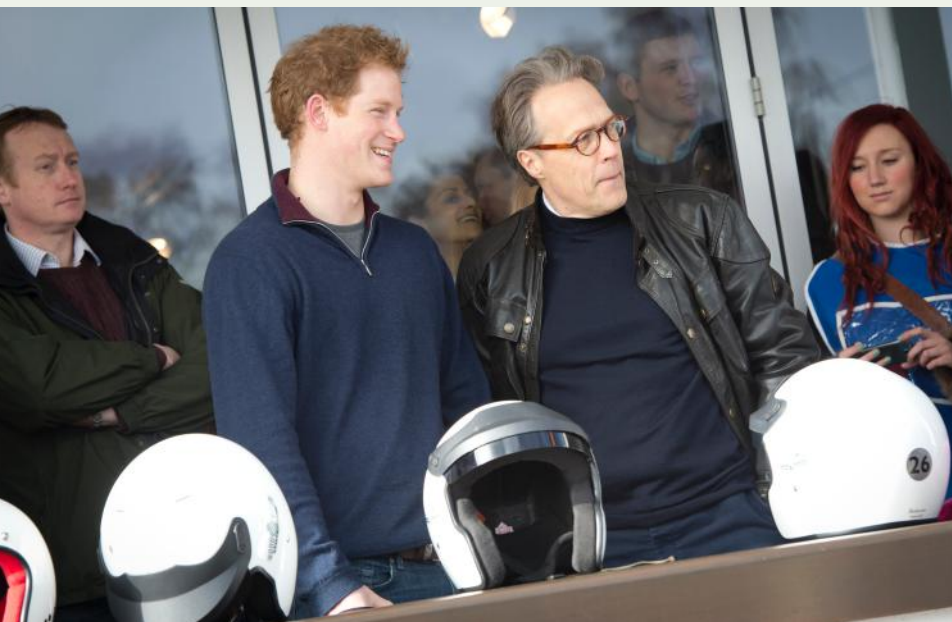
Brett Willis in the distinctive ex-Belso/Trimmer Lola T330.

new condition. Though soon overshadowed by the upgraded T332 (introduced in 1974) the T330 was an important evolutionary step between Lola's first - and at the time quite radical - high rear radiator T300 and the cars, like the 332, 400 and 430 which came later. Having got his start in competition in Stock Cars at the tender age of 15 and gone on to race Sports Sedans and OSCAs here (not to mention Trans-Am tin-tops during a three-month stint in the United States), the now 50-year-old Willis is no slouch behind the wheel. His best result in the MSC series (a third place at a round in Christchurch) attests to that. Just as important to him and his family-based team, however, is the social side of the MSC series. "Like any motorsport it gets serious at times, but you can still have a laugh afterwards," says Brett. "I've always had a passion for them (F5000 single-seaters), there's just something about the way they look and sound, and I really enjoy being part of something with so much history." Brett is not the only member of the family with a passion for the category and cars either. His wife Sue, father Lindsay and mother Jill are part of a pit and support crew which also includes long-time friends Ralph Mossman from Rotorua, Rod Grimwood from Paihia and Geoff Dunn from Christchurch. They're a talented bunch and after three seasons know the car well as well as Brett. Which is another thing Brett takes pride in. "Obviously it's good to get to know the car you're driving but it also saves a lot in maintenance costs because bar internal engine work we do everything else on the car ourselves." Prepared by FAST COMPANY of behalf of the New Zealand Formula 5000 Association www.F5000.co.nz



Brett Willis in the distinctive ex-Belso/Trimmer Lola T330.

Prince Harry drives Goodwood.



His Royal Highness Prince Harry made his driving debut at Goodwood on Saturday 15th February 2014 during a track day organised by the Royal Foundation Endeavour Fund. After being greeted by Circuit owner Lord March, Prince Harry got to drive several different cars round the historic circuit. He started with a classic Aston Martin DB4 before switching to a much more modern Lamborghini Gallardo. He then drove the brand new Jaguar F-Type and finished with an Aston martin V8 Vantage. Afterwards he met up with injured servicemen that had been helped by the Endeavour Fund. He then visited an exhibition of the Royal Foundation's projects and paid a visit to the Boulbee Flying Academy that is based at Goodwood Aerodrome.



Classic and Competition car

Lord March was delighted to have Prince Harry attend the track day at Goodwood.



Willhire 24 reunion at Donington.

To celebrate Britain's first 24 Hour race - the Willhire 24 Hours, a reunion event has been organised for the 18th October 2014. It will celebrate the Production class sports and touring cars, plus the later Group N cars which contested the Willhire 24 Hours race between 1980 and 1994.

The two hour event, which will run in to the darkness will take place at Donington Park, as Snetterton, the spiritual home of the Willhire, was unable to host a night race due to planning problems. Christopher Tate from Donington was able to come to the rescue of the event which will now run on the national circuit at Donington, in to the night on the 18th October 2014.

The reunion event has been devised by HRDC Race Director Julius Thurgood, who was involved with 4 of the original events. The HRDC have so far managed to contact 35 original Willhire cars, but Thurgood is keen to say that cars of the type that ran in the Willhire 24 Hour races would also be welcome to enter. Several original Willhire cars that have already committed to the event are the ex-Pete Hall/Andy Rouse 2.8 Opel Commodore GS/E, the ex Jon Dooley 'Napolina' Alfa Romeo Alfetta GTV, the 'Bulldog' Team Morgan Plus 8, the Nissan Skyline of Andy Middlehurst and the MGB Roadster of Julius Thurgood/John Trevelyan/Graeme Davis/Rae Davis. Two race winners are also entered, the 1985 winning Ford Capri of Roy Eaton/David Oates/John Clarke and the winner of the 1989 25 Hour race, the Ford Sierra Sapphire Cosworth of Slim Borgudd and Mark Hales.

2013/14 MSC New Zealand F5000 Tasman Cup Revival Series Round 4 (Final)
Skope Classic meeting Mike Pero Motorsport Park (Ruapuna)
Christchurch
Jan 31-Feb 02 2014

CAR CHANGE FOR LYONS BUT RESULT IS THE SAME

He might have been behind the wheel of a different car - his father Frank's Gurney-Eagle FA74 - but the result was still the same for series young gun Michael Lyons on

the first day of competition at the final round of the 2013/14 MSC New Zealand F5000 Tasman Cup Revival Series at Christchurch's Mike Pero Motorsport Park (Ruapuna) today. After blowing the engine in his own Lola T400 in practice on Friday the 23-year-old stepped into his father's Gurney-Eagle and with little more than a new seat and some minor suspension tweaks qualified it on pole and set a new category track lap record (at 1:17.723 almost half a second under the previous record set by visiting Canadian driver Jay Esterer in a McRae GM1 in 2011) on his way to victory in the first Mobil 1-backed 8-lap



Even in a different car, Michael Lyons dominated the meeting winning all 3 races in the Gurney Eagle FA74



Andrew Higgins Lola T400 leads Russell Greer Lola T332

tweaks to the suspension here and there everything else is as Dad raced it at Hampton Downs."

Lyons was second away at the start but once in the lead eased away from a front-running foursome which included series champion-elect Andrew Higgins (Lola T400) and third quickest qualifier, Tony Richards (Lola T332). Enjoying one of his strongest runs just behind Richards was fellow Lola T332 driver Russell Greer with a gap back to a three-way mid-field battle-pack consisting of Aaron Burson (McRae GM1), David Banks (Talon MR1) and Ian Clements (Lola T332). Keeping pace behind them, meanwhile, were Frank Lyons in his borrowed Lola T430, Tony Richards' brother Glenn in only his third meeting behind the wheel of his Lola T400, and Tim Rush (McLaren M22) and Peter Burson (McRae GM1).

MSC series race at the annual Skope Classic meeting. The victory extends Lyons Jnr's winning 2013/14 MSC series streak to seven and means he now holds the F5000 category lap record at two New Zealand circuits, Hampton Downs in the North Island and Mike Pero Motorsport Park (nee Ruapuna) in the South.

"The initial thought when Dad offered me his car was to say no, because I had already damaged one," said Lyons Jnr, "but then David Abbott was kind enough to offer Dad his car (a Lola T430) so I thought, I might as well (drive the Gurney-Eagle).

"The good thing with the Eagle is that it is such an easy car to to drive. We had to take Dad's seat out so I could fit in it but the boys made me up one of my own overnight and apart from that, a bit of bar (antiroll) bar and a few

© Fast Company/Alex Mitchell



Dave Arrowsmith Lotus 70 had an eventful meeting finishing 5th in race 2



Aaron Burson McRae GM1 leads the pack.

© Fast Company/Alex Mitchell



Paul Higgins, Andy Higgins and Nigel Bunny

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Local man Ian Clements had a close shave in qualifying, running off the track at high speed and grazing the tyre wall when bolts in a rear brake calliper broke, and - though the time he had already set was good enough for P6 on the grid - started the race on P9 thanks to a new rule which penalises drivers who disrupt a qualifying session. Another Christchurch-based driver, Dave Arrowsmith, was part of the mid-field group early on in his Class A Lotus 70, running in eighth spot until the fourth lap when he speared off the track and brought out the Safety Car. That bunched up the field for the next two laps with the track only going green again for the final lap. Determined not to lose his hard-won lead Michael Lyons not only timed the re-start just right, it was on the final lap that he set his new lap record...and afterwards reckoned he might go even quicker tomorrow! "

"We did in qualifying (his pole time was a 1:17.403) so yes I think I can get down to that time in a race," he said.

The race was preceded by a minute's silence in honour of the late Stan Redmond.

HIGGINS TAKES MSC TITLE WHILE LYONS COMPLETES RACE CLEAN SWEEP

It was a case of Michael Lyons (Gurney-Eagle FA74) winning the battles but Andy Higgins (Lola T400) the war at the final round of the 2013/14 MSC New Zealand F5000 Tasman Cup Revival Series at Christchurch's Mike Pero Motorsport Park (nee Ruapuna) over the (Feb 01-02) weekend. By winning the final Mobil 1-backed 12-lap MSC class feature race at the annual Skope Classic historic motor racing meeting 23-year-old



Race 1 midpack lead by Russell Greer Lola T332

British visitor Lyons completed a rare MSC series clean-sweep. He won all five MSC series races and lowered his own outright track lap record at the two New Zealand Festival of Motor Racing meetings at Hampton Downs in the North Island in January then all three - and on his way twice lowering the F5000 category lap record - at Mike Pero Motorsport Park (nee Ruapuna) this weekend. Because he contested all four rounds (to Lyons' three) of the 2013/14 MSC series Aucklander Higgins was always going to have an advantage as far as the overall series title was concerned. But it certainly wasn't all plain sailing for Lyons - who completed his eight-race winning streak behind the wheel of his father's Gurney-Eagle FA74 after

blowing the engine of his own Lola T400 in practice in Christchurch on Friday. Not that it seemed to affect him. On Saturday Lyons lapped under Jay Esterer's existing category lap record in qualifying, just over a second quicker than defending series champion Steve Ross (McRae GM1), then went on to win the first MSC race of the weekend from Ross, Higgins, Tony Richards (Lola T332) and Russell Greer (Lola T332).

As he did in both subsequent races, fast starter Ross got the jump on Lyons off the line but each time Lyons reeled the Dunedin man in and used what would become his trademark pass (at the right hand Carousel corner) for a lead it only once looked like he would relinquish. That was in the Saturday race when the Safety Car was dispatched while Dave Arrowsmith's prone Lotus 70 was being moved and the track did not go green again until the final lap.

Aware of how quick on the draw Steve Ross is Lyons put in a flier on that lap and was rewarded with a new category lap record.....which he promptly lowered again in the second eight lap race of the weekend on Sunday morning.! That race

followed a similar pattern to Saturday's with Ross grabbing the early initiative only to have Lyons reel him in. This time Lyons put in his lap record breaking time on the second lap, passing then pulling away to win by just over 11 seconds from Ross with Andy Higgins again third and - this time - Russell Greer fourth. Tony Richards had been running third but late in the race he clipped his brother Glenn's Lola T400 as he was lapping it, putting both cars out of the race. That just left the feature final, with the status quo remaining, despite the race finishing behind the Safety Car after Andy Higgins' Lola shed its left rear wheel with three laps to go. "It was actually the wheel centre that broke," he explained afterwards. "I had just turned into the Carousel when there was this big bang. Better there I suppose than at the end of the main straight, but it was disappointing all the same because we've been really consistent this season and that's the only race we haven't finished." Fortunately for the 32-year-old from Auckland the car sustained no other damage and he still had enough of a points buffer to claim the 2013/14 MSC series title.

It's the first major series victory for second-generation racer Higgins and one he says he couldn't have even contemplated without the help and support of his father, historic single-seater and Porsche aficionado Paul Higgins, and their race engineer, Nigel Bunny. Not to mention the mentoring, support and friendship he has received over the the years from local racing great Ken Smith. With Higgins out of the final, third place went to class stalwart Russell Greer and it was no surprise when the Blenheim man was presented with the new Stan Redmond Memorial trophy for 'The Most Spirited Drive' by Redmond's

© Fast Company/Alex Mitchell



Michael Lyons Gurney-Eagle FA74 leads the field

former crew chief and engine man Steve Weeber "Stan was a great character and any way we can honour him the better," said Greer, who attributes a new-found 'spring in his race step' to help with his race effort from Christchurch-based category specialist John Crawford and his Motorsport Solutions operation. "That's my best result by a long shot," he said afterwards. "I've had a few fourths before but never a podium. I didn't even know where it was until this weekend and it's all down to John and his boys. Up until now I've been looking after the car and trying to drive it myself but John's attitude is, 'we'll look after the car, you concentrate of the driving and it's paying dividends as you can see.'" Behind Greer came Tony Richards, who put in a swashbuckling drive in his repaired car to get from P10 on the grid to fourth at the flag, then Aaron Burson, Class A standout Dave Arrowsmith and Ian Clements, before a gap

back to David Banks (who had a spin while dicing with Ian Clements but was able to continue unscathed), Tim Rush in the one-of-a-kind McLaren M22, Peter Burson (McRae GM1) and Glenn Richards (Lola T400) with race winner Michael Lyons' father Frank bracketing the field after a harmless spin of his own in the Lola T430 loaned to him by local man David Abbott.

With the MSC NZ F5000 Tasman Cup Revival Series over for another season it now time for British visitors like the Lyons family return home and prepare for the 2014 northern hemisphere racing season. But not before Michael and Frank join Kiwi F5000 counterparts Andre and Warwick Mortimer in a BMW M3 at the annual Liqui-Moly 12 Hour endurance race at Bathurst in Australia next weekend. "We're planning it as a real Dads' n Lads affair," said Michael. "It should be a lot of fun."

Prepared by FAST COMPANY of behalf of the New Zealand Formula 5000 Association www.F5000.co.nz

2013/14 MSC New Zealand F5000

Tasman Cup Revival Series

Race 1 (Sat 8 laps)

1. Michael Lyons (Gurney-Eagle FA74) 11:44.076
2. Steve Ross (McRae GM1) +02.978
3. Andrew Higgins (Lola T400) +05.899
4. Tony Richards (Lola T332) +07.836
5. Russell Greer (Lola T332) +08.650
6. Aaron Burson (McRae GM1) +10.336
7. David Banks (Talon MR1) +10.629
8. Ian Clements (Lola T332) +11.132
9. Frank Lyons (Lola T430) +15.609
10. Glenn Richards (Lola T400) +16.245
11. Tim Rush (McLaren M22) +16.973
12. Peter Burson (McRae GM1) +17.536
- DNF. Dave Arrowsmith (Lotus 70) , Judy Lyons (Lola T332)

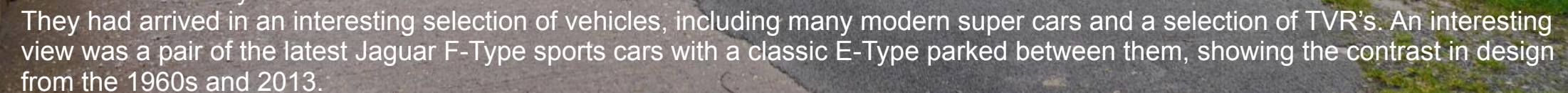
Fastest lap (and new class lap record)
Michael Lyons (Gurney-Eagle FA74)
01:17.723

Race 2 (Sun 8 laps)

1. Michael Lyons 10:29.180
 2. Steve Ross +11.456
 3. Andrew Higgins +22.766
 4. Russell Greer +32.891
 5. Dave Arrowsmith +34.293
 6. Aaron Burson +36.654
 7. David Banks +37.176
 8. Ian Clements +38.569
 9. Tim Rush +50.164
 10. Peter Burson +58.806
 11. Judy Lyons +2 laps
 - DNF. Tony Richards, Glenn Richards
- Fastest lap (and new class lap record) Michael Lyons (Gurney-Eagle FA74) 01:17.588

Race 3 (Sun 15 laps)

1. Michael Lyons 17:03.003
 2. Steve Ross +01.880
 3. Russell Greer +02.543
 4. Tony Richards +03.121
 5. Aaron Burson +03.678
 6. Dave Arrowsmith +04.213
 7. Ian Clements +05.364
 8. David Banks +34.965
 9. Tim Rush +35.283
 10. Peter Burson +40.002
 11. Glenn Richards +42.722
 12. Frank Lyons +1 lap
 - DNF. Andrew Higgins, Judy Lyons
- Fastest lap: Michael Lyons (Gurney-Eagle FA74) 01:18.475





© Simon Wright

Fields were flooded by the approach road to Shelsley Walsh, but the venue was clear.

One of the more interesting vehicles was a 1971 2.4 litre Fiat Dino Spider. These were designed by Pininfarina and assembled at the Ferrari factory in Marenello. The first Dino Spider was introduced to the public at the 1966 Turin Motor Show as a 2 litre V6 model and production continued through to 1972. Only 424 cars were built with the 2.4 litre engine and it is thought that there are only 30 in the UK. The Dino was the first car fitted with electronic ignition.



© Simon Wright



This unusual car is a Salvadori Le Mans built in 1968/9. It is based on a Triumph Vitesse chassis and a straight 6 Vitesse engine and parts from a Jaguar XK120, MGA and an Imp, but it is not a Kit car.

Classic and Competition car

The meeting is open to all types of cars, including more modern vehicles modified by their owners such as this Volkswagen Golf and a pair of Toyota MR2 sports cars seen in the old paddock.

© Janet Wright



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Jaguar classic old and new. The classic lines of this 1972 5.3 litre E-Type Jaguar Series 3 are still admired all around the World. It has taken almost forty years for Jaguar to build its successor, but in 2013 the company launched the F-Type Jaguar. This 3 litre convertible uses a supercharged V6 engine which produces 335 hp, a top speed of 161 mph and 0-60 mph in 5.1 seconds compared to the E-Types 5.3 litre V12 normally aspirated engine which produced around 280 hp, a top speed of around 146 mph and a 0-60 mph time of 6.4 seconds



Steve Boden with his 1953 Ford Prefect hot rod which he has owned for over 35 years. He purchased the car in 1977 fitted with a V4 2 litre engine and 2000E gearbox. The car won the best paint job at the 1982 Bingley hall International Custom Car Show. He now runs a small block Ford V8 5 litre engine with a C4 auto gearbox and a Ford 8 inch rear axle with 4 bar which was fitted in 1989 by Steve and his father.

© Simon Wright



Classic and Competition car

© Simon Wright



© Simon Wright

© Janet Wright



Several TVR cars attended the Breakfast Club meeting. Here are three fine examples of the Blackpool marque sitting in the paddock garages at Shelsley.



© Janet Wright

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TVR Cebera lines up at Shelsley



Healey Silverstone and Triumph Stag

© Janet Wright

© Janet Wright



Cars lined up in the old Paddock sheds



A Noble Ferrari P4 replica

Classic and Competition car



© Simon Wright

March 2014

Audi Quattro



Porsche Cayman S models parked on the hill



The Team Usdau Porsche 917K of
Kauhsen and Jost leads the J W
Gulf Porsche 917K of Siffert and Bell



The 2nd place Ferrari 312P of Ickx and Regazzoni



The JW Gulf Porsche 917K of Rodriguez and Oliver

BOAC 1000 Kms, Brands Hatch 4th April 1971.

The 1971 season was the last year of the mighty 5 litre Group 5 sports cars that had dominated endurance racing. In 1969 Porsche introduced the Porsche 917 with its 4.5 litre flat 12 Type 912 engine and for 1970 and 1971 it dominated World sports car racing, winning Le Mans both years. The BOAC 1000 kms was the fourth round in the 1971 International Championship for Manufacturers. The entry saw five Porsche 917K models entered against three Ferrari 512M and a single Lola T70GT Mk3B in the Group 5 2 litre to 5 litre class. With a view to the new 3 litre Group 6 formula for 1972, the works Ferrari entry was a single 3 litre 312P for Grand Prix drivers Jacky Ickx and Clay Regazzoni, while Alfa Romeo entered a pair of the T33/3 prototypes for Andrea de Adamich and Henri Pescarolo and Rolf Stommelen and Tonie Hezemans. The rest of the field mainly consisted of 2 litre sports cars with Lola and Chevron making up much of the field.

The first three races had seen the Porsche 917 dominate in the Americas, but this was the first race of the year in Europe and Brands Hatch in

The winning Alfa Romeo T33-3 of de Adamich and Pescarolo passes the Lola T210 of Weir and Walton



© Pete Austin

April was never going to be warm and sunny and light drizzle and the twisty nature of the Brands Hatch circuit favoured the Group 6 3 litre prototypes. The Ferrari 312P took pole position with Stommelen 2nd in the Alfa Romeo with the two Gulf Porsche 917s filling the second row with Siffert/Bell 3rd and Rodriguez/Oliver 4th. A wet start saw rainmasters Ickx lead from Rodriguez until a spinning car collected the leading Ferrari causing it to lose 8 laps in the pits. When the rain stopped the Ferrari began to catch back the leaders as Rodriguez was delayed with fuel problems. The Siffert Bell Porsche also encountered problems which gave Alfa Romeo a 1-2 but then the Stommelen/Hezemans car blew an engine leaving de Adamich/Pescarolo a 3 lap win from the Ferrari 312P of Ickx/Regazzoni with Siffert/Bell in 3rd overall and first in class.

This was the first major victory for Alfa Romeo in this era, beating both Ferrari and Porsche. They would have a further two victories in 1971 at the targa Florio and the Watkins Glen 6 hours.

The Ecuderia Montjuich Ferrari 512M of Juncadella and Hobbs

The Martini liveried Porsche 917K of Elford and Redman



© Pete Austin

© Pete Austin





Hicky Hickling with his 1916 Dodge Straight Four

Classic Car of the Month

By Simon Wright.

1916 Dodge Straight Four

Model 30-35 Tourer owned by Hicky Hickling.

Dodge cars was founded in 1914 by brothers John and Horace Dodge in Detroit, USA. Having produced engines and assemblies for Ford for a number of years previously, they decided to build their own cars and had over 22,000 applications for dealerships before they had even built the first car. The first Dodge Tourer was produced on November the 14th 1914 and cost \$785. It was powered by a four cylinder L-head engine which continued in production until 1920, fitted to a 110 inch wheelbase all steel body construction, a 12 volt electrical system and sliding gear transmission. This particular car is owned by



© Simon Wright



Wooden spoke wheels

© Simon Wright



Rear indicator light



© Simon Wright

3.5 litre straight four engine



© Janet Wright



Hicky Hickling for about 3 years. It is totally original including the original upholstery. It was originally imported to the UK about 40 years ago when it was used once then stored in a barn. About 15 years ago it was bought by a friend of Hicky's who used it a few times and found it used a lot of oil, so stripped it down and left it. When he bought another car he sold the Dodge to Hicky who now has the 3.5 litre engine running well. Hicky also owns a 1911 Sunbeam in which he regularly competes at Shelsley Walsh.



Turn indicator control off steering column

© Simon Wright



© Simon Wright

Frazer Nash clean sweep at Pomeroy Trophy.

By Simon and Janet Wright with additional photos by Pete Austin.



3 Frederic Wakeman Frazer Nash Super Sports winner of the Pomeroy Trophy dices with Charles Gillett Frazer Nash Saloon winner of the Densham Trophy

A Bright and sunny Silverstone circuit greeted the Vintage Sports Car Club as they arrived on Saturday 22nd February 2014 for the Pomeroy Trophy meeting. This unique event is the start of the track season for the club, and it is their only event that allows modern cars to compete against their normal vintage entry. A special handicap formula is used to help establish the ultimate Grand Touring car through a series of tests. The first test is that the cars competing have to be driven to the circuit, through a check point at Towcester race course. This years entry was fairly diverse, the oldest car being a 1923 Crossley Sports 19.6 of David Biggins while the newest cars were a 2008 Skoda Octavia Scout of John Collins and a 2008 Volkswagen Passat of Garry



Michael Steele Ford Galaxie 500 Coupe

Whyte. The tests took place round the club circuit with a slalom course rounds marker cones, acceleration, braking



Class winners Adrian Goding Ford Cortina 5th and Nick Leston Porsche 911E 6th

Classic and Competition car

and then a 40 minute high speed trial round the club circuit where each car had a target number of laps to complete in the 40 minute duration.

The event proved to be a clean sweep for Frazer Nash with the first 4 places going to this vintage marque. Frederic Wakeman took first place in his 1928 Frazer Nash Super Sport, winning the Pomeroy Trophy for the best performance overall. Charles Gillett was in 2nd place driving a 1928 Frazer Nash Saloon, winning the Densham Trophy for the best performance by a VSCC eligible car not winning the main trophy. Former winner Patrick Blakeney-Edwards took 3rd



Rudolf Ernst 1925 Lorraine-Dietrich open tourer

overall in a 1935 Frazer Nash TT Rep, also winning his class. Class winning Martin Hunt in a 1952 Frazer Nash Targa Florio made it the top 4 lock out. Alastair Pugh continued the Frazer Nash success, winning his class in a 1939 Frazer Nash BMW 328, and finishing 7th overall



Alastair Pugh 1939 Frazer Nash BMW 328 Class winner

© Pete Austin



Chris Hudson 2002 Porsche Boxster spun across the line on the 1st test

© Simon Wright



Andrew Stevens 1951 Bristol 41 SPL

Classic and Competition car

The other major award went to David Biggins in the 1923 Crossley Sports 19.6 who took home the Pomeroy Edwardian Trophy for the best performance by an Edwardian or 2 wheeled brake car. First of the more modern cars was class winning Adrian Goding in a 1963/61 Ford Cortina Mk1 who finished 5th overall behind the Frazer Nash quartet. The final class winner was Nick Leston driving a 1973 Porsche 911E, who finished 6th overall.

© Pete Austin



Gillian Carr Frazer Nash TT Replica



© Janet Wright

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Sean Bramhall 1936 Triumph Gloria Special

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David Wylie 1954 Armstrong Siddeley Sapphire

© Pete Austin

© Pete Austin



Simon Diffey 1963 Jaguar E-Type

© Janet Wright

© Simon Wright



Roger Buxton 1930 Alfa Romeo 6C Zagato Spyder

© Simon Wright



Robin Lightwood Frazer Nash Fast Tourer in the assembly area

© Janet Wright



Garry Whyte 2008 Volkswagen Passat, newest car in the event

Classic and Competition car



Geoff Mackrill 1964 Triumph Vitesse passes Peter Batty 1928 Ford Phaeton 35A

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Race Retro - Europe's premier winter classic motorsport show.

By Simon and Janet Wright, with additional photos by Pete Austin.

Held at Stoneleigh Park, near Coventry in the West Midlands of England, Race Retro covered all aspects of historic motorsport from the 21st to the 23rd February 2014. Besides 4 halls of displays and traders, over the weekend there is action outside on the live rally stage to keep the crowds entertained. Attendance was up again this year as 29,101 people attended over the three day show, an increase on last years figures. Visitors were greeted by James Hunt's McLaren M23 in the entrance as the show celebrated 50 years of McLaren. Upon entering the main Hall 2, there was a fabulous display of cars from McLaren, which included the 1974 World Championship winning McLaren M23 of Emerson Fittipaldi, the orange 1972 Indianapolis McLaren

offenhauser M16B of Peter Revson, the same type of car that won the 1972 Indianapolis 500 driven by Mark Donohue, a Can-Am McLaren sports car of Denny Hulme and a 1995 GT Racing McLaren F1 GTR short tail car similar to the McLaren that won the Le Mans 24 Hours race in 1995. The central area of Hall 2 is given over to Speed Street which runs the length of the hall. This houses stands from some of the major racing clubs including the Historic Sports Car Club (HSCC), the Vintage Sports Car Club (VSCC), the 750 Motorclub and the 360 Motor Racing club to name just a few. There were trade stands, motor sport club stands, magazine stands,

Classic and Competition car



Peter Revsons McLaren M16 Indianapolis car



HSCC Stand at Race Retro

© Simon Wright

Wonder colour scheme. Then there was a selection of Group B rally cars including a Ford RS200, Talbot Sunbeam Lotus, a Toyota Celica GT and Lancia Stratos. Hall3 was split between classic motorcycles and grass roots level motor racing. This year there appeared to be a speed theme amongst the motorcycles with quite a few Drag racing and speed record motorbikes on display. These had very streamlined cowelings to improve straight line speed. The cars included Trials and Hot Rod racing. as well as some cheap club racing categories of circuit racing on display. The live stage was also located here with various celebrities being interviewed over the

most of which contained a classic motorsport vehicle. Moving in to Hall 1 which was mainly all about Rallying. There was a great display across the top of the hall of several Group B Rally cars. Race Retro had two major celebrations this year. The first was 50 years of McLaren, the second was thirty years of the MG Metro 6R4 Group B rally car. There were a pair of cars on display in Hall 1, including an ex Jimmy McRae/Ian Grindrod Rothmans car. Behind them was a Rover 3.5 litre SD1 in Golden



The Peril Speed equipe motorcycle

© Janet Wright



Gemma Scott interviews Tony Southgate

three days by Gemma Scott. These included drivers like Barrie 'Wizzo' Williams, Barry Lee, Win Percy and other motorsport people like Grand Prix designer Tony Southgate. The final hall was used as Parc Ferme for the rally cars taking part on the live rally stage and a mixture of trade stalls selling a range of motoring products, models, books, memorabilia and accessories.

Specialist manufacturing firms which are essential to the historic motoring scene were also present in large numbers, showing



360 Motor Racing Club had a Porsche 917 on display

that the skills required in the automotive industry are still alive and well in Great Britain. Some of these firms make quite remarkable replica's of past classic cars that are impossible to tell from the originals by just looking at them. While it is always nice to see an original model, it is also great to see old favorites as replica's rather than not seeing them at all.

The VSCC and HGPCA had a very special car as a joint display - ERA R5B Remus. Price Bira of Siam took Remus to victory in the 1936 Grand Prix at Albi. Tony Rolt won the British Empire Trophy race at Donington in 1939, the same year it became the only ERA to have raced on the outer circuit at Brooklands when St John Horsfall lapped at 124.82mph. It has taken 108 wins.

© Simon Wright



Ford RS200 Group B Rally car

Classic and Competition car



Cannon Trials car, complete with genuine mud

© Pete Austin



ERA R5B Remus on VSCC/HGPCA stands

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Osella Abarth PA2.

The PA2 was developed in 1974 for the European 2 litre Sports car championship. The first PA2s were fitted with the Abarth engine, but mid season Osella switched to BMW power units, while many private customers chose the Ford unit instead. The body was designed by Pininfarina. This car was used by Jorge de Bagration in the 1974 European 2 litre championship entered by Escuderia Montjuich. He finished 12th at Paul Ricard, retired at Clermont Ferrand, 6th at Misano, 5th at Enna and 21st at Mugello.

© Simon Wright



Classic F3 1973 Brabham BT41 on the HSCC stand.
Was more successful in Italy originally than the UK

© Simon Wright



Austin A35 on the Classic Touring Cars stand



These glamorous girls were doing a great job promoting the Sywell Classic Pistons and Props weekend on the 27th and 28th September 2014

Classic and Competition car



750 Motor Club stand



Yellow - The 3 wheel Morgan raced at Donington in the early 1930s by Henry and Barbara Laird



© Pete Austin

Historic F3 Chevron B17



60th anniversary
Lister Jaguar



© Simon Wright

Mini Special saloon.

This is an unusual Mini. The engine is an A-series block and gearbox fitted with a BMW K series 1400 Cylinder head from a motorcycle engine giving a capacity of 1400cc and produces around 200 bhp. This motorcycle cylinder head was selected because the bolt hole and cylinder line up was almost identical to the A series block.

Race Retro Live Action.
Over the weekend, there is action outside in the show ground for Historic Rally cars and Historic karts.

© Pete Austin

© Simon Wright



MG Metro 6R4



Stuart Anderson Vauxhall Chevette

© Janet Wright



BMW

© Janet Wright



Lancia Delta S4

© Simon Wright



Triumph Spitfire



Historic Karting demonstration

© Simon Wright



Bob Beales VW Beetle

© Simon Wright



Subaru Impreza

© Pete Austin



Audi Quattro Sport

© Janet Wright



Renault 5 Maxi Turbo

© Simon Wright



MG Metro 6R4 and Renault 5 Turbo

© Janet Wright



Austin Healey 3000

Classic and Competition car



Sunbeam Lotus Talbot



Audi Quattro

© Simon Wright

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Silverstone Auction at Race Retro.

By Simon & Janet Wright with additional photos by Pete Austin.

Silverstone Auctions held a two day sale over the weekend of Race Retro with a large number of interesting vehicles up for sale, including a Honda NSX supercar formerly owned by Grand Prix legend Ayrton Senna. There were several rally cars and competition cars up for auction as well as classic road cars, with several unusual vehicles in the listing. Even in these hard times 70 of the lots sold out of a total 102 vehicles for sale, a 62.6% success rate, with the highest value reached for an Aston Martin V8 Vantage Volante X Pack that sold for £167,900



© Janet Wright

1975 Alfa Romeo Giulia Saloon Nuova.
Built in 1975, the 105 series was built as a sports 4 door family car. This light weight saloon was fitted with a 2 litre DOHC engine, uprated cams, lightened and balanced by its German owner, a professional Classic car restorer, The car sold for £12,880.

Classic and Competition car



© Pete Austin

1992 Honda NSX Ex- Ayrton Senna car. All three of his World Championship titles were won in Honda powered cars, so it is no surprise that Honda gave him and NSX as a gift, especially as he was involved in the development of the car. His recommendations including the stiffening of the aluminium monocoque, a production car first. This car is an exact replica of the car Honda produced for Senna and bought by Antonio Carlos de Almeida Braga, close personal friend, manager and mentor of Senna, for Senna to use when he was in Portugal. Two years after Senna's death this car was sold to another owner who only kept the car a short time before selling it to its current owner. The car had an estimated value of between £75,000-£85,000 and was not sold at the auction.

1973 Jaguar E-Type Series III V12 Roadster.
This fine example of a 5.3 litre, automatic roadster had an estimated price of between £52,000 - £58,000 but actually sold for £49,000.



© Simon Wright

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© Janet Wright

This 1972 Lotus Elan with a Lola body was one of the more unusual vehicles in the auction. This unique vehicle is based on a Lotus Elan spyder chassis with the 1600cc twincam engine dry sumped and developing around 145 bhp. It has a TranX 5 speed gearbox and a limited slip differential. It is fitted with a genuine Lola Mk1 body. The vehicle is road legal and had an estimated sale price of between £22,000 and £26,000 but failed to sell.



1994 Harrier LR9C Group C sold for £32,200

Classic and Competition car

© Pete Austin



1928 Raleigh 21 est £10,000 unsold.

© Simon Wright



2000 Ford Mondeo Super Tourer sold for £103,500

1992 Ferrari 330 Noble P4. Replica of the original Ferrari P4 of which only 4 were built. This car is powered by a Renault 2.7 litre fuel injected V6 engine. Estimated value £30-£35,000. Unsold



© Simon Wright

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The XIX Winter Challenge. By Simon & Janet Wright.

Additional photos by Pete Austin.

The Classic Rally Association started the UK leg from the Race Retro show at Stoneleigh, Coventry on Sunday 23rd February 2014 on their way to the finish at Monte Carlo. The start ramp was set up outside the entrance to the exhibition and the crews set off straight to the live rally stage for their first test of the rally. Several drivers were straight on the limit from the start with the 1965 Porsche 911s of Howard Warren/Guy Woodcock and Charles Colton/Ryan Pickering chased hard by another 1970 Porsche 911 of Tomas de Vargas Machuca/Brian Whyte.

The cars then headed down to Portsmouth for an over night crossing to Caen. The European start was from Troyes in France and both sets of crews joined up at Le Mans to head south to Monte Carlo. Heavy snow made conditions difficult as the crews competed in the classic Monte Carlo rally tests in the mountains above the principality.



© Pete Austin

At the end, victory was taken by Dutch crew Jan Ebus/Jan Berkoff driving a Porsche 356 who had lead from their start in Troyes while second place was taken by the Volvo 122S of David Hughes/Richard Dix/Martin Neal who had started from Race Retro. Third place went to the Porsche 911 of Charles Colton/Ryan Pickering also starting from Race Retro.

© Pete Austin



2nd overall and best British finisher, the Volvo 122S of David Hughes/Richard Dix/Martin Neal



Volvo PV544 of Carnegie/Bosdet lines up for the start at Race Retro



Charles Colton/Ryan Pickering Porsche 911 finished 3rd overall

© Janet Wright



Steve Blunt/Andy Elcomb Triumph TR4 finished in 8th place overall

© Simon Wright



The Range Rover of Graham Walker/Sean Toohey

Classic and Competition car



Sunbeam Alpine of Richard Prosser/Alan Pettit finished 6th overall

© Simon Wright



Sarah Bennett-Baggs/Mike Thorne bought the 1960 Rover P4 home in 16th place

© Simon Wright



Sam Dawson/ Rory Game BMW 1602

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Retro Challenge. By Simon & Janet Wright with additional photos by Pete Austin.

Run alongside the Winter Challenge, the Retro Challenge was a short event just run in the UK to allow competitors the excitement and get the atmosphere of the Winter Challenge without having to complete the full event distance. It started from Race Retro and used the same first stage at Stoneleigh, but ran twice. The entry list contained an interesting selection of vehicles with a large contingent of MGs, one MG A, two MG B GTs and an MG C GT, a Jaguar Mk1, a Triumph 2000, a Porsche 356B and an unusual 1967 Toyota Corona driven by Andy Johnson/Tony Maughan.

Left : John Dignan/PAuline Dignan MG A are first car flagged away from the start ramp at Race Retro

Bottom left: the Porsche 356B of Angus Watt/David Watt

Below: 1965 Triumph 2000 of Duncan Wild/Jez Boakes

© Simon Wright



© Janet Wright





Porsche 912 Johan Denekamp/Malcolm Brown

© Simon Wright



1967 MG C GT of Richard Worts/Nicola Shackleton

© Simon Wright



MG B GT of Keith Daniels/Nikki Daniels

© Janet Wright



Jaguar Mk1 of John Rondeau

Classic and Competition car

The unusual Toyota Corona of Andy Johnson/Tony Maughan

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