

# Classic and Competition Car

March 2015

Issue 54

## Race Retro



VSCC Pomeroy Trophy



Shelsley Breakfast club



MSVR Media day



Red Kite Stages



Tasman Revival



Road to Mandalay





## 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.

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Front Cover. Stuart Anderson lifting a wheel at Race Retro in his Vauxhall Chevette HS © Simon Wright

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### Our Team.

Simon Wright - Editor.

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.



Lucy Owen-Moczadlo.

Lucy runs Jucy Rally Photography and joins us to expand our rally coverage. She loves anything to do with Subarus and even tries her hand at a bit of autotesting in her modified Proton.



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## Editorial.

As the track season finally starts again, with the VSCC Pomeroy Trophy meeting at Silverstone, we are moving out in to the forests. We are planning to expand our coverage of motorsport with Stage Rallying as well as the Classic Endurance events. We would like to welcome Lucy Owen-Moczadlo to the team. Lucy runs Jucy Rally Photography and is one of the rare lady motorsport photographers who enjoys standing in the middle of the forests watching rally cars. We hope you enjoy her coverage. We shall be continuing with our normal motorsport coverage, and plan to cover many of the new events which are appearing on this years' calendar, such as the hill climb at Chateau Impney and Coventry Motofest.



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## New Era for Lola Heritage.

Announced at Race Retro is a partnership between Lola Heritage and the successful operation behind the Chevron name and trademark, Helen Bashford-Malkie and Vin Malkie. The announcement ensures a complete distinction between the individual Lola and Chevron brands. Martin Birrane continues to be the custodian of the Lola name, trademark and its copyrights. This news confirms a unique step forward for each company in celebrating both of their important Heritage Marques whilst retaining distinct and separate entities. This new partnership confirms renewed and increased Lola Heritage services in 2015 and beyond. This partnership will ensure that Lola customers the world over will get totally authentic and detailed information and practical knowledge. It also aims to trigger a new era for the Lola brand with not only exceptional service from a team of Lola experts within the Lola Heritage division together with Helen Bashford-Malkie and the Heritage team based at Antrobus but also the potential for new official Lola continuation series models in the future.



Colnbrook, Thursday 19 February 2015

# **An open letter from the MSA Chief Executive regarding spectator safety on UK stage rallies**

This weekend marks the second anniversary of the tragic death of a spectator on the Snowman Rally, and of course on the Jim Clark Rally in 2014 three more spectators lost their lives in equally tragic circumstances.

As a result the Scottish Government, following an emergency debate in the Scottish Parliament, commissioned a major review of safety on stage rallies. This Scottish Government Motorsport Event Safety Review published its final report in January, and the MSA has since gone on record confirming its commitment to the implementation of the report's recommendations, not only in Scotland but throughout the UK.

Clearly, there is going to be a period of transition while everyone concerned works as hard as possible to introduce the recommended changes. In the interim, I need to remind all spectators of the fact that they are ultimately responsible for their own personal safety.

I say this because despite these well-publicised tragedies, and despite the sport being well aware of the changes being brought about by the Scottish Review, I am astonished and dismayed that an irresponsible minority – and I stress minority – of spectators continue to display a wanton disregard for their own personal well-being.

This was brought home to me when viewing YouTube clips of last weekend's Wyedean Forest Rally, and also from the truly shocking photograph from the same rally in yesterday's *Motorsport News* (18 February, page 34) of a 'spectator' lying flat on the ground on the edge of the forest track, apparently taking a photograph extremely close to a competing vehicle.

This behaviour not only shows a complete disregard for personal safety but in addition places other spectators, officials and competing crews in danger. It also undermines the considerable efforts of the dedicated rally organisers, officials and marshals, who do all they can to ensure that events run as safely as possible.

The MSA is currently working on a daily basis with all other stakeholders in rallying, particularly the Forestry Commission, and I can confirm from discussions within the last few days that unless these few idiotic spectators concerned change their attitude immediately and behave responsibly, there will be no future for stage rallying in the UK. I am not talking about next year, or the year after; I am talking about right now. Even in the meantime, this sort of behaviour will mean that stages are cancelled and rallies disrupted or even stopped. Please, for the sake of rallying in the UK, can all spectators take full responsibility not only for ensuring their own personal safety but also the future of the sport we all love.

Yours in motor sport,



Rob Jones  
**CHIEF EXECUTIVE**



© Mick Herring

## **Derek Johnston joins TF Sports**

By Mick Herring.

Unveiled at Autosport in January on the Grove and Dean stand was Derek Johnston's recently announced berth for the 2015 British GT Championship.

Partnered by Matt Bell

he will drive an Aston Martin Vantage GT3.

Driving for Tom Ferrier's TF Sport team, "Team Geordie" will be strong contenders for outright wins in the championship.

DJ is one of the fastest gentleman drivers racing today and has enjoyed a long career that has encompassed motorbikes, Radicals, various Ferraris including British GT and BMW Z4.

His 2009 success in his Radical SR8 culminated in winning the Sunoco Challenge, the prize for which was a fully funded drive with top team Doran Racing in a Daytona prototype in the 2010 Daytona 24 hrs with Memo Gidley and Fabrizio Gollin, resulting in a top ten finish.

Matt Bell has also proved a consistent winner in the United Autosports Audi R8 in British GT, usually beating the team's McLaren MP4-12C in the process.

© Mick Herring





# GT Cup with writer and TV presenter Rebecca Jackson. By Mick Herring.



© Mick Herring



© Mick Herring



Tom Baker (media co-ordinator) Rebecca Jackson Phil Boland (technical co-ordinator)

The annual MSVR Media Day at Brands Hatch scored another first for the ever-strengthening GT Cup Championship. Following on from last year's world-wide competition debut of the McLaren 650S Sprint, this season the championship will be swelled by, not only, the Paul Bailey/Andy Schultz Aston Martin GT3 Vantage from British GT but also the high profile addition of entrepreneur, motoring journalist and well known television presenter Rebecca Jackson. In addition to writing road test features for the Telegraph newspaper and What Car she also presents the consumer based ITV4 programme, "I Want That Car" alongside Mat Watson. As part of her 4 year (2013 - 2016) Project Le Mans venture she will share

the Porsche 997 GT Cup car of Mike Sellar in GT Cup. The car will be re-wrapped in green reflecting Rebecca's continuing Turtle Wax sponsorship. True Porsche enthusiast, Rebecca has previously raced a 924, a 944 and won her class in the Production Boxster Championship in 2013, graduating to the Race Spec Boxster class in 2014. In 2016 the aim of the project will hopefully culminate in drives in the Porsche Carrera Cup and the Le Mans 24hr race.





## Premier Cru Racing.

The Vintage Sports car Club (VSCC) have launched an exclusive new series of races

catering for original pre-war racing cars which will include cars from ERA, Bugatti, Maserati and Alfa Romeo. The idea was championed by Sean and Laura Danaher, pre-war Maserati experts and there have been several successful independent races over the past couple of seasons with the VSCC.

These races will showcase the pioneering years of Grand Prix racing of the 1920s and 30s, with only original pre-war machinery taking part, no specials or sports cars. To ensure a good range of cars take part, there will be awards for Vintage, Post Vintage, 2 seater racing cars and first continental car to cross the finishing line.

There will be three Premier Cru Racing events during 2015 with a 20 minute race at the Silverstone Spring Start meeting (National circuit - 18th April), the Oulton Park meeting (Fosters circuit - 18th July) and t Snetterton (200 circuit - 27th September). The cars will have dedicated garages in the paddock for the competing cars.



© Janet Wright



### Toyota ready to debut GT86 CS-R3 soon.

Toyota have confirmed the final specification of the GT86 CS-R3 rally car which should make its rally competition debut later this year. The prototype, which was launched last August has undergone an extensive test programme to develop and fine tune the design of the kit which will be delivered to private competitors and teams. Work has been done on both tarmac and gravel, together with reliability and durability so that it can be used for low cost competition for a full season.

The car has a 1998cc flat 4 boxer engine developing 235 bhp with a rear wheel drive power train and six speed sequential gearbox. The first cars are due to be delivered in May, slightly later than originally planned, and Toyota have extended the introductory discount price of €79,000 exc VAT for orders placed before 24th April 2015. The kit includes a GT86 bodyshell, powertrain and all the mechanical components required to build the car. For more information see the web site [www.toyota-motorsport.com/motorsport](http://www.toyota-motorsport.com/motorsport) It is expected that as many as 10 cars may be entered for the Rally Niedersachsen in Germany on 4th July 2015. This will be the first round of the HJS Toyota Motorsport CS-R3 Trophy with more than €5,000 in prize money available at each round.



## Timetable released for 2015 Donington Historic Festival

The timetable has been released for this year's Donington Historic Festival, so enthusiasts can really start to plan their visit to this highly entertaining and very competitive three-day international historic motorsport meeting over the Bank Holiday weekend of May 2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup> 2015.

Over 400 race cars from the 1990s to the 1920s will compete across 20 races, with grids for Le Mans prototypes, Grand Prix cars, historic Formula 2 and Formula Juniors, GT cars, Touring Cars, Super Touring Cars and pre-War and post-War sportscars. The provisional timetable is as follows:

### Saturday

09:10-12:35	Qualifying
12:35-13:35	Lunch Break / Demonstrations
13:35-14:05	Qualifying
14:20-14:40	FJHRA/HSCC 'Silverline' Historic Formula Junior Championship – Front-Engined (Race 1)
14:55-15:20	HSCC Historic Formula 2 (Race 1)
15:35-16:00	Historic Grand Prix Cars Association combined grid of pre-61 and pre-66 Grand Prix cars (Race 1)
16:15-16:35	FJHRA/HSCC 'Silverline' Historic Formula Junior Championship – Rear-Engined (Race 1)
16:50-19:20	'1,000km' for 1964-71 World Sportscar Championship Sports, Touring and GT Cars

### Sunday

09:10-10:45	Qualifying
11:00-12:30	GT & Sports Car Cup for pre-66 GT and sportscars
12:30-13:30	Lunch Break / Demonstrations
13:30-14:30	U2TC for pre-66 under-two-litre Touring Cars
14:45-15:05	FJHRA/HSCC 'Silverline' Historic Formula Junior Championship – Front-Engined (Race 2)
15:20-16:05	Royal Automobile Club Woodcote Trophy for pre-56 sportscars
16:20-17:20	HSCC Historic Formula 2 (Race 2)
17:35-18:00	HRDC 'History of the BTCC 1958-1966'
18:15-18:40	Historic Grand Prix Cars Association combined grid of pre-61 and pre-66 Grand Prix cars (Race 2)
18:55-19:15	HSCC Super Touring Car Trophy for Touring Cars from the Group A and Super Touring era (Race 1)
19:30-19:50	FJHRA/HSCC 'Silverline' Historic Formula Junior Championship – Rear-Engined (Race 2)

### Monday

09:10-12:00	Qualifying
12:00-13:00	Lunch Break / Demonstrations
13:00-13:50	Historic Touring Car Challenge for pre-86 Touring Cars
14:05-14:45	HSCC Jaguar Heritage Challenge for pre-66 Jaguar cars
15:00-15:40	'Mad Jack' for pre-War sports cars
15:55-16:15	HSCC Super Touring Car Trophy for Touring Cars from the Group A and Super Touring era (Race 2)

16:30-17:30  
17:45-18:30

Stirling Moss Trophy for pre-61 sportscars  
HRDC 'Touring Greats' for pre-60 Touring Cars

Off-track entertainments include displays and demonstrations from Historic Formula 1 and Grand Prix cars – to commemorate the 80th anniversary of the first-ever Donington Grand Prix – plus an impressive array of 'supercars across the decades', a key theme of the Festival. The mighty Group B cars and the Historic Rally Car Register will be burning rubber, as will the historic karts, while dozens of car clubs will form a 'living motoring museum' in the infield.

For further information see [www.doningtonhistoric.com](http://www.doningtonhistoric.com)



© Simon Wright

## Toyota i-Road Electric vehicle.

The ultra compact electric three wheeled vehicle enters Tokyo car sharing service with Park24 which allows members to make



use of a fleet of share vehicles at any time of day. The trial will run until September. The service will cost 412 Yen (about £2.25) per 15 minutes with a maximum usage of two and a half hours.



## Battle of Britain Races at Silverstone Classic.

The 75th anniversary of the Battle of Britain will be commemorated at the 25th Silverstone Classic with a couple of races for classic British GT and saloon cars from the fifties and sixties promoted by the Masters Historic Racing organisation. Famous British marques such as Aston Martin, Austin, Ford, Hillman, Jaguar, Lotus, MG, Morgan, Morris, Riley, Sunbeam, Triumph, TVR and Wolseley will probably be represented on the grid for the two 20 minute races held over the weekend of the 24th to the 26th July 2015 under the Battle of Britain banner. British cars built between 1947 and the end of 1965 will be eligible to compete. It is expected that a full grid of 58 cars will be assembled for the races. The celebrations will continue with aerial displays by Spitfires and other World War 2 aircraft in the skies above the former second World War airbase that became Silverstone racing circuit.



© Janet Wright

These are the types of cars expected for the Battle of Britain races. Austin Mini Cooper S leads Ashley GT with MGB and Triumph TR4 in pursuit.



Gran Turismo 6: TM & © 2013 Sony Computer Entertainment Inc. Developed by Polyphony Digital Inc.

## The Alpine Vision in Gran Turismo.

The designers and engineers at Alpine have imagineered the 21st century Alpine for the Gran Turismo 6 game. This will enable players to get behind the virtual wheel of this vehicle which embodies the unique Alpine DNA. Alpine have also built a full size model of the car which was presented at the Festival Automobile International in Paris on the 27th January 2015. Alpine still continue the motor racing heritage of its earlier models with the Alpine A450 prototype winning the European Endurance Racing titles in 2013 and 2014.



© Simon Wright



## Celebrating 20 years of the McLaren F1 GTR at Goodwood.

The 73rd Members meeting at Goodwood on the 21st and 22nd of March 2015 will pay tribute to the McLaren F1 GTR sports car. This was the model that took McLaren to victory at the 1995 Le Mans 24 Hours race. At Goodwood, there will be a huge on-track display with high speed demonstrations of both short and long tailed versions of the car over both days. The F1 GTR is powered by a 6.1 litre BMW V12 engine producing 600 bhp. Former Brabham Grand Prix designer Gordon Murray designed the McLaren F1 and the racing version was developed at the request of Ray Bellm to Ron Dennis for a competition version of the road car.

The car won Le Mans on its debut in 1995 and took back to back victories in the BPR Global Endurance Championship as well as titles in Britain and Japan.

There are at least 15 confirmed cars for the Goodwood Members meeting including the Harrods car driven by Derek and son Justine Bell to 3rd place at Le Mans in 1995. Another car attending is the EMI long tail car that won the British GT title, also an ex-Bigazzi car raced by Jacque Laffite at Le Mans and Ralf Schumacher's Lark version from the 1996 Japanese GT series are confirmed to attend.

© Simon Wright



Photo: @tWorld

## Wales Rally GB nominated for major Tourism award.

The organisers of Wales Rally GB have been shortlisted for a major accolade at the National Tourism Awards for Wales. They have been nominated for the Best Event (Large) award among

just 3 finalists in the category. The winner will be announced at a special ceremony to be held at the Vale resort, Hensol on Wednesday 25th March 2015.

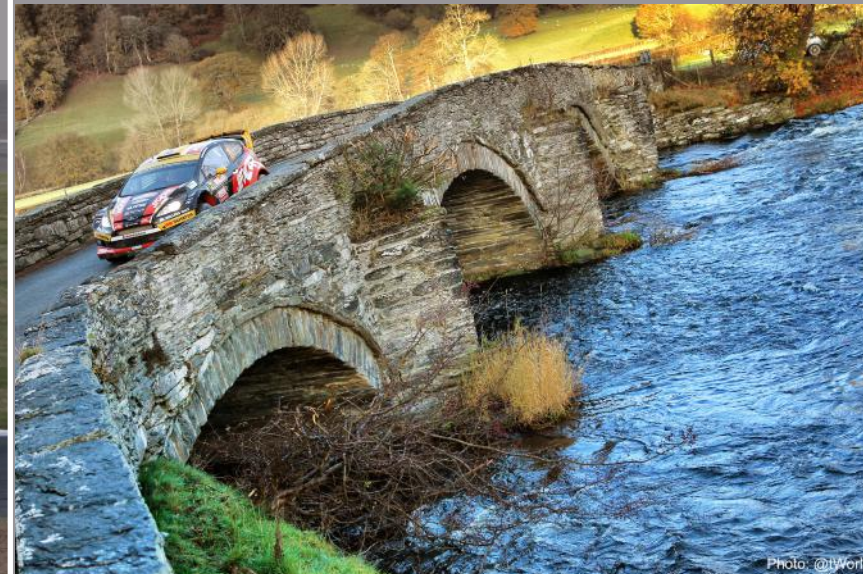


Photo: @tWorld



# Nissan GT-R LM Nismo LM P1 Racing Car

Nissan have unveiled their challenger to take on the best of the World in the race to glory that is the Le Mans 24 Hours. The Nissan GT-R LM Nismo is unlike any of its rivals as it is a front engine, front wheel drive car powered by a 3 litre V6 twin turbo petrol engine with a hybrid Kinetic energy recovery system which is claimed to produce more than 1250 bhp. The front tyres are larger than the rear tyres.



The new car will contest the LM P1 class of the FIA World Endurance Championship, starting at Silverstone on the 12th April 2015. This series is considered the ultimate proving ground for automotive companies as technology developed on the track can be carried through to road cars. Nissan have only achieved a 3rd place finish at Le Mans, so have unfinished business with the event and want a victory. The only driver announced so far is former Le Mans winner and ex-Grand Prix driver Marc Gené.





## Prescott Hill Climb Dates for 2015.

The Bugatti Owners Club, which runs the Prescott hill climb venue, have announced its dates for 2015. As well as a couple of rounds of the British & Midland Hill Climb Championship, the venue has its speciality events. Its flagship event is La Vie en Blue French weekend in May, it has a vintage weekend run by the VSCC at the beginning of August and its American themed Autumn Classic season closer in October.

The dates are as follows:

25-26 April	British & Midland Hill Climb Championship.
23-24 May	La Vie en Bleu. (French weekend).
27-28 June	Midsummer Speed Fest.
31 July-2 Aug	VSCC Weekend.
5-6 September	British & Midland Hill Climb Championship.
3-4 Oct	American Autumn Classic.

Other events and further information can be found on their web site at [www.prescott-hillclimb.com](http://www.prescott-hillclimb.com)

© Janet Wright



## Marklund switches to Audi for 2015.

Swedish driver Anton Marklund has switched from Volkswagen to drive for the EKS team in the FIA World Rallycross Championship. The 22 year old will drive an Audi S1 EKS RX Quattro in the rallycross championship, and an Audi TT in the brand new one make series Audi TT Cup which will support 6 rounds of the DTM. Marklund started in rallycross in 2010. In his first full season, he won the European Championship in Touring Cars before switching to the supercar class in 2013.

© Simon Wright



BTCC boss Warren Scott believes the Renault UK Clio Cup is the best category for young drivers to learn their race craft skills for a future career in the British Touring car Championship. To this end, Scott's BMR team are to enter a car in the Clio Cup for rising star Ashley Sutton. Two of BMR's drivers in 2014, Aron Smith and Jack Goff both moved directly to BTCC from the Clio Cup. Nine of 2014's BTCC races were won by former Clio Cup competitors, including Colin Turkington, Andrew Jordan, Mat Jackson, Sam Tordoff and Dave Newsham.





## Blue Train Bentley at Retromobile Exhibition.

Bentley motors announced that the legendary 6 1/2 litre Speed Six Bentley, with Gurney Nutting coachwork known as the “Blue Train” would be at the Retromobile Exhibition in Paris to celebrate its 85th anniversary.

In 1930, Captain Woolf Barnato, Chairman of Bentley Motors, and also a true “Bentley Boy” having entered and won the Le Mans 24 hours three times, was staying in Cannes at the Carlton Hotel with his golfer friend, Dale Bourn. He accepted a wager that he could not only beat the Blue Train to Calais, as had been done before, but could be at his club in London before the train reached Calais.

On the day of the race, he finished his drink in the bar at the Carlton hotel when he heard the train had departed at 17.54. He had arranged for fuel stations to remain open through the night in Aix-En-Provence and Lyon, and a tanker lorry in Auxerre, and despite a puncture near Paris, he reached Boulogne with an hour to spare. He arrived at the Conservative Club in St James, London for a celebratory drink having passed the clock at Victoria Railway Station at 15.30 the next day, four minutes before the train was due to arrive in Calais, having averaged 43.43 mph driving on pre-motorway roads. He won the £100 wager, although the Automotive Club de France attempted to fine him £200 for an un-authorised race in France.

The Speed Six evolved in 1929 as a racing version of the 6 1/2 litre which was first built in 1926. The first Speed Six won Le Mans in both 1929 and 1930. Between 1929 and 1930 a total of 182 Speed Six were built with a variety of different body styles and types from several different coach builders.

This unique Gurney Nutting car had a maximum speed of 92 mph, and could achieve 15 mpg. Originally the chassis would have cost £1800.

There are many exciting plans to celebrate this 85th anniversary including a recreation of the run from Cannes to London.





### Ferrari announce the new 488 GTB

Forty years after their first ever mid/rear engined V8 road car the 308GTB, Maranello have now announced its successor, the Ferrari 488 GTB. This V8 powered sports car offers track level performance and responsiveness for the road. The car will make its public debut at the Geneva motorshow in March. The new Berlinetta is built using experience the firm have gained from both Formula 1 and the WEC, where the Ferrari 458 GT holds the World Championship title and has won its category in the last two Le Mans 24 Hour races. Technical data has also been collected from the Ferrari FXX programme



of track only cars, to help make this model allow the driver to make the most of its incredible performance. The new 3.9 litre V8 turbo produces 670CV at 8,000rpm which propel the car from 0-200 km/h in just 8.3 seconds, a maximum speed of

330 km/h and it can lap the Fiorano test track in just 1 minute 23 seconds. The gearbox features variable Torque management which provides smooth torque and power output across the rev range and allows for incredible progressive acceleration. The aerodynamics add to the overall performance with an incredible 1.67 efficiency figure, a new record for a production Ferrari, with 50% more



downforce than the previous model, with reduced drag. The results can be clearly seen with the double front spoiler, base bleed side intakes and active aerodynamics at the rear and a

fully aerodynamic underbody with vortex generators. The long wide tail leads to a blown spoiler which generates downforce without increasing drag and features active flaps. The large air intakes on the sides are reminiscent of the original 308 GTB, but with a splitter dividing it in to two.

The electronic controls and sub systems allow control of things like the active dampers which can make the car flatter and more stable during complex manoeuvres. More information at [www.ferrari.com](http://www.ferrari.com)





### 360 Motor Racing Club announce dates for 2015.

The 360 Motor Racing Club is scheduled to hold its annual six hour endurance race for Production Saloons and GTs at Snetterton on the 4th of July 2015. This year they are also going to hold other endurance races at several key UK circuits throughout the year. The club was asked to organise the new Endurance Racing Series for GT3-type and GT4-type modern racers, as they have a proven record in organising these types of races. The Endurance Racing Series is for higher end, more powerful GT cars, but the existing 360 racers also wanted more endurance races, so there will be a supporting race at some of the meetings for the existing "All comers" format.

18th April 2015	Rockingham 3 hr Endurance Racing Series 3 hr 360 type.
4th July 2015	Snetterton Independance day 360 6 hrs. 40 min Continental Breakfast Sprint.
18th July 2015	Rockingham 3 hr Endurance Racing Series.
2nd August 2015	Donington 3 hr Endurance Racing Series. 3 hr 360 type.
17th September	Silverstone GP 2hr Endurance Racing Series
2nd-4th October	Spa-Francorchamps 2 hr Endurance Racing
31st October	Mallory Park 3x 1hr 360 Type races.
Further information at <a href="http://www.360mrc.com">www.360mrc.com</a>	

### Muennich Motorsport confirms two car team

The German team All-Inkl.com Muennich Motorsport will run two self developed Audi S3 RX supercars in this years FIA World Rallycross Championship. The team is owned by World Touring car driver Rene Muennich, who made his Rallycross debut in the Audi at last years World RX of Germany. No drivers have yet been confirmed for the team, which will contest all 12 rounds of the championship this year. They view 2015 as a development year, before a serious attack on the championship in 2016. The season starts with World RX of Portugal at the end of April.



### Lexus Super GT competitor.

Lexus Racing will compete in Japan's top level Super GT series in 2015 in the top GT500 class with the RC F GT3 coupe. Powered by the 2 litre four cylinder R14AG direct injection petrol engine, Lexus plan to make the car available worldwide for grass roots GT racing.







## Bruno Senna switches to McLaren

Brazilian ex-Formula 1 driver and current Formula E star Bruno Senna has signed to drive for McLaren GT as a factory driver for 2015. His role will involve developing the 650S GT3 and 650S Sprint models as well as racing in selected events in the 650S GT3. He has previously raced with McLaren GT in a one off race in a 12C GT3 in the Total 24 Hours of Spa in 2013 for customer team Von Ryan Racing. In 2013 and 2014 he raced for Aston Martin in the GTE class of the FIA World Endurance Championship.



## Jaguar XE 'Most Beautiful car of 2014'

At the 30th Festival Automobile International in Paris, the Jaguar XE has been named the most beautiful car of 2014.

The award

was decided by public vote with more than 100,000 votes cast across 59 countries and the Jaguar taking 28% of the vote. It beat the Mazda MX 5, Mercedes C Class Estate and Fiat 500X. It was first unveiled at the Paris Motorshow in October 2014.



## Toyota to return to World rally Championship.

German based Toyota Motorsport GmbH will return to the World Rally Championship in 2017 with the Yaris WRC, developed and built entirely in Cologne. The next two years will see a test programme undertaken so that Toyota can return to challenge in a series where they have won four drivers championships and three manufacturers world championships in the 1990s. The Yaris WRC has already completed preliminary test programme on tarmac and gravel stages across Europe. Powered by a 1.6 litre turbocharged, direct injection engine producing more than 300 bhp. The test programme will be carried out by Frenchman Eric Camilli, the first member of the Toyota junior driver development scheme, Sebastien Lindholm and Stephane Sarrazin, winner of the 2014 Tour de Corse rally and a driver in the Toyota World Endurance Championship team.





**1955-2015: DS CELEBRATES ITS 60TH ANNIVERSARY  
AT RÉTROMOBILE**

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### DS Celebrate at Retromobile

In the first year of being a brand in its own right, DS celebrated the 60th anniversary of the original launch of the 1955 Citroën DS at the 40th Retromobile Show in Paris at the beginning of February. There were five prestige period cars on display, plus a modern DS model to show the heritage of this 'new' brand.



**1955-2015: DS CELEBRATES ITS 60TH ANNIVERSARY  
AT RÉTROMOBILE**

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LIGIER JS P3

onroak

### Ligier JS P3

Onroak Automotive completes its sports prototype range with a Ligier JS P3, aimed at the new LM P3 category. The French constructor was already successful in the LM P2 category with the Ligier JS P2 and the Morgan LM P2 and in the CB category with the Ligier JS 53 EVO. The LM P3 is being fine tuned before its homologation, which will then be frozen for 3 years. The LM P3 takes full advantage of its close ties with the Ligier JS P2 in terms of its design and aerodynamics, directly inspired by the latter, a choice dedicated by efficiency.



## SERIES' ORIGINALS BACK BEHIND THE F5000 WHEEL



Warwick Brown, Bruce Allison, Graeme Lawrence, Kevin Bartlett and Teddy Pilette.

As part of the celebration of the Formula 5000 category at the fourth round of the 2014/15 MSC NZ F5000 series at the second Gulf Oil Howden Ganley F5000 Festival meeting at Hampton Downs over the Auckland Anniversary weekend, a number of category and Tasman Series originals got back behind the wheel.

Taking up the opportunity were Australians Warwick Brown and Bruce Allison, Teddy Pilette from Belgium, Kiwis Graeme Lawrence and Dexter Dunlop. Also out in the demo session on Saturday was Nick Gethin, the son of the late Peter Gethin, a driving contemporary and teammate of Brown and Pilette.

Brown is a former Tasman Series champion (1975) and Australia and New Zealand Grand Prix winner who also raced in the United States and made one Formula 1 start, in the United States Grand Prix in 1976. He was reunited with the Lola T430, model number HU2, he used to win the Australian Grand Prix at Sydney's Oran Park circuit in 1977. The car is one of two T430 models owned by MSC F5000 Tasman Cup Revival Series regular David Abbott from Christchurch.

The other T430, HU1, was driven by Pilette. This is Abbott's regular car and was driven by Pilette in period.

The other driver to be reunited with one of their original cars was 1970 Tasman Cup champion Graeme Lawrence who did his laps in the T332 Lola now owned and raced by Russell Greer. Lawrence used the car to finish second behind Warwick Brown in the 1975 Tasman Series.

The other Australian category original, Queenslander Bruce Allison, also drove a Lola T332 in period and got to drive compatriot Paul Zazryn's T332 on Saturday.

The other Kiwi, Dexter Dunlop, drove a McRae GM1, as he did in period, while Nick Gethin drove the Chevron B24/28, now owned and driven by compatriot Greg Thornton, which Peter Gethin used to claim his historic victory against a combined field of Formula 5000 and Formula 1 cars at Great Britain's Brand Hatch circuit in 1973.

© Fast Company/Alex Mitchell.



Bruce Allison driving compatriot Paul Zazryn's Lola T332.





Category originals Teddy Pilette from Belgium and Warwick Brown from Australia reunited at the second Gulf Oil Howden Ganley F5000 Festival meeting at Hampton Downs on Saturday, with the Lola T430 F5000 cars they originally raced for the VDS team in Australia and in the United States.





## Bentley 4th at Bathurst

In an exciting finish to the Bathurst 12 hour race at Mount Panorama circuit in Australia, Bentley lost what looked like a sure debut victory for the Continental GT3 after leading for most of the final hour. With just 4 minutes to go the 10 car of Guy Smith, Steve Kane and Matt Bell lost the lead to the winning 35 Nissan GT-R Nismo GT3 of Chiyo, Reip and Strauss. Then to add further insult to injury they suffered contact in the final corner which almost caused the car to spin, dropping it from 2nd to 4th at the flag behind the Audi R8-LMS



Ultra of Vanthoor, Mapelli and Winkelhock and the Aston Martin Vantage GT3 of S. Mucke, A. MacDowell and D. O'Young. The second car driven by Andy Soucek, Maximillian Buhk and Harold Primat ran in the top ten until the final hour when a drive train failure caused by rear end damage from contact forced the car in to retirement.



## Rally Legends reunite at new Historic Marathon Rally Show.

To be held at the Heritage Motor Centre at Gaydon, Warwickshire, on Sunday 31st May 2015, the new show will

reunite legendary rally drivers, navigators and cars that competed in Marathon Rallies from the late 1960s to the early 1990s.

This new event will celebrate the exploits and endeavours of these teams that took part in such events as the 1968 London to Sydney Marathon, the 1970 London to Mexico World Cup Rally and the London-Sahara-Munich World Cup rally. There will also be a tribute to the Endurance Rally Association's Pirelli Classic Marathons of 1988-91.

The event is free to the public, but if you wish to look round inside the museum, normal charges will apply for museum entrance. Outside there will be parades of the famous cars involved, club and trade stands and a whole host of interactive opportunities for the public to get up close and personal and experience those wonderful days of Marathon Rallying.

Doors open at 10am with free parking. For more information see [www.historicmarathonrallyshow.com](http://www.historicmarathonrallyshow.com)





# MASERATI TROFEO WORLD SERIES: SIXTH EDITION



The Sixth Maserati Trofeo World Series announced its 2015 dates, which take it across three continents and three new circuits. The series starts in France, at Paul Ricard on the 26th April 2015. Then its off to a new circuit for Trofeo in Austria at Spielberg on 24th May 2015. The teams then cross the Atlantic for round 3 at Road America in Wisconsin on the 28th June 2015 followed by another race in America on the 23rd August 2015 at VIR - Danville, Virginia. Round 5 sees the teams on the other side of the World, in Suzuka, Japan on 25th October 2015. The final round will be held in Abu Dhabi.

The format of the race weekends has changed this year, scrapping the three races of the previous two years with just two 42 minute races and no pit stop. Qualifying has also changed. There will be one 60 minute free practice session followed by a 40 minute pre-qualifying session where the fastest 10 competitors will move forward to a 20 minute Superpole session. The other drivers will fight for 13th and below in another 20 minute workout session. The 11th and 12th drivers will take part in the Superpole to sort out grid positions for race one.

Ballast will be added to the first three finishers, 50Kg for 1st, 30Kg for 2nd and 10Kg for 3rd.

## Mazda win the Trophee Andros Ice racing title for 2015.

Frenchman Jean-Pierre Dayraut secured his sixth Trophee Andros title at the wheel of a Mazda3, taking four wins and two second places through the 2014/15 season. He beat ex-F1 driver Olivier Panis by just 1 point. The Mazda3 follows the silhouette concept of Trophee Andros with a tubular spaceframe chassis, mid mounted 3 litre V6 engine and six speed sequential gearbox, with all wheel drive and all wheel steering.





# MSVR Media Day Championships

18th February 2015. By Mick Herring.

© Mick Herring



The annual MSVR media day at Brands Hatch was hosted in bright sunshine allowing representatives of each of the MSVR championships to test ahead of the rapidly approaching season. MSVR boss, Jonathan Palmer outlined some of the background and history ahead of the MSVR Club's 10th Anniversary season. With 22 championships running under the banner and special events at the MSVR and other circuits planned. The Blancpain Championship will return to Brands in 2015 and the GT Open run at Silverstone will also be organised by MSV. The Mini-Fest, Lotus Festival, Carfest North & South and the American Speed-Fest return. On the domestic front, the BRDC F4 Championship enters its third year with increased entries, a switch to Pirelli tyres (with a £95,000 prize fund plus GP2 test to the winner) and the news that later this year the Ralph Firman designed spaceframe chassis will





Formula 4 enters 3rd year, new Tatuus chassis due later this year be replaced by a new carbon composite monocoque chassis from Italian constructor Tatuus.

Another first for the ever-strengthening GT Cup Championship, following on from last year's world-wide competition debut of the McLaren 650S Sprint, this season the championship will be

swelled by, not only, the Paul Bailey/Andy Schultz Aston Martin GT3 Vantage from British GT but also the high profile addition of entrepreneur, motoring journalist and well known television presenter Rebecca Jackson. Representing the fully subscribed GT Cup for the

© Mick Herring



Phil Burgan United Autosports Audi R8

media day was the Porsche 997 GT3 Cup of Nigel Armstrong and Jamie Dawson, the Exciting United Autosports Audi R8 of former Ferrari and Maserati Trofeo racer, Phil Burgan, who is returning to competitive racing after a long lay-off.

© Mick Herring



The four cars present on the day was completed by Kevin Riley who will forsake his regular Mosler MT900 part way through the season and debut his ex-works Le Mans GTE-Pro class and ALMS Lotus Evora which ran at Le Mans in 2011.

With capacity grids, another exciting season's racing is in prospect.

Another MSVR championship British Superbikes continues to be 30% bigger and a 30% bigger TV audience than BTCC.

© Mick Herring



Nigel Armstrong/Jamie Dawson Porsche 997 GT3

Phil Burgan Audi R8, Rebecca Jackson Mike Sellar Porsche 997 GT3 Cup, Jamie Dawson Nigel Armstrong 997 GT3 Cup,

Kevin Riley Gareth Lotus Evora



Cadwell Park enjoyed its 80th anniversary in 2014. Alan Hyde then took over the presentation and interviews. With the demise of International F3, the F3 Cup will allow cars from 08-11 to enter, together with a National B license requirement.

© Mick Herring



Expanded Mini Challenge

© Mick Herring

Mini Challenge will be opened up to the Generation 3 E56 cars with split grids for Gen3/JCW cars and normally aspirated. Ex-BTCC/WTCC racer Harry Vaulkhard and Charlie Butler-Henderson will compete. Lotus Cup UK and Elise Trophy will award a funded test day in an Historic Lotus F1 car to the winner. Radical's new Spyder will replace the SR8 largely. SR3 almost 1,000 sold from a total Radical production of nearly 2,000 cars.



Lotus Elise trophy

*Classic and Competition car* March 2015

© Mick Herring



Radical has 4 different championships

The RXC has passed European Type-approval giving a 530bhp Ford Eco-Boost powered road car. Amongst the single-seaters, the Monoposto averages around 25 entries per race and will present the STEM award team from an educational establishment. Revived in 2010, Champion of Brands Formula Ford will have 4 rounds on the Brands Indy circuit, where the first race took place in 1967, with each round counting as a championship. The Super Series will see the cars racing in France and Kirkistown, Ireland. Also in its third year is the Atom Cup for these cost-effective skeletal cars. Trackday Trophy will field 45-minute races and the MSVT Team Trophy will be extended to 60 minutes in length. All championship representatives reported good grids.

© Mick Herring



Atom Cup enters 3rd year





Kevin Riley Lotus Evora Le Mans



Toyo Tyres Racing saloons



VAG Trophy

© Mick Herring

© Mick Herring



Mike Sellar Porsche 997 GT3 Cup

© Mick Herring



The frontline MSVR team Joe East, David Willey, David Scott, Simon Gnana-Pragasam  
*Classic and Competition car* March 2015



TOYO Tyres Production BMW Championship



**2014/15 MSC New Zealand F5000 Tasman Cup Revival  
Series Round 4. 23rd-25th January 2015  
2015 Gulf Oil Howden Ganley F5000 Festival #2  
Hampton Downs, Nth Waikato, New Zealand**

**SMITH WINS AGAIN BUT PROCTOR SHOWS HIS HAND**

MSC NZ F5000 series super-vet Ken Smith (Lola T332) remained unbeaten on the first day of racing at the second Gulf Oil Howden Ganley F5000 Festival historic motor racing meeting at Hampton Downs, but not before rival Clark Proctor (March 73A/1) showed his hand. Proctor again shadowed Smith in qualifying in the morning, grabbed an early if ultimately ill-fated lead off the rolling start and -

after tripping over himself and losing four places - set the fastest race lap as he stormed back through the field to claim a hard-won third. "Yes," the high-profile Auckland all-rounder said of what turned out to be an entertaining - and for the first time over the two Gulf Oil weekends - 100% incident-free MSC race. "We've been playing around with springs and bits and pieces trying to find that little bit that Ken has got over us and to be four-tenths quicker than him and get the fastest lap shows we are obviously getting somewhere." Smith was still quicker in qualifying - coincidentally by four-tenths - but Proctor got the better drive off the rolling start and drove round the outside of Smith to take the lead on the run to Turn 2. Smith wrested the lead back off Proctor on the left-right run over the

© Fast Company/Alex Mitchell.



Smith was beaten out of the first turn by fellow front-row starter Clark Proctor (March 73A/1 #57)





Kiwi racing great Ken Smith (Lola T332 #11) taking the chequered flag at the end of the first 2014/15 MSC NZ F5000 Tasman Cup Revival Series race at the second Gulf Oil Howden Ganley F5000 Festival meeting at Hampton Downs

hill from Turn 2 to 3 though, then Proctor lost one then two more places before the end of the lap as he bogged down out of Turn 5 then carried too much speed into the final corner (which his company, Metalman, owns the naming rights to.)

"I chose to leave it in third gear but didn't carry enough speed through five and bogged down, which let Steve Ross get up on me, then going into Metalman I probably got a little bit keen trying to protect my position and caught myself out in the marbles."

Proctor kept his car on the track, but by the time he had sorted out 'a series of tank slappers,' Ross, Greg Thornton (Surtees TS11). Paul

Zazryn (LolaT332) and David Banks (Talon MR1) had all got past.

With Proctor out of the way Smith was left to manage his lead from the front, easing ahead and controlling the distance back to Ross until the chequered flag came out.

Before the weekend the evergreen veteran said his goal this weekend was to set a new class and outright track lap record. But today was not the day. "Not in this heat," he said. "Maybe tomorrow. Depending how hot it gets."

With Smith and Ross out front Greg Thornton held third until he was first slowed then eventually stopped by a gearbox issue which saw his Surtees TS11 jumping out of gear under braking.

With Thornton out and Proctor back up to third, Paul Zazryn and David Banks circulated quickly and consistently in fourth and fifth respectively with Class A standout Alan Dunkley spending the early laps in sixth in front of Alastair Russell (McRae GM1 ) and the three-car battle pack of Aaron Burson (Talon MR1/A) and visiting Australian driver Peter Brennan and Brett

Willis in their Lola T330s.

Willis was happy just to have a car to drive this weekend after he was involved in a four-car collision in the feature MSC F5000 series race at Hampton Downs last weekend and got quicker and quicker as the race went on, starting 12th but getting the better of his race-long battle with Brennan to cross the line ninth.

Going even quicker this weekend, meanwhile, was David Banks, the Auckland driver qualifying sixth quickest with his fastest ever lap round the 2.6km Hampton Downs circuit (1.02.479) then circulating





Alan Dunkley in the high-wing Lola T140 (#42) qualified the oldest car in the field seventh quickest and spent most of the most in front of Alastair Russell (McRae GM1



in the low 1/02s in the race "It's just laps " he said, referring to the extra mileage he is gaining at events this year in the historic Formula Ford he has recently bought. " The Formula Ford is helping me do more laps and I more I do the more comfortable I get with both cars." "I was doing 1.11s when I started her and now I'm into the twos so I'm rapt, I couldn't be happier." Further back in the field, Alastair Russell (McRae GM1) finally managed to find a way past giant-killing series' young gun Alan Dunkley (Lola T140) after a race-long dice for sixth, while Calven Bonney in the New Zealand-built Begg 018 spent the race working past Peter Burson (McRae GM1) then Tony Roberts (McLaren M10A).

### **SMITH'S CLEAN-SWEEP REWARDED WITH SPECIAL EVENT TITLE**

Kiwi super-vet Ken Smith (Lola T332) has earned yet another motor racing accolade, winning the twin Gulf Oil Howden Ganley F5000 Festival historic motor racing meetings' 'Formula 5000 World Series' title with a six-race clean-sweep. The title was created as part of the organisers' desire to attract as many race-ready Formula 5000 cars to the meeting as possible with Smith a worthy first recipient with a perfect 288 points.

Fellow former MSC NZ F5000 Tasman Cup Revival Series champion Steve Ross (McRae GM1) was second with 219 points, visiting Australian driver Paul Zazryn (Lola T332) third with 184.

Smith, the 73-year-old from Auckland contesting his 47th consecutive season of national level motor racing in New Zealand, completed his two-event clean-sweep the same way he started, winning both Sunday races at the second Gulf Oil/Howden Ganley F5000 Festival meeting very much as he liked.

© Fast Company/Alex Mitchell.



Brett Willis was the big mover in the feature race on Sunday afternoon, finishing third in the Lola T330 he and his family-based team repaired after a crash at the first Festival meeting.

In the eight lap prelim race in the morning he led home fellow front-row starter Clark Proctor (March 73A/1), Steve Ross, Paul Zazryn and Brett Willis (Lola T330), while in the 15-lap feature held in even hotter conditions in the afternoon he won from Ross - after Proctor stopped





The other big improver amongst the regular MSC series runners, Aucklanders David Banks, had a relatively lonely run to the flag to finish sixth in his Talon MR1, but behind him Russell Greer (Lola T332), Australian visitor Peter Brennan (Lola T330), Shayne Windelburn (Lola T400) and Calven Bonney (Begg 018) entertained the large crowd with a race-long four-way battle for seventh. Series young gun Alan Dunkley (Lola T140) again did a giant-killing job in the oldest (high-wing) car in the field in the morning race to split Brennan and Greer for tenth only to suffer another half-shaft failure and be an early retirement in the feature race. Aaron Burson (Talon MR1) was another to struggle with half-shaft breakages, while his father Peter Burson (McRae GM1) pulled out of the feature with an engine issue. Balancing the ledger was Stuart Lush (McRae GM1), the former series regular deciding to enter the feature race after only intending to have his car at the track on display and for demonstrations. He looked like he had never been away to finish the feature race in 12th position.

© Fast Company/Alex Mitchell.



Ken Smith (Lola T332 #11) leads Clark Proctor (March 73A/1 # 57) and the rest of the field at the beginning of the second race

with gearbox issues - Willis, UK-based series regular Greg Thornton (Surtees TS11), Zazryn and David Banks (Talon MR1).

After Proctor set the quickest race lap in the weekend's first MSC F5000 series race on Saturday, Smith was again fastest in both Sunday races, though even his best times were well off the qualifying pace he set at the first festival meeting. "It was just too hot and the track was too slippery," Smith there. "The time's there, we'll just have to wait for another day."

Big mover in the feature race was Brett Willis, the Rotorua driver claiming the final podium spot behind Smith and Ross after a stellar drive in a car which had to have extensive repairs after an unfortunate four-car crash in the feature race at the first festival meeting. Willis got better and better as the weekend went on and had to find a way past both Paul Zazryn and Greg Thornton to get to third.

The field of Formula 5000 racing cars that either contested the MSC NZ F5000 Tasman Cup Revival Series races or were demoed or displayed at the the two Gulf Oil Howden Ganley F5000 Festival meetings at Hampton Downs over the two weekends.



# **2014/15 MSC New Zealand F5000 Tasman Cup Revival Series Rnd 4 2015 Gulf Oil Howden Ganley F5000 Festival #2 Hampton Downs New Zealand Fri-Sun Jan 23-25 2015**

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

1. Ken Smith (Lola T332) 8.15.270
2. Steve Ross (McRae GM1) +1.494
3. Clark Proctor (March 73A/1) +2.133
4. Paul Zazryn (Lola T332) +12.080
5. David Banks (Talon MR1) +14.028
6. Alastair Russell (McRae GM1) +18.414
7. Alan Dunkley (Lola T140) +20.749
8. Aaron Burson (Talon MR1/A) +21.339
9. Brett Willis (Lola T330) +21.966
10. Peter Brennan (Lola T330) +25.047
11. Russell Greer (Lola T332) +38.454
12. Shayne Windelburn (Lola T400) +39.062
13. David Abbott (Lola T430) +42.974
14. Calven Bonney (Begg 018) +43.267
15. Tony Roberts (McLaren M10B) +49.224
16. Peter Burson (McRae GM1) +49.757
17. Grant Clearwater (McLaren M10A/B) +1.10.820
18. Robs Lamplough (BRM P180 F1) +1 lap
19. Poul Christie (McLaren M10B) +1 lap
- dnf Greg Thornton (Surtees TS11) 5 laps

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

1. Ken Smith (Lola T332) 08:11.732
2. Clark Proctor (March 73A/1) +04.700
3. Steve Ross (McRae GM1) 05.067

4. Paul Zazryn (Lola T332) +10.236
5. Brett Willis (Lola T330) +12.678
6. Greg Thornton (Surtees TS11) +13.157
7. David Banks (Talon MR1) +15.221
8. Alastair Russell (McRae GM1) +19.521
9. Peter Brennan (Lola T330) +25.492
10. Alan Dunkley (Lola T140) +26.883
11. Russell Greer (Lola T332) +28.951
12. Shayne Windelburn (Lola T400) +31.783
13. David Abbott (Lola T430) +53.875
14. Peter Burson (McRae GM1) +54.279
15. Calven Bonney (Begg 018) +54.76
16. Tony Roberts (McLaren M10B) +01:07.854
17. Grant Clearwater (McLaren M10A/B) +1 lap
18. Poul Christie (McLaren M10B) +1 lap
- DNF Aaron Burson (Talon MR1/A)
- DNS Robs Lamplough (BRM P180 F1)

## **Race 3 (Sun) Feature 15 laps**

1. Ken Smith (Lola T332) 15:25.894
2. Steve Ross (McRae GM1) +02.874
3. Brett Willis (Lola T330) +15.065
4. Greg Thornton (Surtees TS11) +16.643
5. Paul Zazryn (Lola T332) +19.467
6. David Banks (Talon MR1) +30.265
7. Russell Greer (Lola T332) +54.585

8. Peter Brennan (Lola T330) +56.796
  9. Shayne Windelburn (Lola T400) +57.536
  10. Calven Bonney (Begg 018) +58.536
  11. David Abbott (Lola T430) +1 lap
  12. Stuart Lush (McRae GM1) +1 lap
  13. Tony Roberts (McLaren M10B) +1 lap
  14. Robs Lamplough (BRM P180 F1) +1 lap
  15. Grant Clearwater (McLaren M10A/B) +1 lap
  16. Poul Christie (McLaren M10B) +2 laps
  - DNF. Alastair Russell (McRae GM1), Peter Burson (McRae GM1), Clark Proctor, (March 73A/1) Alan Dunkley (Lola T140), Aaron Burson (Talon MR1/A)
- Prepared by FAST COMPANY of behalf of the New Zealand Formula 5000 Association [www.F5000.co.nz](http://www.F5000.co.nz)*

Formula 5000 World Series winner Ken Smith (middle) flanked by runner-up Steve Ross (left) and third placed Paul Zazryn

© Fast Company/Alex Mitchell.







# BREAKFAST CLUB

Welcome  
to  
**Shelsley Walsh  
Hill Climb**



© Simon Wright

## Shelsley Breakfast Cub.

8th February 2015.

By Simon Wright.

Patchy fog on the hills didn't deter over 700 people from attending the first Breakfast Club meeting of the year at Shelsley Walsh. Descending in to the Tame valley and out of the fog bank, the sun was shining over a vast array of around 400 cars assembled in the paddock and on the lower parts of the famous hill climb course. With arctic conditions having been over the country for the last few days, many owners attended in more modern vehicles rather than their vintage counterparts.

A couple of older Morris vehicles did make the meeting with a 1924 1511cc Bullnose Morris and a 1936 885cc Morris 8 Saloon resplendent in a two tone Red and Black paint finish both parked on the lower area of the hill climb course. Down in the paddock sheds was a beautiful red 1949 MG TF mixed in with more modern classic British sports cars.

© Simon Wright



Morris 8

There were plenty of exotic classic and modern super cars to warm the hearts of the car enthusiasts as they wandered around the meeting. Various car clubs had arrived together to ensure they could park up as a group. This was very obvious from the Mazda MX5 group that lined the top bank of the paddock. There was also a selection of old and new Mini models in the bottom paddock garages, including a nice Riley Elf version plus someone with a good sense of humour, having an original Austin Mini Estate painted up like the



© Simon Wright

© Simon Wright



Bullnose Morris

© Simon Wright



MG TF





Clubman Estate - Mini General Lee?

Dukes of Hazzard General Lee Dodge Charger with the orange paintwork and the 01 on the side door. Outside the barn, in the main paddock assembly area was a line up of modern exotic sports cars from Ferrari, Lamborghini, Aston Martin, Lotus and Porsche. The pair of Italian supercars included a prancing horse and a raging bull next to each other. The sleek and flowing lines of the Ferrari F430 were in direct contrast to the aggressive and angular lines of the



© Simon Wright

Mainly Mazda MX5s

Lamborghini Aventador LP7000, powered by a 6.5 litre V12 engine which can take the car from 0-62 mph in just 2.9 seconds on its way to a top speed of 217 mph. A bit further along this impressive super car line up was another distinctive

© Simon Wright



Italian Stallions - Lamborghini Aventador and Ferrari F430

car from a slightly earlier period, a 1997 Lotus Esprit GT3 in an eye catching orange colour scheme. The GT3 used a four cylinder 2 litre engine turbocharged to produce 240 bhp and had stunning performance for a 2 litre car. It could do 0-60 mph in just 5.2 seconds and achieve a top speed of 163 mph. Pride of place, at the bottom of the hill climb course were a couple of sports cars which showed the difference in design between the old and the new. The new was a Ferrari 360 Modena built between 1999 and 2005 and fitted with a 3.6 litre V8 engine and 6 speed gearbox. This gave the car a 0-62 mph time of just 4.3 seconds. The old was a Jaguar D-Type which was built between 1954 and 1957 and powered by a straight 6 3.4 litre straight 6 XK engine. The D-Type was built with the purpose of winning the Le Mans 24 Hours race, which it did in 1955, 1956 and 1957. The car reached a top speed of 172.8





Triumph Spitfire



Buick



Big Cats on display - Jaguar lineup



Porsche 356



The raging Bull- Lamborghini Aventador



Lotus Esprit GT3



Nobel Ferrari copy



Dynamic duo - Aston Martin



PopBang Colour Morgan 3 wheeler





The Old and New - Jaguar D Type and Ferrari 360 Modena

mph down the long Mulsanne Straight. A little bit further up the hill was the future, the hybrid BMW i8, which is worth more second hand than brand new due to shortage in supply at the present time. The sleek lines of this 2 door coupe are emphasised by the two tone white and black paintwork and match the stunning performance from the 1.5 litre turbocharged 3 cylinder engine which is paired with two electric motors which produce an additional 139 hp. This gives

© Simon Wright



TVR line up in the paddock garages

the car a 0-62 mph time of just 4.8 seconds and an electronically limited top speed of 160 mph. It can achieve 134.5 mpg and on just electric power can travel 23 miles. With a turn out like this for the first meeting of the year, we should be in for a bumper 2015.

© Simon Wright



Hybrid BMW i8

© Simon Wright



Porsche line up





Early Lotus and Morgan



Yellow Peril - Honda S2000 and Mitsubishi Evo



Austin Healey Sprinzel Sebring Sprite Coupe

Nissan 350Z  
engine  
compartment

Riley Elf amongst the Mini lineup



X-Bow



## The Red Kite Historic Stages & Red Kite Stages Rally.

Sunday 1st February 2015.

Photos by Lucy Owen-Moczadlo.



1st Car 5 Jason Pritchard and Phil Clarke Ford Escort RS, winners of the Red Kite Historic Stages Rally

Britain was in the grip of winter as the Amman & District Motor Club staged the Red Kite Stages with ice and snow covering the majority of the stages at the start of the day. The poor weather caused the second stage SS2 Crychan South to be cancelled. However, the action was hot enough to keep the rally sizzling

for the rest of the day. The first round of the 2015 Mintex MSA British Historic Rally Championship, the event had drawn a large entry of historic cars, with nearly 60 teams starting from Llandovery to tackle some of the classic Welsh gravel stages. Two thirds of the entry were using the tried and tested rally car





2nd overall in the Red Kite Historic Stages Car 1 Richard Hill and Iwan Jones Ford Escort of choice, the Ford Escort, in both Mk1 and 2 versions and from sheer weight in numbers, it was likely that the winner would be Ford mounted.

This proved to be the case with Jason Pritchard and Phil Clarke taking a very hard fought and close victory in their Ford Escort RS just 0.04 of a second ahead of Richard Hill and Iwan

Winner of the Red Kite Stages Melvyn Evans & Mark Glennerster - Subaru Impreza S11WRC



© Lucy Owen-Moczadlo

Jones in another Ford Escort and making the podium an all Escort affair were Terry Brown and Den Golding in 3rd place in a Mk II Escort who were only 0.03 of a second behind 2nd place. Less than a minute covered the first nine finishers, all in Ford Escorts, with Peter Smith and Patrick Walsh finishing in 10th place in their Opel Kadett. However, there were other interesting challengers to the Ford monopoly with cars such as the Toyota Celica

RA45 of Ben Mellors and Alex Lee, a rare Fiat Abarth 131 of Julian Reynolds and Ieuan Thomas and a fabulous Lancia Stratos driven by Steve Peerez and Paul Spooner. Other

unusual cars that deserve a mention include the Saab 96 of Colin Hope and Nick Patrick, the Porsche 911 of Rikki Proffitt and Graham Wild and the Ford Anglia

Car 70 Mk 1 Ford Escort of Malcolm Bayliss & Siobhan Pugh who sadly retired due to weather conditions, having a spin on the stage



© Lucy Owen-Moczadlo





Class winning Fiat Abarth 131 of Julian Reynolds and Ieuan Thomas



of Malcolm Rich and Jonathan Hawkins to name just a few. The class winners were Pritchard and Clark in 1st place, Hill and Jones in 2nd overall, David Stokes and Guy Weaver in a Ford Escort RS in 4th overall, Ben Llewellyn and Ross Whittock Ford Escort in 8th overall, Peter Smith and Patrick Walsh in the Opel Kadett in 10th overall, and Philip Burton and Mal Capstick in another Ford Escort RS in 11th overall. Julian Reynolds and Ieuan Thomas in the rare Fiat Abarth 131 won their class along with Mark and Ed Bentley in another Ford Escort Mk II. Lower down the order class wins went to Aziz Tejpar and Yasser Slatch in a Ford Escort Mk I, Rikki Proffitt and Graham Wild in a Porsche 911, Malcolm Rich and Jonathan Hawkins in a Ford Anglia, Graham Standen and Jane Edington in a Ford Escort, Chris Skill and Garry Middleton in a Ford Escort Sport, William Midgley and Geoff Maybank in a Toyota Corolla, Dave Watkins and Thomas Jordan in a Ford Escort, Bob Bean and Malcolm

Class winners on the Red Kite Historic stages David Stokes & Guy Weaver Ford Escort RS



3rd overall on the modern Red Kite Stages Russ Thompson & Andy Murphy Mitsubishi Evo IX

Smithson in a Ford Lotus Cortina, David Hopkins and Tony Vart in a Talbot Sunbeam, Philip Harris and Alan Walker in a Mini Cooper and finally Paul Mankin and Desmond Bell in a Ford Lotus Cortina.

Run concurrently with the historic rally was the Red Kite stages for modern rally cars which had a smaller entry at 34 cars, but had a greater variety of cars with Subaru, Ford, Mitsubishi, Toyota, Peugeot, BMW, Vauxhall, Fiat and MG all represented with different models. The event provided a close win for Malvyn Evans and Mark Glebberster in a Subaru Impreza S11 WRC from Charlie Payne and Carl Williamson in a Ford Fiesta WRC, with both crews winning their respective



© Lucy Owen-Moczadlo





Steve Perez and Paul Spooner in the Lancia Stratos finished 2nd in class

classes. Russ Thompson and Andy Murphy were 3rd in their Mitsubishi Evo IX, also winning their class. The event proved far tougher for the modern cars with nearly half the field retiring and not being classified as finishers. The Ford Fiesta proved to be a rugged car with Pauric Duffy and Kevin Glynn in a Fiesta R5+ and Max Utting and Mike Ainsworth in a Fiesta ST both taking class wins, finishing both in the top 10 in 5th and 6th place overall. Layton Waters and Kevin Bowcott won their class in a Toyota Starlet in 9th place, followed by Thomas Lloyd and Sherryn Roberts in a Peugeot 205 in 10th who also won their class. The final class winners were Dave Brick and Mike Wilding in a Vauxhall Nova in 15th place.

3rd overall in the Red Kite Historic Stages Terry Brown and Den Golding Ford Escort Mk II



© Lucy Owen-Moczadlo



© Lucy Owen-Moczadlo

2nd on Red Kite Stages Charlie Payne and Carl Williamson Ford Fiesta WRC





© Pete Austin

Winner Martin Hunt Frazer Nash Targa Florio ahead of Dr Steven Pryke Healey Silverstone

## The VSCC Pomeroy (Frazer Nash?) Trophy.

Silverstone 21st February 2015.

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

A bright, cold winters day greeted competitors as they arrived at Silverstone for the Vintage Sports Car Club (VSCC) Pomeroy Trophy meeting. Seen as the start of the circuit racing season, the Pomeroy Trophy is the only event that the VSCC allows modern vehicles to take part. However, for the last few years, it would appear that the club have found the ultimate Grand Touring car and it is a Frazer Nash. Out of the last ten winners, seven have driven a Frazer Nash of some description. The event is designed to find the ultimate Grand Touring Car through a series of tests and

requirements, using a handicap based system, which allows Vintage cars to compete against their more modern counterparts to give everyone a chance of winning.

Some of the requirements are that the car must be road legal and driven on the road, to the meeting, through a check in point at Towcester race course. There is a minimum engine capacity of 1949cc or 1495cc if turbocharged or supercharged for all cars except Edwardian, Vintage and PVT where the minimum capacity is

© Janet Wright



Julian Balme Ford Model 18

© Janet Wright



Awaiting the start of one of the tests





Will Tomkins spins his Ferrari 575 GTO Special while chasing Piers Reid BMW M3 in the second High Speed Trial

1495cc. If it is an open car, it must have a hood cover raised during at least one of the tests. And a set of luggage (2 suitcases) with specific dimensions must be contained within the vehicle and not in the passenger compartment. Any of these requirements that failed will add penalty points to the drivers overall score.

The morning tests are all performed solo, against the clock. They include a slalom test around cones laid out at specific distances around Woodcote corner, standing start acceleration tests and braking tests down the National straight and a flying 250 metre course against the clock, around Woodcote corner. In



© Simon Wright

Josh Sadler Ford Falcon

the afternoon, the cars compete in groups in the 40 minute High Speed Trials around

the National circuit. Each car has a handicap score to say how many laps it should complete in the 40 minutes. This year the field was split in half, with vintage cars in the first group, along with some classic cars and the more modern vehicles and some classic cars in the second group.

This years entry covered one hundred years of car manufacturing with the earliest car being a 1911 Vauxhall Prince Henry Replica driven by Bob Towell, while the newest car was also the most unusual, a 2011 Ford Ranger Double cab utility vehicle driven by Julien Slade. There were 9 Frazer Nash models in the 77 car entry list, but four times former (Frazer Nash) winner Patrick Blakeney-Edwards was this year racing a 1962 Jaguar E-Type, and last years Frazer Nash winner was not entered, so could 2015 see a different type of winner?

No, the 2015 winner was Martin Hunt driving a 1952 Frazer Nash Targa Florio. However his winning margin was very tight as he was strongly challenged by another former winner, Dudley Sterry in his 1937/39 HRS Sports, with only 1.1 points separating the first two cars. Hunt won the Pomeroy Trophy, while Sterry was



© Simon Wright

Richard Grube Porsche 914-6 GT





David Clifford Ford Mustang

© Janet Wright



Bob Towell Vauxhall Prince Henry Replica

© Simon Wright



Mrs Georgina Bradfield Lagonda LG45

*Classic and Competition car* March 2015

© Pete Austin



Ivan Dutton Alvis Grey Lady

© Pete Austin



Paul Stafford Datsun 240Z





Patrick Blakeney-Edwards had a quick spin in his Jaguar E-Type on the slalom run awarded the Densham Trophy for the best performance by a pre-war car not winning overall. The final overall trophy winner was Bob Towell in the 1911 Vauxhall Prince Henry Replica who was awarded the Pomeroy Edwardian Trophy for the best performance by an Edwardian car. The other class winners were Kenneth Prichard Jones in a 1966 Turner Mk3, Andrew Kellock in a 1986 Vauxhall Nova, Josh Sadler in a 1963 Ford Falcon and Daniel Geoghegan in a 1927 Alvis 12/50 SD. Although the 40 minute high speed trials are not races as such, there was plenty of racing action in the second heat with Piers Reid in a modified 2002 BMW M3 having a tremendous battle

© Janet Wright



Dan Ghose Ferrari 212

with Will Tomkins in a yellow Ferrari 575 GTO Special at the front of the group for several laps until Tomkins lost it coming out of Brooklands and did a complete 360 degree spin. He seemed to keep his foot hard on the

throttle and didn't lose a position as he rejoined to chase after the 'leading' BMW. Unfortunately for him, the next couple of laps saw the Ferrari losing fluid and he retired to the pits to end his event. Sam Bramhall had a quick spin at Luffield in his

© Simon Wright



Robert Cobden Austin Healey 100/4 side by side with Phillip Tillyard Frazer Nash TT replica

Austin Healey 100/6, probably on the fluid left by the Ferrari before rejoining to finish 3rd in class. The final drama went to Geoff Mackrill whose 1964 Triumph Vitesse caught fire underneath on the exhaust, with flames clearly seen under the car as he dived back in to the pit lane, where at least one foam extinguisher was emptied in to the engine compartment to extinguish the fire.

© Simon Wright



Geoff Mackrill Triumph Vitesse caught fire and retired





Daniel Geoghegan Alvis 12/50 SD



Sean Bramhall Austin Healey 100/6 spun off at Luffield in the high speed trial but was able to continue



Michael Steele Ford Cortina Mk I



Rudolf Ernst Lotus Elise



Miss Gillian Carr Volkswagen Golf



At this years Race Retro the Chevron marque was celebrated on its 50th Anniversary. Derek Bennett and Paul Owens built the first Chevron B1 in 1965 under the name Derek Bennett Engineering Limited. This month's archive image is of the iconic Chevron B26 Hart 'Chocolate Drop' during the 1974 British Airways 1000km at Brands Hatch. Brian Redman, shown here, shared the works entered car with Peter Gethin. They finished 4th overall and first in class B2







## Race Retro, Stoneleigh Park. 20-22nd February 2014

By Simon & Janet Wright with additional photos by Pete Austin. Billed as Europe's Premier Winter Classic Motorsport Show, Race Retro has been running for more than a decade and continues to offer the motorsport enthusiast a haven from the winter blues, somewhere to get together with fellow fans and enjoy looking at some of the finest motorsport history and plan ahead for the coming season. Over the weekend, the show also offered live action, with historic karting displays and a live rally stage within the grounds of Stoneleigh Park, near Coventry, in the heart of England.

© Pete Austin



Another record crowd attended this year with 29,700 visitors over the three days of the show, up on last years attendance. The show utilised four halls, the main hall housed the Historic racing cars, where

Ed McDonough displays his classic Kart

*Classic and Competition car* March 2015

clubs, events, magazines and traders displayed all kinds of historic racing cars, from Sports cars and saloons right up to historic Formula 1 cars. Moving through to Hall 1, which was dedicated to Rally, Classic Tours, art displays and book traders.



Tribute to Bjorn Waldegard

A short walk through the covered walk way took you through to Hall 3 where the historic racing bikes had prominent position, along with various grass root motorsport clubs and racing, including Trials, Short oval stock cars, and other cheaper forms of motorsport. The centre of this hall also hosted the live

© Pete Austin



Chevron B16



# RE STAGE



interview stage, where various celebrities from the motorsport world were interviewed over the weekend. The other half of the hall was for the trade

stands, which spread through in to hall 4 and also included the autojumble. The bottom half of the hall was the garage area for the rally cars which perform on the live rally stage over the weekend. In hall 2 the major clubs were on Speed Street.



HSCC Stand

The HSCC had a selection of cars representing their various race series on display including an ex- Elio de Angelis F3 1977 Ralt RT1 and a 1973 Formula Ford Merlyn. The VSCC meanwhile had the



VSCC Stand on Speed Street



Classic Touring car Club stand

1934 Frazer Nash on their stand, driven by Julian Grimwade, winner of the clubs most prestigious award - The Motor Sport Brooklands Memorial Trophy. They also announced their new Premier Cru

Racing series (See page 6 for details). The Midland Automobile Club (MAC) had a large stand to represent Shelsley Walsh and had a range of different cars on display to show the diversity of hill climbing classes.



MAC Shelsley Walsh stand



## Race Retro - Celebrating 50 years of Chevron.

The chosen marque at this years Race Retro was the Bolton manufacturer Chevron. Founder Derek Bennett and Paul Owen built the first Chevron B1 under the Derek Bennett Engineering Ltd name, in 1965 to beat the Lotus 7. The B1 won first time out which started



Chevron B1

the company tradition of winning straight out of the box. During its 50 year history, Chevron have built some stunning cars, starting with the GT winning B8 in 1967. This was the first racing car fitted with a diffuser. This was followed by the B16 and in 1970 this was transformed into the B16 Spyder with an aluminium body. This was rapidly followed by the B19, B21 and B23. Chevron took on its great rival Lola in the 2 litre sports car championship of the period. Chevron won the inaugural European 2 litre Sports car championship in 1970 driven by Swedish Grand Prix driver Jo Bonnier.

Chevron also built successful single seater racing cars and produced cars for most major series. They had numerous successes in Formula 2, Formula Atlantic and Formula 3. They had a great success in Formula 5000, again taking on their longtime rival Lola who had dominated Formula 5000 for several years. The

Formula 5000 Chevron Chevrolet B24 in the hands of Peter Gethin beat a mixed Formula 1 and Formula 5000 field at the 1973 Race of Champions at Brands Hatch. It was the only time that a Formula 5000 car beat a Formula 1 car in a race.

Chevron did build a Formula 1 car, hand built by Derek Bennett himself. It was unfinished at the time of his death in a hang gliding accident in 1978. The car was obsolete before it raced as it was not Ground Effects, and it ended up being run by Graham Eden Racing in the Aurora AFX F1 series in Britain as a scholarship car for young drivers. The company continued for a couple of years after his death, run by his sisters and Tony Southgate as the designer. In 1981 the company went into liquidation.

It was also in 1981 that Vin Malkie and Helen Bashford-Malkie started Chevron Racing Cars to support a very successful historic racing scene. There were five Chevrons on display at Race Retro.

The original 1965 B1, a 1968 Chevron BMW B8, a 1970 Chevron Ford B16 in the main entrance foyer, a 1974 Chevron B25 Formula 2 single seater and a 1974 John Burton Chevron BDG B26.



Chevron B8



Chevron B25



## Race Retro - Sir Jack Brabham.

There was a tribute to Sir Jack Brabham in the main hall at this years Race Retro and it also marked the debut at the show by his son David Brabham who was interviewed on the Interview stage over the weekend.

There were three Brabham cars on display, the most unusual being a 1964 Brabham BT8 sports car which was built for Jack



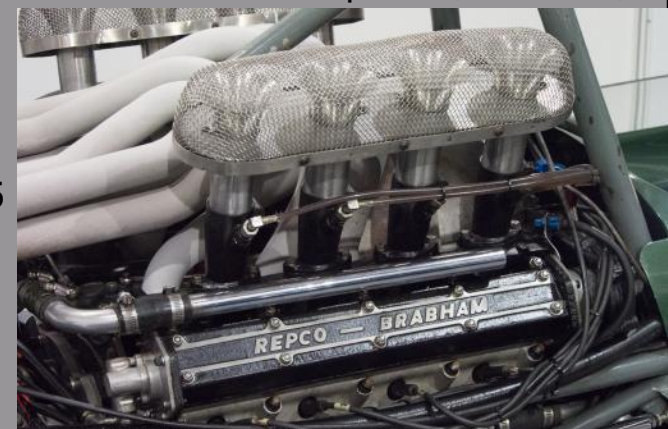
Brabham BT8



Brabham BT6

to drive in sports car races. It was powered by a 1880cc BRM engine and 6 speed BRM gearbox. Jack finished 3rd overall and first in the 2 litre class in the 1964 Goodwood Lavant Cup. It was later sold and raced in America and fitted with a Lotus TC motor, it has now been restored with a BRM engine again.

There was also a Formula Junior 1963 Brabham BT6 (No 166) that was formerly driven by Jo Schlesser and owned by French Team "Ecurie Ford France". A total of 20 were built and scored victories driven by Schlesser and works driver Denny Hulme. The final car was a 1967 Brabham BT24 Continuation car. The BT24 Repco Brabham was one of the cars used during Denny Hulme's Championship winning year. The spaceframe chassis and underpowered Oldsmobile based Repco V8 made the car seem obsolete compared to the brand new Lotus 49 of Jim Clark who took 4 wins in the Lotus compared to 3 for the Brabham driven by Hulme and Brabham. But the Brabham proved reliable and they took a further six 2nd places, two 3rds, a 4th and a 5th to secure the Constructors championship and Hulme beat Brabham to the World Championship by 5 points. The BT24 also took the win at the 1967 International Gold Cup at Oulton Park, driven by Jack Brabham.



Brabham Repco BT24



## Race Retro - Richard Burns - Ten years on.

Race Retro celebrated the fantastic but short career of the 2001 World Rally Champion Richard Burns, with a display of four of his former rally cars. Richard Burns' tragic death in 2005, aged just 34 years old, robbed us of one of our greatest rally drivers in years. At just 19 years old, he won his first national championship, the 1990 Peugeot Challenge in a Peugeot 205 GTi and then destroyed the opposition for a second year running to take the 1991 title as well. In 1992 he drove a Group N Subaru Legacy and won the National title. In 1993 he joined the Subaru Rally Team for the British Rally Championship, won four rounds and became the youngest ever British Champion. He stayed with Subaru and contested the Asia Pacific Rally Championship as well as the RAC Rally. His best place on the RAC Rally was 3rd in 1995. Between 1996 and 1998 he drove for Mitsubishi and won the 1998 Safari Rally and RAC Rally. In 1999 he re-joined Subaru and



won the Acropolis Rally of Greece, the Rally Australia and the Network Q Rally of Great Britain. In 2000 he scored four more World Rally Championship victories in The Safari Rally Kenya, Portugal, Argentina and Great Britain. In 2001 he only managed one win, in New Zealand, but his consistent scoring saw him clinch the World Rally Championship to become the first Englishman to win the title.

In 2002 he joined the Peugeot team and although he was first in Argentina, he was disqualified when the Peugeot 206 was found to be underweight. He remained with Peugeot in 2003 but failed to win another rally and was diagnosed with a malignant brain tumour at the end of the season.

The Richard Burns foundation brought four cars to Race Retro, his Peugeot 205 and 309GTi, the 1992 Subaru Legacy Group A and his 2001 Championship winning Subaru Impreza.





### Race Retro - 50th Anniversary of Hailwood's golden year.

It was fifty years ago that Mike Hailwood won the 1965 500cc World Motorcycle Championship on an MV Augusta. In total, Mike won nine motorcycle World Championships between 1961 and 1967, had 76 Grand Prix wins and 14 Isle of Man TT victories before following fellow World Champion John Surtees to race cars.

© Pete Austin



### 1905 Fiat-Isotta-Fraschini Land Speed Car.

Fiat had thought of building such a car and intended to use two 4 cylinder 100 HP GP engines joined together, but when the Mercedes of similar configuration was outlawed, it was never built. This has been built by Mike Vardy from the Fiat 1905 blueprints. The engine in this monster is a 16 1/2 litre Model V6-V aero-engine from an Italian airship, rated at 250 HP. The reverse chain drive is unique but limits the top speed to 120 mph.

### Steady Special unveiled at Race Retro.

The ex-Ronald 'Steady' Barker 1934 Lancia Astura was unveiled at Race Retro by British designer Tony Southgate after an extensive four year restoration. Ronald, who sadly passed away last month, acquired the car over sixty years ago, when he raced it after shortening the chassis, fitting a lighter sports car shell and a DB2 bonnet. It runs a 3 litre V8 engine with a compression ratio of 6:1 and fed by a Zenith twin choke carburettor. The car originally produced 82 bhp@ 4,000 rpm and would do

0-60 mph in a leisurely 13.8 seconds, but now, after the rebuild it can produce 100 bhp @ 5000rpm

© Pete Austin







BRM V16 Mk II on the Sywell stand



Celebrating BMC/BL Competitions department with ex-works Austin Healey,  
*Classic and Competition car* March 2015 Mini Cooper S and Triumph TR7



Replica Porsche 935



George Follmer Ford Mustang





© Pete Austin

Leyton House F1 car



© Simon Wright

BMW 3.0 CSL Batmobile



© Pete Austin

500 Owners association stand



© Simon Wright

Hawk make perfect Lancia Stratos replicas



© Simon Wright

Arrows BMW F1 car





1962 Daimler Dart SP 250 Sold £27,000

## Silverstone Auctions at Race Retro.

The auction list for this sale was impressive, with a whole room of competition cars up for sale, as well as a large selection of Porsche cars and other automobile exotica, and normal cars, memorabilia and motorcycles.

The highest selling car was a 1991 Ferrari Testarossa that sold for £202,500. Ferrari were obviously popular as a 1999 Ferrari 456M with an estimate of £75,000 to £90,000 actually sold for £118,125.

The competition

cars obviously attract different buyers depending on the category of motorsport. The sale included various rally cars, modern GT cars and classic/historic sports and saloon cars. In the rally cars, a 1994 Ford Escort RS Cosworth Group N rally car sold for £21,375 while a 1968 Ford Escort Mk1 Works Rally recreation sold for £23,063 but a 1976 Triumph TR7/8 Works Replica failed to sell. Also a 1975 Datsun 260Z Safari rally car with an estimate of £180,000 to £200,000 also

failed to sell.

An unusual car was a 1946 V8-60 Midget racing car, which was from America, where in the 1930s and 40s Midget racing on oval circuits was extremely popular. This fine example sold for £16,875.

At the lower end of the market, a nice 1973 Ford Granada 3.0 Auto saloon sold for just £6,525 and a 1983 Fiat 126 Abarth sold for £9,900.

In among the memorabilia was an interesting item, a Sheepskin coat owned and worn by former World Champion Graham Hill. It sold for £823



1976 Datsun 260Z Safari Rally car failed to sell



© Pete Austin

Graham Hill Sheepskin coat £823



1959 BMC Mobile training unit - Transporter Failed to sell with an estimate of £60-80,000





1988 Ford Sierra  
Cosworth Sold £34,313



1946 V8-60 Midget Racing Car  
sod for £16,875



1991  
Ferrari  
Testarossa  
sold for  
£202,500



1980 Ducati 900 Hailwood Replica Series 1 sold for £16,875



2006 Ferrari F430  
GT3 sold for  
£42,188



Lots of Porsche. This 1992 Porsche 911 964 C4 Cabriolet did not sell, with an estimate of £22,000 to £26,000



## Live Action Rally Stage, Race Retro

© Pete Austin



The ever popular Ari Vatanen, World Rally Champion of 1981, made his Race Retro debut this year. As well as appearing on the Live Interview stage several times over the weekend, and signing hundreds of autographs, he also opened the Live action rally stage on both Saturday and Sunday. On

Saturday he drove a BMW M3, and on Sunday he was let loose in the Rothmans Opel Ascona 400.

© Pete Austin



Ari Vatanen Opel Ascona 400



Tony Worswick Ferrari 308 GTB

© Janet Wright



Adam Marsden Audi Quattro A2

© Simon Wright



Paul Howarth Ford Escort RS Mk II





Jimmy McRae Vauxhall Chevette HSR



Adam Keeler Rover Vitesse SD1



Mick Strafford Chevrolet Firenza



Alan Watkins Ford Escort RS MK II



Tim Parker-Gamer Fiat 131 Abarth



K Furber/A Medlicott Peugeot 205 T16



John Partridge Rover Mini



Terry Maynard Lotus Esprit S1





Andy Krinks Audi Quattro S1



Gareth Lay Mitsubishi EVO 6



John Midgley Toyota Corolla GT71



Andrew Wood/Mike Dawson Opel Kadett Group S



Lee Ashbury Ford Escort RS Mk II



Alistair Goliah Ford Lotus Cortina





Talon MR1 driver David Banks (#78) and Aaron Burson (#1) from Auckland.

## **2014/15 MSC New Zealand F5000 Tasman Cup Revival Series Round 5. 07-08 February 2015.**

**Skope Classic meeting, Mike Pero Motorsport Park, Christchurch, New Zealand.**

### **ROSS TAKES ON MANTLE OF MSC F5000 SERIES' MAN-TO-BEAT.**

Steve Ross (McRae GM1) has taken on the mantle of man-to-beat in this season's MSC NZ F5000 Tasman Cup Revival Series after dominating qualifying and winning the first race at the fifth round at the Skope Classic motor racing meeting in Christchurch.

At the first two rounds of the 2014/15 series in Australia late last year it was Sydney Chevron B24 driver Tom Tweedie who set the pace and won the majority of the races. At the two Gulf Oil Howden Ganley F5000 Festival meetings back home last month, meanwhile, it was series' super-vet Ken Smith (Lola T332) who qualified quickest and claimed a clean-sweep of all the MSC NZ F5000 Tasman Cup Revival Series races.

With Tweedie only contested the MSC races in his home country, and Smith choosing not to come south this year, it was two-time former series winner Ross whose time had come today. The Dunedin man was by far the quickest MSC class runner on the track this morning, his 1.18.941 pole time almost one-and-a-half seconds faster than that of series' returnee Sefton Gibb (Lola T332) who set the second best time. Then in the first 8-lap MSC series race of the weekend later in the day Ross eased away to win by a comfortable margin. Gibb, who has been a series regular in the past but is making his 2014/15 season debut this weekend, was the surprise package, edging out visiting British driver Greg Thornton (Surtees TS11) for the spot alongside Ross on the front row of the grid.

But Ross was never seriously threatened in the eight-lap race.

"I was able to get enough of a lead and then it was just a matter of bringing it home," he said.

Thornton tried his best to stay with Gibb, but was unable to find a way past and crossed the finish line in third place.

"At one stage I was all over him," the British driver said, "but come

© Fast Company/Alex Mitchell.



Dunedin's Steve Ross (McRae GM1 #5) leads the MSC NZ F5000 Tasman Cup Revival Series field into the first turn at Mike Pero Motorsport Park.





Enjoying his most competitive showing in the MSC series to date today was returnee Sefton Gibb from Napier in his Lola T332 # 88, seen here leading Greg Thornton (Surtees TS11)

the straight he was too quick and I just had to say goodbye." Neither Smith nor Hampton Downs' rival Clark Proctor (who suffered major gearbox issues in his March 73A/1 at the second Festival meeting) made it to Christchurch's Mike Pero Motorsport Park (nee Ruapuna) for the penultimate 2014/15 MSC series round this weekend. But the field was still 12-strong thanks to the addition of Aucklander Alastair Russell (McRae GM1) and local man Dave Arrowsmith, the latter driving the second David Abbott-owned Lola T430.

There was close racing throughout the field as well, with the Lola T332s of Russell Greer, Paul Zazryn and Ian Clements engaged in a race-long tussle for fourth through eighth positions with the Talon MR1s of Auckland pair Aaron Burson and David Banks. Rotorua driver Brett Willis also quickly worked his way up through the order after a broken fuel pump drive saw him miss qualifying and start the race from the back row of the grid. For most of the race Greer led the battle-pack but on the sixth lap he and Zazryn clashed then tangled on the run to the first infield right-hander from the hairpin.

Contact saw both cars spin but both were able to get going again, albeit only after Ian Clements, Aaron Burson, David Banks and Brett Willis had got through.

### ROSS ONE OF TWO MSC SERIES WINNERS AT SKOPE MEETING

McRae GM1 driver Steve Ross was one of two MSC NZ F5000 Tasman Cup Revival Series winners on the second day of competition at the fifth round at the annual Skope Classic historic motor racing meeting in Christchurch over the weekend.

Ross qualified quickest and won all three Mobil1-backed MSC

© Fast Company/Alex Mitchell.



For most of the race the mid-field battle-pack consisted of Russell Greer, Paul Zazryn and Ian Clements in their Lola T332s and Aaron Burson and David Banks in their Talon MR1s

category races. But after the 12-lap feature final on Sunday afternoon race runner-up Brett Willis (Lola T330) was named the winner of the Stan Redmond Memorial Trophy.

Redmond was a leading light in the MSC series from its inception and the Trophy was minted after his tragic death behind the wheel two years ago. The trophy is awarded to the MSC series driver who puts in the most spirited performance at the Skope Classic meeting (held at Redmond's home circuit, Mike Pero Motorsport Park nee Ruapuna) and





Steve Ross leading Sefton Gibb and Greg Thornton in the weekend's second MSC series race on Sunday morning.





Melbourne driver Paul Zazryn (Lola T332)

this year Willis, who worked his way from seventh spot on the grid to second at the flag, was a popular choice. "It was certainly a great way to finish the weekend, and great for the team," he said.

After winning the first MSC series race of the weekend on Saturday from Napier driver Sefton Gibb (Lola T332) and British-based series regular Greg Thornton (Surtees TS11), runaway series points leader Steve Ross looked set to romp home to two more wins on Sunday. He did too, but not until he learned the hard way just how close the likes of Gibb and Thornton are now to his pace.

After grabbing an early lead in the morning's 8-lapper Ross eased back, and paid the price, running off the track and being quickly bumped back to second by a grateful Gibb then third by Thornton.

"It was a lack of concentration, then I tried to push it a bit too hard," the two-time series champ admitted afterwards.

Gibb led the race for four laps in all, with Ross getting back past Thornton for one lap, then losing the place and having to do it all again the next. In the end he did get back into the lead, with Gibb second, Thornton third, Aussie Paul Zazryn (Lola T332) fourth and Russell

Greer (Lola T332) and Brett Willis fifth and sixth respectively.

Ross made sure he didn't make the same mistake in the 12-lap feature race in the afternoon, accelerating away to an early lead off the rolling start from Gibb, Zazryn, Thornton, Greer, Ian Clements (Lola T332) and Willis. Paul Zazryn then made a successful pass on Sefton Gibb for second into Turn 1 before setting off after Ross. At this stage Ross had an almost four second buffer but Zazryn pushed on ahead of Gibb, Thornton and Aaron Burson (Talon MR1A) with Brett Willis tucked in behind. Gibb appeared to slow on the sixth lap, allowing Thornton to catch him then Gibb's race came to an end two laps later when an input shaft broke.

By that time Willis had got past Burson and used the opportunity to take Thornton as well. Zazryn remained in second place but was slowing as he started struggling for front turn-in grip, allowing Willis - on a real roll by this stage - to get closer and eventually pass for second place with one lap to go.

"The front tyres were going off after the halfway mark which was

© Fast Company/Alex Mitchell.



Dunedin's Steve Ross (McRae GM1 #5) takes the chequered flag to win the feature MSC NZ F5000 Tasman Cup Revival Series race at Mike Pero Motorsport Park on Sunday





© Fast Company/Alex Mitchell.

Brett Willis (middle) flanked by Canterbury Car Club president Gary Johnstone (left) and the late Stan Redmond's engine man Steve Weeber (right) with the Stan Redmond Memorial Trophy he earned for the most spirited MSC series drive of the meeting, causing understeer. He (Willis) was quicker so it wasn't worth holding him back," explained Zazryn. While the large crowd was focused on Willis and his climb through the field, Aaron Burson also managed to find a way past Greg Thornton, and David Arrowsmith pulled in with a broken muffler on his borrowed Lola T430. The series now returns to the North Island where the final round will be held at the 2015 New Zealand Grand Prix meeting at Manfeild.

#### Race 1 8 laps Sat

1. Steve Ross (McRae GM1) 10:57.188
2. Sefton Gibb (Lola T332) +06.165
3. Greg Thornton (Surtees TS11) +06.384
4. Ian Clements (Lola T332) +15.702
5. Aaron Burson (Talon MR1/A) +17.864
6. David Banks (Talon MR1) +18.949
7. Brett Willis (Lola T330) +30.989
8. Russell Greer (Lola T332) +46.638
9. Paul Zazryn (Lola T332) +56.351

© Fast Company/Alex Mitchell.



Dunedin's Steve Ross (McRae GM1)

10. David Arrowsmith (Lola T430) +56.543
  11. David Abbott (Lola T430) +58.563
  12. Peter Burson (McRae GM1) +58.671
- DNF. Alastair Russell (McRae GM1)

#### Race 2 8 laps Sun

1. Steve Ross (McRae GM1) 11:03.191
  2. Sefton Gibb (Lola T332) +03.549
  3. Greg Thornton (Surtees TS11) +04.164
  4. Paul Zazryn (Lola T332) +09.622
  5. Russell Greer (Lola T332) +09.954
  6. Brett Willis (Lola T330) +10.350
  7. Ian Clements (Lola T332) +10.715
  8. Aaron Burson (Talon MR1/A) +12.447
  9. David Abbott (Lola T430) +29.129
  10. David Arrowsmith (Lola T430) +29.446
  11. Peter Burson (McRae GM1) +42.884
- DNF. Alastair Russell (McRae GM1), David Banks (Talon MR1)

#### Race 3 12 laps

1. Steve Ross (McRae GM1) 16:12.491
2. Brett Willis (Lola T330) +17.219
3. Paul Zazryn (Lola T332) +18.161
4. Aaron Burson (Talon MR1/A) +19.844
5. Gregory Thornton (Surtees TS11) +21.418
6. Ian Clements (Lola T332) +29.510
7. David Banks (Talon MR1) +32.083
8. Russell Greer (Lola T332) +32.120
9. David Abbott (Lola T430) +50.639
10. Peter Burson (McRae GM1) +1 lap

DNF. Alastair Russell (McRae GM1), Sefton Gibb (Lola T332), David Arrowsmith (Lola T430)

Prepared by FAST COMPANY of behalf of the New Zealand Formula 5000 Association [www.F5000.co.nz](http://www.F5000.co.nz)

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Race 2 race leader Sefton Gibb (Lola T332 #88) leading Steve Ross and Greg Thornton (Surtees TS11)





# ROAD TO MANDALAY RALLY AT HALF WAY POINT, HAD A TIGHT BATTLE FOR THE TOP SPOT



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Competitors on the inaugural Road to Mandalay Rally, organised by the Endurance Rally Association, crossed the border into Thailand and at the half way mark, there was a tight battle for the top spot on the leaderboard. After leaving the iconic Raffles Hotel, Singapore, on 1<sup>st</sup> February, the 70 crews had already covered just shy of 4,000km over the past 12 days when they reached Kanchanaburi. Whilst all involved had enjoyed the amazing scenery, some drivers clearly had their eyes on the prize.

In the Vintageant division, the big battle was between the three Chevys – Peking to Paris 2013 winners Phil Garrett and Kieron Brown were 20 seconds off first place in their 1937 Fangio Coupe with leaders Bill Shields and Scot Herbstman, from America, keeping their '38 Coupe ahead of the field. But chomping at Phil



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and Keiron's heels were fellow Yanks, Daniel Day and Ronald Doyle just three minutes behind in their '37 Coupe, which may have sounded like quite a gap but given how the terrain changed on the roads ahead, it could be easily be reduced. The story was no different in the hotly contested Classics category, where there was less than two minutes separating the top three cars – all with extremely experienced and competitive teams at the helm. Keeping the others in his rear view was another

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Peking to Paris legend, octogenarian Gerry Crown from Australia in the 1974 Leyland P76 with navigator Matt Bryson. The







Australian duo only had a 46 second edge on the British team of Peter and Zoe Lovett in their 1965 Porsche 911. But furiously chasing the top two were the UK's Grant Tromans and Simon Russell in the 1973 Datsun 240Z with a time of 00:42:32. Notable mentions went to American John Rich III who, along with his son and navigator John IV, was producing impressive times and a class lead in his huge '57

Chevy Bel Air Convertible, and to those who spent valuable rest days in the garage making necessary repairs and adjustments. At the half way point, Rally

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Director Philip Young said: "Cars and drivers are coping well and most are soaking up the amazing culture and stunning horizons, taking full advantage of the evening's comfort in luxurious hotels. But

for others, this isn't a pleasure cruise!"

The next big milestone for the Road to Mandalay Rally was the crossing of the border into Burma, the first time this has ever happened in this particular province, and the start of the final journey towards the finish line in Rangoon on 24<sup>th</sup> February.

Philip added: "This is the first ever crossing of the frontier by foreigners from Thailand into Burma, and the first rally to drive into Burma."

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## CLOSE FINISH IN CLASSICS DIVISION AS PORSCHE TEAM WINS INAUGURAL ROAD TO Mandalay RALLY

The winner of the Classics division of the inaugural Road to Mandalay Rally was decided on the final day with just one second difference, giving first place to the 1965 Porsche 911 of the UK's Peter and Zoe Lovett. Peter and Zoe finished the 24-day rally, organised by the Endurance Rally Association, with an overall total of 1:11:20, getting revenge on Peking to Paris 2013 winners Gerry Crown and Matt Bryson from Australia, who were the ones who had to settle for second place this time in the 1974 Leyland P76 with a total of 1:11:21.

Third place went to Brits Grant Tromans and Simon Russell in the 1973 Datsun 240Z with an

overall time of 1:13:04. In the Vintageants division, the three-way battle between the Chevrolets ended with Americans Bill Shields and

Scott Herbstman taking the top spot with an overall total of 1:19:47 in their 1938 Coupe. Peking to Paris winners Phil Garratt and Kieron Brown from the UK came second in the 1937 Fangio Coupe on 1:20:32, while fellow Americans Daniel Day and Ronald Doyle in the '37 Coupe came third on 1:25:24.

There were class wins for the big 1957 Chevy Bel Air Convertible of yanks John Rich III and son John, the 1928 Bentley 4 ½ Le Mans of Denmark's Lars and



Annette Rolner, and the '69 Volvo Amazon of Frenchman Ludovic Bois and Julia Colman from the UK.

Special awards were also awarded at the Gala dinner in Bagan at the end of the rally. The True Grit award was presented to Belgium's Erwin Beerens and Gert Mertens in the 1928 Rolls Royce 40/50 Silver Ghost, while the Against All Odds award went to Heather and Jo Worth from New Zealand in the troubled 1968 Volvo Amazon that



despite its constant technical difficulties still managed to cross the finish line. The Spirit of the Rally award was given to Joost Van Cauwenberge and Christine De Landtsheer from Belgium in the 2011 Toyota Landcruiser, who joined the rally despite not being eligible to compete as a tourer. However they supported the teams throughout – even housing a Gin and Tonic bar in the rear of his vehicle at the finishing point each day, hence the ‘spirit’ award.

The Road to Mandalay attracted 70 entries from 18 different countries for the timed rally of 10,000kms from Singapore, crossing Malaysia and Thailand, and then entering Burma in an historic border crossing to finish in Mandalay.

With cars being shipped home just 48-hours after the end of the rally, there’s no rest for the ERA team as they now have to prepare for the UK’s biggest rally for Pre-War cars – the Flying Scotsman Rally, held 17-19 April.

For a full list of the Road to Mandalay results, as well as updates on forthcoming ERA events, visit [www.endurorally.com](http://www.endurorally.com).

Report provided by Andrea Seed, photos by Gerard Brown/Endurance Rally Association.



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