

Classic and Competition Car

July 2015

Issue 58

Cholmondeley Pageant of Power



British GT Silverstone



Coventry MotoFest



Best of British Hill Climb



Drag Racing



Historic Marathon Rally Show

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Front Cover. Damon Milnes flies his Chevron B48 at the Cholmondeley Pageant of Power © Simon Wright.

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Classic and Competition car July 2015

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Editorial.

It must have cost hundreds of pounds in worn out tyres to produce the images for this months issue. We have tyre smoking drifting from Coventry Motofest, drag racing from Shakespeare County Raceway and stunt driving displays from the relaunch of Coventry Transport museum. Others reduced their tyre wear by flying over the hump back bridge at Cholmondeley Pageant of Power.

July is a busy month on the historic motoring scene, with the Silverstone Classic, the new Chateau Impney Hill Climb and the Shelsley Walsh Classic Nostalgia weekend all coming up. Enjoy.



© Simon Wright

British Rally Championship returns in 2016.

The MSA British Rally Championship is due for an exciting new look return in 2016 with a seven round IMS run championship. The Countries premier rally championship will include rounds in England, Scotland, Wales and Northern Ireland. It goes with the revised vehicle eligibility regulations which were announced in January.

The series will include a mix of gravel and asphalt surfaces to give crews the ultimate challenge in National rallying. Starting in March next year, the series will run until September 2016 and include seven events, four of which are retained from previous years, while the other three are new or returning events to the championship.

Starting with the Mid Wales stages, which uses the legendary forests of Myherin and Hafren which tested the Worlds greatest Rally Drivers on Wales Rally GB in November 2014. At Easter the crews will cross the water to tackle the Circuit of Ireland, where competitors will be up against the best star drivers in the FIA European Rally Championship. Then it's back to Carlisle for the Pirelli Rally. This is followed by the Borders asphalt for the Jim Clark Rally at the end of May, with the Scottish Rally at the end of June. An eight week break then see's the championship back in Northern Ireland for the Ulster Rally in August. The season then finishes in Scotland with the Granite City Rally in Aberdeen. Additional dates may be added.

March 5th-6th 2016 Mid Wales Stages

April 29th-30th 2016 Pirelli Rally

June 24th-25th 2016 RSAC Scottish Rally

September 9th-10th 2016 Granite City Rally

April 8th-9th 2016

Circuit of Ireland

May 27th-28th 2016

Jim Clark Rally

August 19th-20th 2016

Ulster Rally

News



© Simon Wright

The Bentley Boys are Back in Town at the Silverstone Classic. As part of the 25th anniversary celebrations for the Silverstone Classic this year, a new race will recreate the glory days of the original Bentley Boys from the 1920s. The Kidston Trophy for Pre-War Sports Cars will remember the magnificent racing history from the 1920s and 1930s. Glen Kidson, adventurer and aviator, was one of the original famed Bentley Boys who were victorious at Le Mans in the 1920s and the race in his honour will take place on the Saturday morning of this year's Silverstone Classic. Kidson was a Lieutenant Commander in the Royal Navy, and survived being torpedoed twice in the same day. By the mid 1920s he was a submarine Commander. When not at sea, he set records as an aviator, he competed in hill climbs, motorcycle speed trials and raced cars, winning the 1930 Le Mans 24 Hours race in a Bentley Speed Six, driving with Woolf Barnato. Unfortunately, he was killed less than a year later when flying a de Havilland Puss Moth which broke up in a dust storm over the Drakensberg Mountains in Southern Africa.

Motor Racing Legends have managed to assemble more than 45 cars for this 40 minute Trophy race, with a mandatory pit stop and optional driver change. At least nine Bentley cars will be in the race, including the 4 1/2 litre Le Mans of Stanley Mann plus the promise of a couple of 1924 3 litre machines.



Coventry Museum Drive & Dine.

For owners of classic cars over 30 years old, Coventry Transport museum are now offering a series of exclusive drive out events to visit specially selected venues and events around the Midlands region. The latest event gives owners the chance to show their vehicle on a static display at the Classic Nostalgia event at Shelsley Walsh, Worcestershire on Saturday 18th July 2015 with an exclusive champagne lunch included. This is one of the top motoring nostalgia events in the Midlands with action on the hill climb course and large static displays. The cost of this special excursion is just £35 per person, which includes entry to the Classic Nostalgia event, the champagne lunch and a Drive & Dine Window Sticker. For more information and to book a place on this event, visit the Coventry Transport Museum Web site at <http://transport-museum.com/>



ALLARD FAMILY 1956 PALM BEACH SPORTS CAR TO STAR AT H&H'S 11 JULY, CHATEAU IMPNEY SALE.

Consigned directly from Alan and Lloyd Allard, the son and grandson of company founder Sydney Allard, the restored 1956 Allard Palm Beach Mk II is one of the leading entries at H&H's forthcoming Chateau Impney Hill Climb auction.



Rosemary Smith Pat Smith Bronwyn Burrell Tina Kerridge and Interviewer Graham Robson

Ladies day at Historic Marathon Rally Show.

One of the high-lights of the first Historic Marathon Rally show at Gaydon was one of the interview sessions held in the conference hall, where some of the leading ladies of historic marathon rallying entertained the crowd with fascinating stories about some of their adventures on the marathon rallies in which they had competed. Leading driver Rosemary Smith has a

© Janet Wright



Bronwyn Burrell and Tina Kerridge in Puff

definite way with words as she told some tales of adventure from all around the World on rallies like the 1968 London to Sydney and the London to Mexico World Cup Rally. Another crew re-united at the show were Bronwyn Burrell and Tina Kerridge with their 1970 World Cup Rally Austin Maxi, which they affectionally named "Puff" because it didn't have any! The car was entered

© Janet Wright



by Marshalls of Cambridge and the girls also had Tish Ozanne as the third member of the crew. Unfortunately they failed to finish the event, getting stuck in mud after leaving Buenos Aires.

© Pete Austin



Bronwyn Burrell & Tina Kerridge - World Cup Rally 1970



Climax CR1 Cafe Racer.

A mid engine two seater open sports car, with limited production, was on display to the public at Coventry MotoFest. The handcrafted aluminium with carbon fibre and GRP body was inspired by the legendary Cooper Climax F1 car of the 1950s and yet uses the latest

Janet Wright



© Janet Wright

generation of Subaru tuned flat four engine driving the rear wheels, thus drawing on Britain's vast motor sport heritage whilst keeping an eye for the future.

The horizontally opposed Subaru turbocharged 4 cylinder DOHC Boxer engine produces 300 PS at 6000 rpm and is mated to a 6 speed

© Simon Wright



© Simon Wright



manual gearbox with a limited slip differential. This gives the car a top speed of around 170 mph, with a 0-60 mph time of sub 4 seconds. The fully adjustable suspension ensures excellent handling, while a removable steering wheel helps secure the vehicle when parked. For further information visit their web site at www.climaxcars.com



© Simon Wright

at the SVR

The Severn Valley Railway's heritage steam locomotives will take a back seat as four-wheeled transport takes the starring role in Classic Vehicle Day on Sunday, 26th July.

More than 150 classics will be on display at stations along the much-loved Railway, which runs a scenic 16-mile span from Kidderminster in Worcestershire to Bridgnorth in Shropshire. To mark the SVR's 50th anniversary, the featured decade will be the 1960s, with more than 50 sixties classics on show. Among the stars of the show at Kidderminster station will be a 1926 Cluley, 1926 Rolls-Royce and a 1979 Austin Maxi, while an array of 1960s classics will be on display on the station concourse, including several early Minis and a display of memorabilia from 'the Austin at Longbridge'.

An immaculate 1969 Jaguar E-type, a 1972 Simca Estate and a beautifully-maintained 1966 Volkswagen 'Devon Spaceway' caravanette, complete with 1960s fittings and equipment - all among the 15 vehicles on show at Bewdley station.

A 1920s Austin, Bentley and Rolls Royce are among the 30 classics on display at Arley station, alongside a 1983 Morgan 4/4, a 1999 Mini, a 1946 Rover 10 and two Jaguar XKs.

Nestled alongside the SVR's reserve collection of steam locomotives in The Engine House Visitor Centre at Highley will be 15 vehicles including a rare 1934 Hillman Aero, a 1961 Austin A40, a 1960 MGA, and a 1957 MG Magnette. A 1920s Austin Seven Tourer and a Standard Teignmouth are also worth looking out for. A 1959 Heinkel Bubble Car headlines the event at

Bridgnorth, alongside famous names including Austin, Morris, Rover, Vauxhall, Standard, Riley, Triumph, MG, Ford and Daimler.

The SVR's collection of heritage steam locomotives will be running an intensive service taking passengers along the line to view the displays of classic vehicles.

Clare Gibbard, the SVR's marketing and communications manager, said: "We are used to our heritage locomotives being the main attraction, but on this occasion, they have to share the limelight with their four-wheeled transport counterparts. "We are lucky enough to have some fantastic vehicles on display, from a beautiful 1920s Rolls Royce through to the iconic Heinkel Bubble Car, which I'm sure will draw the crowds."

Public Parking at Highley and Arley is suspended during the day but limited parking will be available at Hampton Loade. For more information on all events, activities and bookings, visit www.svr.co.uk or call 01562 757900.



AUDI LAUNCHES THE NEW RS 3 SPORTBACK AT SHELSLEY WALSH. By Mark Constanduros

Audi UK launched its all-new RS 3 Sportback at the Shelsley Walsh Hill Climb where 79 years ago Hans Stuck competed in the 16-cylinder Auto Union Type C and Hannu Mikkola took Best Time Of Day in the Sport quattro in June 1986. Audi's history with the Shelsley Walsh Hill Climb made the venue the ideal place to launch their 367 PS RS 3 Sportback which focuses on pure sports positioning and dynamics.

Held over two days, the RS 3 tackled the famous hill climb, the oldest motor sport venue in the world still on its original course, with journalists getting a rare opportunity to test the most powerful production 5-cylinder engine in Audi RS history. With over 20 cars available in different specs and colours, the hill climb allowed drivers to experience the car to its full potential including the faster shifting gearbox and faster reacting quattro drive. Drivers were also able to follow a road route from the Shelsley Walsh Hill Climb, giving further opportunity to test the car on the open road.



© Mark Constanduros

© Mick Herring



Australian Tim Kuchel Formula 2 Brabham BT18

Australian's on Tour.

Taking part in the second Monoposto race of the weekend at Silverstone on 14th June 2015 were two welcome visitors from Australia, with their historic Formula 2 Brabham's. Tim Kuchel (BT18) and Wayne Wilson (BT21C) competed on the historic Silverstone circuit as part of their European tour which includes races at Monza. Tim got his Brabham to the finish line at Silverstone and was classified 13th but unfortunately Wayne failed to be classified as a finisher in the race. They also headed to Monza in Italy for the 62nd Coppa Intereuropa Storica race for the HSCC Historic Formula 2 International series on the 19-21st June 2015. Both retired from Race 1 and Wayne managed 13th and a class win in race 2, while Tim retired after 12 of the 14 laps.

© Mick Herring



Australian Wayne Wilson Formula 2 Brabham BT21C

Silverstone Classic - Ford GT40 Revisited.

By Mick Herring.

I introduced myself to the Ford GT40's owner David Cuff earlier in the morning at the Silverstone Classic Media Day and he told me a passenger ride was highly possible if some tyres turned up, Oh and that Steve Soper would be driving. Thank goodness those Dunlops arrived. Steve had already done several laps and as soon as I sank low into the cockpit I could feel the transmitted heat sinking into my back through the seat and my right leg from the shallow longitudinal



© Mick Herring

spine in the floor where the coolant pipes pass from front to back. The car was silent whilst I was strapped in and then came that buzz through the car as Steve pressed the starter, translating to that trademark GT40 howl from the cross-over exhaust as we climbed out of the pitlane to the track. We accelerate hard through the left-hander towards the complex of Village, The Loop and Aintree

corners, up and down the gears as I revelled in "that certain sound", even more so as we travel the length of the Wellington straight. Through Brooklands and Luffield the GT40 slides, on and off-throttle, with considerable need for correction but always predictably, well at least in the hands of someone as skilful as a former Spa and Nurburgring 24 hour race winner, British Touring Car Championship and BMW works driver, enticed out of retirement to race historic cars. Steve largely walked away from motorsport to concentrate on his Lincoln BMW dealership, following a career ending crash, which severely damaged his neck at the end of the 2001 BTCC season.

On the second of those five fabulous laps it was the speed we carried into the "new" Abbey that surprised me most, we next encountered some vintage car traffic at the exit of the complex,

which had barely been on the horizon a few seconds earlier, putting us off the racing line to go between and past them, causing the car to run wide and thus we visited a bit

of Silverstone I've never been to before.

As Steve later said, "You can't be aggressive with a GT40, sometimes you just have to let the heavy car go where it wants,

© Mick Herring



© Mick Herring

otherwise it will bite you". Similarly abusing the brakes, the tyres or the fuel will see them fail to last a race or their part in the endurance races at which these cars excelled.

This lap we carried more speed into Brooklands and the tail slid, once collected up, a quick flick of the right hand gear change followed by a big push on the throttle saw most of the lost thrust restored before turning into the long Luffield hairpin, accompanied by that gratifying howl from behind.

The trick is to brake early, carry as much speed as possible through the corner and make the slides work for you. Churning away just behind your head, the big production-based Ford V8 gives more than enough reliable power in spite of its 6,200 rpm redline.

The run-off at Copse is another place I'd not previously been as Steve found the limits of the handling ahead of competing alongside David Cuff at this July's Silverstone Classic. David Cuff's pristine white GT40 is, I think, chassis number seven continuation car from Andy Newall's Gelscoe Motorsport and the precision of these "toolroom" cars affords them their FIA papers and welcome invitation to the cream of classic events. I've been fortunate to ride in several iconic racing sports cars but this has to rank as the ride of my career to date.

My thanks go to David Cuff, Steve Soper - the man voted the best saloon car driver ever and Silverstone Classic which takes place on 24/25/26 July 2015.



© Mick Herring

© Mick Herring



Always a Lotus driver!

A strong following for the LoTRDC races ensures a good grid of cars and, in this case, at least one driver with the highest possible pedigree, in the shape of ex-Lotus F1 driver Martin Donnelly, whose Grand Prix career ended with a dramatic crash in Spain in 1990. At Rockingham he was sharing a Lotus Elise S2 111R with his son Stefan in the one hour race where they finished 14th overall and fifth in the Production class.

© Mick Herring



Aptly named Ariel Atom.

Former winner Niki Faulkner was only 2nd fastest at CPOP this year in the high flying Atom

© Simon Wright

KIWI F5000 RACERS OFF TO THE US TO COMPETE

The annual Rolex Monterey Motorsports Reunion meeting at the Mazda Raceway Laguna Seca in California is one of the biggest and most prestigious historic motor racing meetings in the world - and this year a group of Kiwis will be joining F5000 category counterparts from the US, Canada, the UK and Australia at the August 13-16 event.

The Reunion meeting is part of a two-week long celebration of classic cars which includes a Pre-Reunion meeting at the Laguna Seca circuit the weekend before (which all the Kiwi and Australian drivers are competing at) and the Pebble Beach Concours d'Elegance on August 13. As such, competition for a place on the programme is intense and the inclusion this year marks the culmination of a number of years work by members of the US-based Formula 5000 Registry. "It's a big deal, alright," says the president of the New Zealand Formula 5000 Association, Roger Williams. "Monterey is one of the three big historic race meetings they have in the 'States each year but the last time Formula 5000s ran there (at Laguna Seca) as an SCCA category was in 1976." There is also a strong 'Kiwi connection' thanks to renowned constructor/driver Graham McRae. Three-time Tasman Cup series champion McRae raced at the Laguna Seca circuit a number of times between 1972 and 1975, the highlight winning the Monterey Grand Prix on his way to victory in the L&M Continental 5000 championship in 1972 in a car of his own design, the Leda (later McRae) GM1.

This year Ford's Shelby GT350 Mustang is the featured vehicle at the meeting and with historic Formula 1s from the Masters Historic Racing series in Europe, the stock-block 5-litre Formula 5000s are one of two featured single-seater categories.

Heading the 12-strong contingent of MSC NZ F5000 Tasman Cup Revival

Three-time MSC NZ F5000 Tasman Cup Revival Series title holder Steve Ross from Dunedin (McRae GM1 #5) leads Australian driver Paul Zazryn (Lola T332 #24) at Hampton Downs earlier this year. Both are heading to the United States in August to contest the annual Rolex Monterey Motorsports Reunion meeting.



Series regulars from New Zealand is three-time champion Steve Ross from Dunedin who will drive his ex Jim & Chuck Sarich /Quicksilver Racing McRae GM1, a car which raced at the Laguna Seca track in 1974. Joining him at the meeting are fellow Kiwis David Abbott and Phil Mauger (Lola T430s), David Arrowsmith (Lotus 70B), Alan Dunkley (Lola T140), Grant Martin (Talon MR1A), Lindsay O'Donnell (Begg FM5), Glenn Richards (Lola T400), Tony Roberts (McLaren M10A), Poul Christie (McLaren M10B) and Brett Willis (Lola T300), and UK-based Greg Thornton (Chevron B24).

Also familiar to followers of the MSC series here and across the Tasman are the four Australian drivers heading to the US for the meeting, John Bryant (Lola T140), Bill Hemming (Elfin MR8), Phil Lewis (Matich A50), and Paul Zazryn (Lola T332), as well as recent (2011) Lady Wigram Trophy race winner Jay Esterer (McRae GM1), from Canada.

The British-built Lola chassis is by far the most popular of the many F5000 marques set to be represented with 17 - ranging from the first T140 to the final T430 - entered. McRae, McLaren, Surtees and Eagle are next with three each, followed by Chevron, Crossle and McKee with two each and the New Zealand-built Begg, Australian-built Elfin and Matich, UK-built Lotus and March, and US-built Talon, Webster, Shadow and Le Grand with one each. Heading the 'home' contingent in the 44-car field is Tony Adamowicz (Gurney Eagle) who won the US Formula 5000 title in 1969, and with recent New Zealand visitor Eric Haga (Lola T190) is one of two originals attracted back to the category by the US Register's annual Revival Series and events like the Rolex Monterey Motorsports Reunion. Mazda Raceway Laguna Seca is situated in the foothills behind Monterey approximately two-and-a-half hours south of San Francisco. *Prepared by FAST COMPANY of behalf of the New Zealand Formula 5000 Association* www.F5000.co.nz



© Mike Lambert/Gridshots.com

Motorsport at the Palace. Crystal Palace.

All photographs by Mike Lambert - Gridshot.com

Over 9,000 motor racing fans headed for Crystal Palace in South London over the Bank Holiday weekend for the biggest show to date since the revival six years ago, thanks to the support of



© Mike Lambert/Gridshots.com

sponsors The Ancaster Group. The two day sprint event thrilled spectators with a diverse mix of motorsport as motorcycles made a welcome return for the

first time since the old racing circuit closed in 1972. There was a 40 strong parade of vintage two and three wheeled vehicles which attracted a lot of attention from the large crowd which lined the circuit to see ex racers like Colin Seeley, Joe Dunphy and Bill Hodgkins riding classic Norton, Triumph, Ducati, BSA and Honda motorbikes.



© Mike Lambert/Gridshots.com

The event, which has raised over £3,700 for local charity St Christopher's Hospice, was flagged off by the Mayor of Bromley, Councillor Kim Botting. The track action was fast and furious with 200 competitors racing round part of the former racing circuit. The fastest time of the Day (FTD) on Sunday was claimed by Kevin Creaven in his OMS single seater with a time



© Mike Lambert/Gridshots.com



of 34.92 seconds, while on Monday it was David Seaton in a Pilbeam MP43 BMW who took the honours with a faster time of 33.95 seconds. Another attraction was a collection of racing Karts from the 1950s, '60s and '70s. There was plenty to see away from the track with over 300 exhibitors displaying a wide range of diverse show vehicles, including hot-rods and muscle cars, Ferrari's and even the extraordinary Cosmotron, a sci-fi car straight out of the

© Mike Lambert/Gridshots.com



© Mike Lambert/Gridshots.com

Jetsons. The motorcycle fans were not forgotten and could revel listening to the roar of Loris Capirossi's MotoGP Ducati which was on show. A special attraction was Gerald Philbrick who used the Motorsport at the Palace event to reveal a rare Aston Butterworth Formula 2 racing car, one of only two built, which has been 'lost' for the last 50 years.

© Mike Lambert/Gridshots.com



Rare Aston Butterworth Formula 2 racing car

© Mike Lambert/Gridshots.com





Austin 1800



Historic Marathon Rally Show, Gaydon Heritage Centre.

Sunday 31st May 2015.



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



The inaugural Historic Marathon Rally Show, sponsored by the Endurance Rally Association (ERA) was held on a slightly damp day at the Heritage Motor Centre. It brought together some of the greatest names in historic marathon rally history, including drivers Rosemary Smith, Barrie 'Whizzo' Williams, Mike Broad, Tony Davies and Pat Smith. They were re-united with navigators including Willy Cave, Mike Wood, Hywel Thomas and

Rosemary Smith

also team managers such as Stuart Turner, Bill Price and Graham Robson.

About 500 people attended the day to enjoy an impressive line up of around 150 former marathon rally cars which were lined up outside the front of the museum. As well as the static display, there were two parade runs during the afternoon, where the cars were able to do a low speed run round the museum perimeter road and make a grand entrance down the long drive back to the front of the museum. Guest of honour, Rosemary Smith

was given a ride in Bill Cleyndert's Morris 1800 which had been used in the Casablanca and Classic Safari Rallies.

Among the cars was one of the surviving London to Mexico World Cup Rally Triumph 2.5 PIs as well as the Triumph 2.5 pi as driven by Brian Culcheth on the East African Safari Rally in 1972. There were also Austin and Morris 1800 'Landcrabs' from both the London to Sydney Marathon and the first World Cup Rally.



Brian Culcheth Triumph 2.5 Pi





Mini Cooper 1300 - 2003 KCB Safari Rally

© Janet Wright

© Pete Austin



The ever popular Ford Escort Mk1

© Janet Wright



© Janet Wright



Triumph Vitesse



Austin 1800 was popular for Marathon rallies

© Simon Wright



Clan Crusader based on Hillman Imp parts



© Simon Wright



© Pete Austin

Ford Cortina Mk II

Buckler Mk5 - 1986 FIVA Rally South Africa



The Endurance Rally Association (ERA) was well represented with a fine line up of cars including the Peking to Paris 2013 rally winning 1937 Chevrolet Fangio Coupe of Phil Garratt and Kieron Brown. There was also the 1938 SS Jaguar of Michael O'Shea, the 1953 Morgan plus 4 of David Spurling and Alan Smith's Morris Minor, all of which took part in the 2013 Peking to Paris Rally. Coming a little more

up to date, the Ford Focus of David Blackhurst was used in the 2001 World Cup Rally and the Land Rover of Sheila Wright competed in the 2002 London to Athens World Cup and the London to Tunisia Rallies.



There was a tribute in the conference hall to the late Philip Young, Founder and Rally Director of the Endurance Rally Association, who had recently passed away at the age of 67, following complications arising from a motorcycle accident in Burma. Also two of the cars that belonged to him were in the outside display, the Magenta he had built for the 1977 London to Sydney event, his first ever rally, and the 1986 MG Maestro that was driven by Jane Edgington and Gill Cotton in the 2012 London to Cape Town Rally





Triumph TR7 V8





Alpine Renault A110 1300G



Triumph Dolomite Sprint



Classic SS Jaguar



Fiat 1500 of Richard Ward and Joy Lightfoot



Triumph 2.5 Pi



Porsche 911



the design and payment of the first vehicle. The first car was a convertible with the 289 engine, and was the first of only about 85 cars produced by Trident during their ten years of production. The initial 30 engines were used in the Clipper which was based on an Austin Healey 3000 chassis and suspension. In 1970, as the Austin Healey Chassis was phased out of production, the Clipper continued with a lengthened Triumph TR6 chassis and suspension. This also formed the basis for the Venturer which was powered by the 3 litre Ford Essex V6 engine. The Clipper and Venturer were eventually to be superseded by the Tycoon in 1974, powered by the Triumph 2.5 PI engine and automatic gearbox. By this time, the company was beginning to encounter financial difficulties. They launched the new Clipper with a 360 cu in. American V8 engine for the American market but it appears that only two were ever built before the company ceased production. It is estimated that the company built around 225 cars of all models during its 10 years of production.

The most unusual car on display was the British Army Team Trident Venturer Coupe which competed in the 1970 World Cup Rally. Trident Cars Limited operated between 1966 and 1976 and was originally known as Viking Performance from Ipswich. Viking were TVR distributors for East Anglia before producing the Viking Hornet Sprint and Viking Sport and also race engines for Elva Cars. The original Trident prototypes were designed by Fissore of Italy in 1965 for TVR, three coupes and one convertible. These never went beyond the prototype stage with TVR as the company was in financial problems. Viking was offered the chance to purchase TVR, but declined, but did show interest in the Trident project. TVR was put in to liquidation, but Viking Performance managed to obtain the Trident project together with thirty Ford 289 V8 engines which had been ordered by TVR but not paid for. The first Trident was displayed at the 1966 Racing Car Show after being collected at the eleventh hour from Italy after a few problems with Fissore over

© Simon Wright



The car was found a few years later in a farmyard in East Anglia, minus its engine and gearbox. It has been restored and fitted with a 3.1 litre Ford RS V6 engine and 5



speed gearbox. It took part in the 2004 Monte Carlo Winter Challenge driven by George Holt and navigator Rodney Carter where it finished 5th in class despite having a wheel bearing failure early in the event.



VSCC/BARC Hillclimb Harewood 6th June 2015.

By Mick and Linda Herring.



Beautiful Harewood surroundings

© Linda Herring

vintage cars, through classic and right up to fairly current production cars.

Overall fastest time of the day was taken by Andy Walker's 4600cc MGB V8 beating his own bogey time by 0.31 seconds at 62.65.

The marshals were very busy at one point with the application of absorbent granules to dry the oil deposited by the Coldwell Twin Cam Mini over one third of the track length.

Clearly no engine damage suffered as the Mini completed later runs.

The contrast of two iconic racing cars built 65 years apart, that the younger Twin cam engined F2 Brabham BT30 was less than one second quicker than the 1935 ERA R4A, James Baxter beating his own class record by 1 second at 66.24.

Chris Williams 24 litre Napier Bentley with its trademark tyre-smoke all through the Farmyard.

A fabulous event in fabulous surroundings.

Turn off the tree-lined Harewood Avenue, down the short driveway that suddenly reveals the stunning beauty of the valley that the cars will wind their way through before racing up the steep hill to the finishing line at Harewood Speed Hillclimb.

© Mick Herring



FTD Andy Walker 4600cc MGB V8 62.65 sec

Today's prevailing wind didn't dampen the drivers' spirits of the broad mix of, mainly,

© Mick Herring



Chris Williams 24 litre Napier Bentley 79.15 sec



James Baxter ERA R4A 66.24 sec

© Mick Herring



John Collins Riley Brooklands 82.3 sec

Classic and Competition car July 2015



Graham Millar Escort Mk2 sideways over finish line 66.69 sec

© Mick Herring



Geoff Hill Austin Healey Sprite Sebring





Kevin Morton Riley 9 Special 82.68 sec



Dave Morley Riley 9 Special 90.56 sec at the limit of steering



William Leith Austin 7 Hummingbird Special



Michael Littlewood Jaguar XK150SE 84.5 sec

Jolyon Harrison Brabham BT30 65.25 sec
Classic and Competition car July 2015

Nicholas Taylor Austin 7 Ulster 96.19 sec Big Eyes

Coventry MotoFest 2015. 30th-31st May 2015. By Simon & Janet Wright.



Former British Drift Champion Matt Carter in the 650bhp Nissan R32 smokes up the Ring Road



Jaguar C Type

After last years high speed parades around Coventry City ring road, the organisers had hoped to stage one of the first competitive motor sport events at this years MotoFest, but unfortunately the required legislation to allow motorsport on the public roads had not passed through the legal process enough to allow competition to take place. However, the City council

© Simon Wright



Crowds lined every vantage point above the line of UK Modifieds

Classic and Competition car July 2015

closed large sections of the ring road for the two day festival to allow high speed demonstration runs to take place, and also

some displays of various short circuit motorsport to entertain the crowds. There was no competition element and nothing was timed, but it didn't stop the drivers from having some fun and giving the large crowd the 'Wow' factor. It seemed that the whole of the City of Coventry had been turned over to MotoFest 2015, with all kinds of car displays everywhere within the Coventry Ring Road boundary. There were classic cars lined up outside the Council House in Earl Street, in Broadgate around the Lady Godiva statue, the Upper Precinct and the Bull Yard and around University Square next to the World Famous Coventry Cathedral. One of the main

© Simon Wright



Bentley in front of the Council House



Legend cars in action on the Ring road

areas was the new Greyfriars Green which links the railway station to the city centre. This is above the ring road and allowed spectators an overhead view of the cars as they headed for the sprint stage.



Humber Super Snipe



Audi Quattro rally car on the Ring road course



Triumph Dolomite



Triumph TR6 and Marcos



Rover P5



Standard Vanguard



He "drifted" straight through the bollards



Jaguar XJR9 Le Mans winner 1988

© Janet Wright

There was also a large display from Jaguar Heritage, which represents Coventry's most famous motor manufacturer. They had brought most of their famous racing cars which were on static display, but were also taken out on to the sprint stage to demonstrate the racing pedigree of the city and to let the spectators hear some of the wonderful engine sounds from E-Type Jaguars, the Le Mans Winning Jaguar XJR9, the Walkinshaw European Touring Car Jaguar XJS and the



BRISCA F1 Stock cars and V8 Hotstocks did some demo laps round a short oval on the Ring Road

Classic and Competition car July 2015

Broadspeed Group 2 European Touring Car XJ12. Also on display in this area was the wonderful Rover BRM Gas Turbine Le Mans car from the 1960s.

Popular with the crowds were the displays of short oval racing from BRISCA F1, F2, Rebels, National Ministocks, V8 Hotstocks plus many others, where a small oval was marked out by cones on one of the ring road carriageways and groups of cars would come out and stage a 'race' display.

Then the Falken International Drift Team took to the Ring Road course and they swathed the course in tyre smoke, with the cars

at almost impossible angles as they opposite locked their way round the built up chicanes.

The British Touring Car Championship also had a presence, with

popular driver Rob Austin doing runs in 'Sherman' his BTCC Audi saloon



Rebels Racing 5/8th scale Ford Pop powered by Reliant 850cc engine

© Janet Wright



Hot Rod racing Vauxhall Chevette of Graham McCabe



Drifters do it sideways



The 1 Horse power Lady Godiva watches over the Frog-Eyed Sprite and the MGB in the middle of Coventry
Classic and Competition car July 2015



The Rover BRM Gas Turbine Le Mans car from the mid 1960s and raced by Graham Hill



Frog-Eyed Austin Healey Sprite



Artist at work during MotoFest



BTCC star Rob Austin in his Audi A4 "Sherman" on the Ring road

© Janet Wright

and a couple of Renault Clio from the supporting series were also being given a quick run round the course.

Another very popular category is Rallying and several powerful Group B Rally cars and other significant historic rally cars were put through their paces. These included the legendary Audi Quattro, the Mighty MG Metro 6R4, several generations of the



© Janet Wright

fabulous Ford Escort and at least a couple of magnificent Mini's from nearby neighbour, Longbridge. Moving away from the track action and in to the peace and quiet of the City Centre,

MG Metro 6R4 Rally car over looked on the Ring Road course
Classic and Competition car July 2015

there were all kinds of classic cars from former Coventry built Triumph, Rover, and Sunbeam Talbot, plus lots of other classics like the Volkswagen Beetle and the Ford Mustang. One of the most striking displays was representing another local car, the Standard. The Standard Owners club had put on a large display outside the Flying Standard Pub in the centre of Coventry, which is named after the Flying Standard range of cars, and there were 3 Flying Standards on display right outside the pub.

A Flying Standard outside the Flying Standard Pub in Coventry



© Simon Wright



© Janet Wright

The classic Volkswagen Beetle, part of the Broadgate display



Historic F Ford 2000 - Andrew Park - Reynard SF81 leads Callum Grant - Delta T78

A bit later than usual the HSCC made its annual visit to Donington Park on 30th May. Proceedings had hardly started in the opening Historic Formula Ford 2000 encounter when the red flag came out after an incident at Coppice. After the re-start Benn Simms led for

© Pete Austin



Classic Racing Cars - Ian Jones - Lotus 59

most of the race in his Reynard until his engine cut on the last lap allowing Andrew Park (Reynard) through to win from Callum Grant

(Delta). Simms still managed to finish third. The following Historic Road Sports race saw Richard Plant (Morgan Plus 8) take the win from Roger Waite in his Lotus Elan. Noise restrictions at this meeting meant that fewer F5000 cars took part in the Derek Bell Trophy than normal but the entry still included the interesting Leda of Stefano Rosina, Silverstone winner Greg Thornton in his Surtees and Ian Ashley's Lola. After a number of laps behind the safety car following a clash after Redgate between Martyn Donn's Lola and Jon Finch in his Chevron (which sent the latter into a roll) Richard Evans in his March 79B ran out the winner. Ashley and Thornton filled the next two slots. Jim Dean took 70's Road Sports honours in his Lotus Europa ahead of the TVR Tuscan of Peter Shaw. We were then taken back to the early days of Formula Ford with Simon Hadfield and Keith Hazel bookending the results of

© Pete Austin



Derek Bell Trophy - Richard Evans - March 79B





© Pete Austin

the FF race in their respective Lotus 51s. Hadfield ran out the winner ahead of Robert Wainwright's Elden. Historic Touring cars were next with Tim Davies in his Ford Lotus Cortina heading off the flame spitting Mustang of Warren Briggs. The 40 minute Guards Trophy encounter saw Martin O'Connell lapping

© Pete Austin



Historic Touring Cars - Tim Davies - Ford Lotus Cortina leads Warren Briggs - Ford Mustang

Classic and Competition car July 2015

© Pete Austin



Guards Trophy - Martin O'Connell - Chevron B8 leads away

the whole field in his Chevron B8. It was good to see two Ford GT40s starting the race with the ex Eric Liddell example of Diogo Ferrao taking the runner up spot.

What the Classic Racing Car race lost in quantity it certainly made up for in excitement with the Lotus 59 of Ian Jones just beating off the Palliser of Andy Jarvis in a dash for the line having lost ground on the first lap. An exciting finish to an excellent days racing.



© Pete Austin

Historic F Ford - Simon Hadfield - Lotus 51 leads Robert Wainwright - Elden Mk8

70's Road Sports - Jim Dean - Lotus Europa leads Peter Shaw - TVR Tuscan



© Pete Austin

© Pete Austin

Guards Trophy - Martin Ocennell's spoils of victory



© Pete Austin

Historic Road Sports - Christopher Mann - Alfa Romeo Disco Volante



© Pete Austin



Guards Trophy - Diogo Ferrao - Ford GT40

British GT Silverstone 3 hours 31st May 2015.

By Mick Herring, with additional photos from David Goose and Stuart Yates of Motorsport-imagery.com



Gilles Vannelet Von Ryan McLaren 650S

© Mick Herring

Billed as the "Big One", the three hours/500 Km race on Silverstone Grand Prix 3.6604 mile circuit, always throws up surprises. The GT3 pole was secured by Howard/Adam Beechdean Aston Martin with both drivers fastest in Pro and Am categories. Alongside, Gilles Vannelet and Adrian Quaife-Hobbs' McLaren 650S, both experienced drivers but debuting in British GT with championship leaders (by 1 point), Marco Attard/Alexander Sims third.

GT4 pole went to Oz Yusuf/Gavan Kershaw's Lotus Evora ahead of the Toyota GT86 and Chadwick/Gunn Aston.

Making a welcome return to British GT, having not sold the team, was the

© Mick Herring

Trackspeed Porsche of David Ashburn, partnered by Norbert Siedler, sadly his race would end after 42 laps with a broken rear diffuser.

A heavy rain shower as the cars were being

called to the grid rendered it a wet race start and the treacherous conditions saw pole winner Andrew Howard's first lap spin at Becketts drop him well down. Vannelet, who had returned from qualifying for Le Mans only minutes before the race start as had Phil Keen, nearly followed him but collected it up and off-line wet grip saw him open a reasonable gap. Jamie Chadwick in the Beechdean GT4 Aston also spun at Copse a few laps later.

© Motorsport-imagery.com



GT4 Ginetta G55 of Anna Walewska and Rob Garofall

The race was brought together around the three-quarter hour mark when Derek Johnston spun exiting Stowe. As he restarted his TF Sport Aston Martin, it lurched forward across the track and was collected by the equally unfortunate Gary Eastwood's Ferrari. The safety car prompted many drivers to make the first of their mandatory three pit stops.

The track was still wet so most did not change to slicks yet. Things progressed after racing resumed, the GT4 lead changing hands several times but Mark Farmer and (2008

First lap into the mist at Copse Howard leads Vann... in clear view

Classic and Competition car July 2015



The Triple 8 Racing BMW Z4 GT3 of Lee Mowle and Joe Osborne finished a close 2nd



Out of luck Gary Eastwood Ferrari 458

champion) Jon Barnes' 22GT Aston Martin GT3 benefited most by electing to delay their stops and changing to slicks at their first stop.

This all changed when Mark Farmer had a high speed spin on the fully dry track at Club and hit the new pit wall hard before

© Motorsport-imagery.com



Aston Martin Vantage GT3 of Ahmad Al Harthy and Daniel Lloyd

coming to rest on the opposite side of the track, he suffered concussion

ion. A lengthy safety car period ensued and at the resumption of the final twenty minutes racing, Quaife-Hobbs led an eager Joe Osborne, Daniel Lloyd and Alexander Sims.

Joe Osborne's 888 BMW chased the Von Ryan McLaren hard during the closing laps to finish 0.6 seconds behind the debutant Anglo/French pair after 74 laps. Alexander Sims'

© Mick Herring



Graham Coomes- Jaake Hill 20th and muddy

BMW passed Lloyd's Oman Aston to a gap of 5.5 seconds, Attard/Sims extending their championship lead to 11.5 points, the 007 Beechdean Aston got back to fifth at the flag. Recovering to take GT4 win for Beechdean (their second this season), Jamie Chadwick/Ross Gunn, 11th overall, now have a lead of 31.5 points. Quntamatic Aston Martin drivers, Terry Langley/Mike Hart were 2nd, 12th overall and pole winners Yusuf/Kershaw 3rd and 14th. The next round is at Spa in July.



Steve Tandy Ginetta GT3 10th



Third place, enough to give them championship lead for Attard and Sims
Classic and Competition car July 2015



Entering Abbey Liam Griffin-Rory Butcher 6th



The Mercedes AMG GT3 of David and Godfrey Jones



Out of retirement David Ashburn retires with loose diffuser

© Motorsport-imagery.com



G55 Ginetta GT4 of Graham Johnson and Mike Robinson

© Motorsport-imagery.com



Lotus Evora GT4 of Oz Yusuf and Gavan Kershaw



GT4 chase through Becketts Graham Robinson

© Motorsport-imagery.com



The Aston Martin GT4 Challenge of Kieran Griffin and Jake Giddings made a slight mistake at the loop



Rick Parfitt Jr-Tom Oliphant 13th



Will Palmer two wins, two fastest laps and lap record

Supporting the British GT race were three rounds of the **DUO BRDC Formula 4** championship and two races for the 2 litre Caterham Superlight R300-S championship. The first Formula 4 race was held on a dry track and spelt another victory for Will Palmer by 5.8 seconds and setting a new lap record. Ciaran Haggerty was second with Jordan Albert third from Tom Jackson and Sisi Ngebulana. Chris Mealin, championship leader coming to Silverstone, had to be content with 16th

and last place after losing his front wing against the tyre of another car. Race two, the first of Sunday's two damp encounters with a reverse grid from yesterday's top eight finishers, yielded victory for Rodrigo Fonseca, fighting his way through the field having finished a lowly 15th in race 1. Sisi Ngebulana took second, 3.56 seconds back with Tom Jackson third. Will Palmer fought back from 8th on the grid to finish 4th. Ciaran Haggerty took fastest lap but a spin at Village dropped him back to finish 14th.

The Race 3 grid was based on fastest laps

from the previous two races, and saw order returned with Will Palmer winning by 8.3 seconds, again with fastest lap, from



Race 2 fastest lap Haggerty spins down results

© Mick Herring

Harri Newey, who'd failed to finish race 1, from Fonseca, Jordan Albert and Riki Christodoulou, who also failed in race 1. Snetterton hosts the next round of the Formula 4 championship in mid-July.

The **Caterham Superlight** had two thirty minute races over the weekend

and fortunately both were held on a dry track. Changes for 2015 allow the use of a Sadev 6 speed flat-shift sequential to replace the H-pattern gearbox, hence the -S nomenclature, although the older gearbox is still eligible. This has yielded more than a 2.2 second reduction in the lap record. Coming to Silverstone the top two drivers, Aaron Head and Dave Robinson, were split by just two points. It was Robinson who left Silverstone at the head of championship, after taking wins in both races, the first by 1.5 seconds and Sunday's by a scant 0.122 seconds, plus he took the fastest lap in race 2. Both races gave identical top four results, Robinson with Aaron Head, Sean Byrne and Jonathan Mortimer finishing close behind the winner. The next round of the Caterham R300-S championship travels to the coastal Zandvoort circuit in the Netherlands.

© Mick Herring



David Robinson leads Sean Byrne



© Mick Herring

Paul O'Reilly pretty but last



Best of British, Shelsley Walsh. 6th-7th June 2015.

By Simon & Janet Wright.

The MSA British Hill Climb Championship rolled in to Shelsley Walsh for its first visit of the year at the beginning of June. A warm and sunny day greeted the capacity list of competitors on the Sunday, with a large crowd lining the hill all the way to the top. The diversity of the British Hill Climb Championship ensures that the spectators get to enjoy everything from powerful single seaters, through saloons and sports cars with even a couple of overgrown 'go-karts' thrown in for good measure. The event also counted as a round of the Hill Climb Leaders Championship and the popular Midland Hill Climb Championship.

All the competitors have a first timed run up the hill, then the fastest 12 go in to a Top Twelve Shoot Out for the championship points. The same happens again in the afternoon, with a second run and the day finished with a second Top Twelve Shoot Out. The Leaders championship is based on class positions after both runs.

The first run off saw Jos Goodyear set the fastest time of the day in the 1.3s GWR Raptor Suzuki with a blistering pace to win with a time of 23.03 seconds, well ahead of Scott Moran in the 3.5 Gould-NME GR61X who was 2/10th slower with a time of 23.23 seconds. Scotts' co-driver Alex Summers was third. Former 2012 champion and local driver Trevor Willis was trying hard for a win on his first run in the run-off, when he spun at the esses and knocked off his rear wing against the outside bank. The rest of the car appeared undamaged, and he was able to roll back down the hill and repair the car for the afternoon session.

The second run-off in the afternoon saw Scott Moran back in front with a time of 23.30, but not fast enough to take Fastest Time of the Day away from Goodyear, who only managed 5th place in the second run-off with a 23.93 second



David Leigh GN Spyder



Amanda George Chevron B19



Mike Mohr Turner Mk2



Sean Gould in a Gould GR59



Liam Cooper Force HC



Chris Chance Lotus Exige S1



Mick Harriman Audi Quattro Sport



Christopher Bentley Jones March 792



Tony Hunt Gould GR55B



Peter Speakman Fisher Spyder Special

run. Alex Summers was 2nd just 0.12 of a second behind Moran in the same car, which kept him at the top of the Championship by 10 points from Moran. Willis managed to keep his 3.2 litre OMS-RPE 28 on track for the second run-off to claim 3rd place with a 23.68 second run.

A new class record was set in the Formula Ford Racing Car class by Ben Tranter from York, driving his Vector TF93K with a time of 31.89 seconds.

The reigning Midland Champion Mike Turpin from Hereford,

© Simon Wright



John Pick AMS Murtya

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won the Modified Production Class in his Vauxhall VX220, while former

champion Rob Stevens driving his Force SR4 won the Sports Libre class. The 2 litre Modified Production class was won by Colin Satchell driving a Peugeot 205 by just 0.02 from record holder Sarah Bosworth who spun her Lotus Elise out of the top esses and up the bank on her final run. The other class winners were Paul Jones in a Lotus Elise, Tony Bunker in a Nissan GTR, Allan Warburton in a Caterham 7, Charles Williams in an OMS SC1, Chris Aspinall in an Empire Wraith, Eynon Price in a Gould GR59 and Howard Savage-Jones in a Lola Colgan.

A couple of Shelsley Specials made an appearance, both pre and post war, and both took class wins with Michael Sythes in



David Finlay BMW i8 Hybrid

the Freikaiserwagen, which only managed a single run on Sunday, and Peter Speakman in the Fisher Spyder Special. Coming more up



Edmund Peel Caterham 7

© Janet Wright



© Janet Wright
Scott Moran Gould GR61X won the second run-off

to date was the superb looking BMW i8 hybrid driven by David Finlay who recorded a 35.267 second best time. There was a good entry in the Ferrari Hill Climb Championship and John Marshall in a Ferrari F430 Scuderia took the class win.

Trevor Willis spun his OMS 28 in to the bank at the esses



© Simon Wright

Freikaiserwagen

Shelsley Special driven by Michael Sythes won the Shelsley Specials pre war class. Originally the 1936 car was from David Fry (from the Fry's Chocolate family) and Dick Caesar, and the name was derived from their names with a Germanic twist. The rear engine layout was inspired by the Auto Unions designed by Dr Porsche. It was first driven by Hugh Dunsterville at Backwell Hill climb in 1936 where it crashed across the line having hit a bank. Joe Fry, cousin of David, became the primary driver and set a FTD at Shelsley in 1949.



© Simon Wright

© Janet Wright



Michael Andrews Force HC



Andy Norris Porsche 911 Carrera



Richard Allen Ferrari F355 locking up in to the esses



John Hewett 5 litre Lyncar Atlantic



Ian Richards Renault Clio 182 off the start line

Drag Racing

By Syd Wall
Shakespeare County Raceway





In my experience of watching motor sport for around 45 years, Drag Racing is often an undiscovered gem amongst British motor sport fans. Just look at the crowd reaction at the Goodwood Festival of Speed when an 8000hp Top Fuel dragster or Funny Car performs a burn out. It is a phenomenal experience.

In the simplest terms, a drag race is a side-by-side acceleration



contest between two cars or bikes on a straight 1/4-mile or 1/8-mile race track. In most cases, the first car to cross the finish line is declared the winner. In bracket racing, cars of different types and classes can compete against each other by predicting

© Syd Wall



their ET (elapsed time). The car which gets nearest to its predicted time without going quicker, wins. Of course, as with any form of motor sport it can get a lot more complex than that! For Classic & Competition Car's first look at drag racing, I went to my local strip, Shakespeare County Raceway, just outside Stratford upon Avon.

© Syd Wall







Gary's Picnic /Yanks Weekend. By Syd Wall.

Yanks is a traditional grass roots drag racing and hot rodding weekend packed big cubic inch American V8s and featured the 36th annual Gary's Picnic, a competition for Street Cars.

Gary's class winners were

Fastest 8 Cylinder – Andy 'Fadster' Hadfield, Twister Model T Hot Rod

Fastest 6 Cylinder – Iain Brockbank, TVR Tuscan

© Syd Wall



© Syd Wall

Fastest 4 Cylinder – Darren Scannell MK 1 Escort

Also featured were the Supercharged Outlaws class, the sorts of cars everyone thinks of as dragsters, results being

1st Paul Watts

2nd Lee Gallimore

3rd Andy Hadfield.

© Syd Wall







Martin Johnston GT4 Aston Martin

GT Cup Rockingham 23rd/24th May 2015.

Report and Photos by Mick Herring.

GT Cup's first ever visit to Northamptonshire's purpose built facility where numbers were down following hard races at Brands Hatch. Rockingham's 1.94 miles, International Super Sportscar Circuit provided a clean sweep for Darren Nelson

© Mick Herring



Three out of three Darren Nelson Ferrari 458

(with Adam Carroll in race 1) and huge disappointment for the United Autosports Audi R8 of Phil Burgan, suffering intermittent, incurable problems throughout.

The ignition cut out during each race, causing the Audi to halt on the circuit whilst everything was re-booted. Burgan's only reward was a spirited drive from the back of the grid to 6th in race 1. Race one got underway with Paul Bailey leading from pole to Nelson and the pair circulated as one for ten laps until Nelson took the lead. A lap later, Arwyn Williams spun his Ferrari 458 backwards, heavily into the wall at the back of the circuit.

© Mick Herring



Givette - John Saunders LS3 engined Ginetta G50

The inevitable safety car bunched the field for a couple of laps until the pit window opened and there was a mass scramble for the pits, bizarrely leaving the safety car virtually alone on the

© Mick Herring



Phil Burgan Audi R8 stops with electrical problems

track with nothing behind it. Racing resumed on lap 16 and all stops made, Adam Carroll (in for Nelson) led with Andy Schultz (for Bailey) in fourth but regained second place at the flag, nearly 30 seconds adrift. Wayne Marrs/Charlie Hollings were the first of three GTC Ferraris



Lotus Evora best result Gareth Downing



Tom Webb BMW M3 GTR



Three out of three Darren Nelson Ferrari 458
Classic and Competition car July 2015



Steve Fresle Nathan Freke Ginetta GTA winners



Lotus Evora best result Gareth Downing



Guy Riall Porsche 997 GT3 Cup



Chasing hard all the way Paul Bailey Aston Martin



Jamie Stanley John Seale Ferrari 458



Running repairs Mick Mercer BMW M3 GTR

ahead of John Seale/Jamie Stanley and Marcus Hoggarth/Tom Ingram. Burgan's Audi 6th (3rd GTO), GTB winners David Fairbrother/James Greenway's Porsche 997 GT3 was 7th with GTA winners Steve Fresle/Nathan Freke's Ginetta G55 11th. The stunning red/gold Radical RXC of commentator's nightmare, Rafael UNZURRUNZAGA took Invitation class honours in 14th at the end of forty eight minutes racing.

© Mick Herring



Commentator's nightmare Rafael UNZURRUNZAGA Radical RXC

Sunday's first 25 minute sprint race, the only one not to require safety car intervention, was another hard-fought battle between Darren Nelson's Ferrari 458 GT3 and Paul Bailey until Nelson broke away from the Aston Martin Vantage V12 GT3. Opening a gap of 16 seconds before the rain came at half distance, he backed off but with the Aston catching quickly Nelson had to speed up to win by 1.1 seconds from Bailey. James Greenway took GTB in third ahead of the GTC class Ferrari battle between Marcus Hoggarth and Wayne Marrs in 4th and 5th. Tom Webb's GTB BMW M3 GTR had also been in competition with the Ferraris but dropped back to 6th. GTA honours went to Rob Gaffney's Nimble Ginetta G50 in 8th. The final GT Cup sprint race began as the second had, with Paul Bailey pursuing Darren Nelson closely. The recurring Audi problem saw Phil Burgan running third, dropping back, then



GTC Ferrari battle find a way past GTB BMW having a titanic battle with Gareth Downing's Lotus Evora. The safety car was again needed for marshals to clear debris from the track and when racing resumed Burgan took Downing's fourth until the Audi's electrics intervened, dropping him to 16th. The Ferrari/Aston battle allowed the GTC Ferrari and Lotus to

© Mick Herring



Nelson chases Bailey at Rockingham

close and both passed Bailey, demoting him to fourth. Nelson won by 2.7 seconds from Jamie Stanley's GTC Ferrari just 1.4 seconds ahead of the GTC Lotus' best result. Tom Webb's BMW headed GTB in 7th and Rob Gaffney's Ginetta claimed GTA in 11th.



McClughan begins the move for the lead of race 2

Radical Sprint Championship Rockingham 23rd May.

The single day, three race leg of the Radical Sprint Championship at Rockingham comprised two 20 minute races and one of 15, made up largely of Radical SR3 RS or, new for 2015, RSX models with a handful of original PR6 cars. Race one was won by championship leader Paddy McClughan with the largest margin of the three races at 6.0 seconds from Ben Dimmack (2nd in championship ahead of today and 10 points behind) and John MacLeod. The winner also took all three fastest laps in today's dry conditions.

McClughan took race 2 by 2.9 seconds after finally overcoming early leader Dimmack with Marcello Marateotto third. Dimmack would be victorious in race three by 2.35 seconds from



© Mick Herring

John Caudwell spins at Yentwood

Marateotto and Brian Caudwell. In spite of his fastest lap, McClughan, 6th on lap 1 fell down to 10th before reclaiming 9th on the last of the 11 laps.

Lotus Cup UK Rockingham 23rd May

© Mick Herring



Andrew Wright and Adam Gore swap places

The race was won by Adrian Hall with his Exige S1 from the Lotus Open class, four out of the next five pursuers were driving cars from the Exige Cup category for S2 4 cylinder and V6 cars. They were split by the skeletal 2-Eleven of Ken Savage in fourth place despite incurring a twenty second pit stop penalty. The Donnelly pairing finished 14th overall and fifth in the Production class.



© Mick Herring

Ken Savage Lotus 2-Eleven

Power Maxed MINI Challenge Cooper Class - Rockingham 23rd/24th May

The JCW/Gen 3 MINIs were having a weekend off leaving the spotlight on the no-less hotly contested MINI Cooper class.



Henry Neal 4th place in race three

Nathan Harrison claiming two wins and Mark Wakefield the other. Henry Neal, with his twin brother and father supporting him, cast off the car-wrecking accident at Donington to take a strong fourth place with a new car despite a DNF in race one. Race one, bright and dry, finished tightest of the day with a 0.32 second gap by Nathan Harrison ahead of Ricky Page, a feature they would both repeat throughout just about every lap of each race. Mark Wakefield scored fastest lap with Simon Davey fourth. Race two, Sunday's first and damp, again went to Harrison by 0.9 seconds from Wakefield and Page. Max Bladon took fastest lap and also a two second penalty for exceeding track limits, placing him in fourth. Race three, saw Mark Wakefield 0.354 seconds ahead of Page at the end of twelve laps with Adrian Norman third, 3.8 seconds ahead of Henry Neal. Simon Walton took fastest lap but failed to finish.

© Mick Herring



Nathan Harrison twice a winner

© Mick Herring



Page Harrison Wakefield race one in tight formation

© Mick Herring



Darren Chatt heads a tight midfield

Volkslife. Shakespaere County Raceway.
By Syd Wall.

© Syd Wall





As you'd expect from the name, Volkslife was a celebration of all things VW, including for the first time at Shakespeare County Raceway, an off-road section for Baja style VWs. Star of the weekend was local man Wayne Allman and his amazing VW 'Mental Breakdown'. Very loosely based on a 1965 VW truck, it



now features an 8.4litre supercharged V8 Hemi running on methanol and producing upwards of 1700HP. Despite being built only about 3 miles from SCR, this was the first time it had ever appeared there and on only his 2nd run, Wayne produced his best ever quarter mile figures, 7.865s/179.03mph.



The best ETs for the VW racing classes were

VW Pro – Sam Young 11.252/116.41

Air Cooled Car: Dave Nicholls – Fiat 600 11.445s

Air Cooled Van: Simon Knief – VW Split Van 13.101s

Water Cooled Car: Ryan Parking – Seat Arosa TDi 10.467s

Water Cooled Van; WV01 – VW Van 13.612s

Outlaw Anglia Cliff Griffin 7.987/170.09 fastset qual 7.657/186.03



© Syd Wall



© Syd Wall



© Syd Wall



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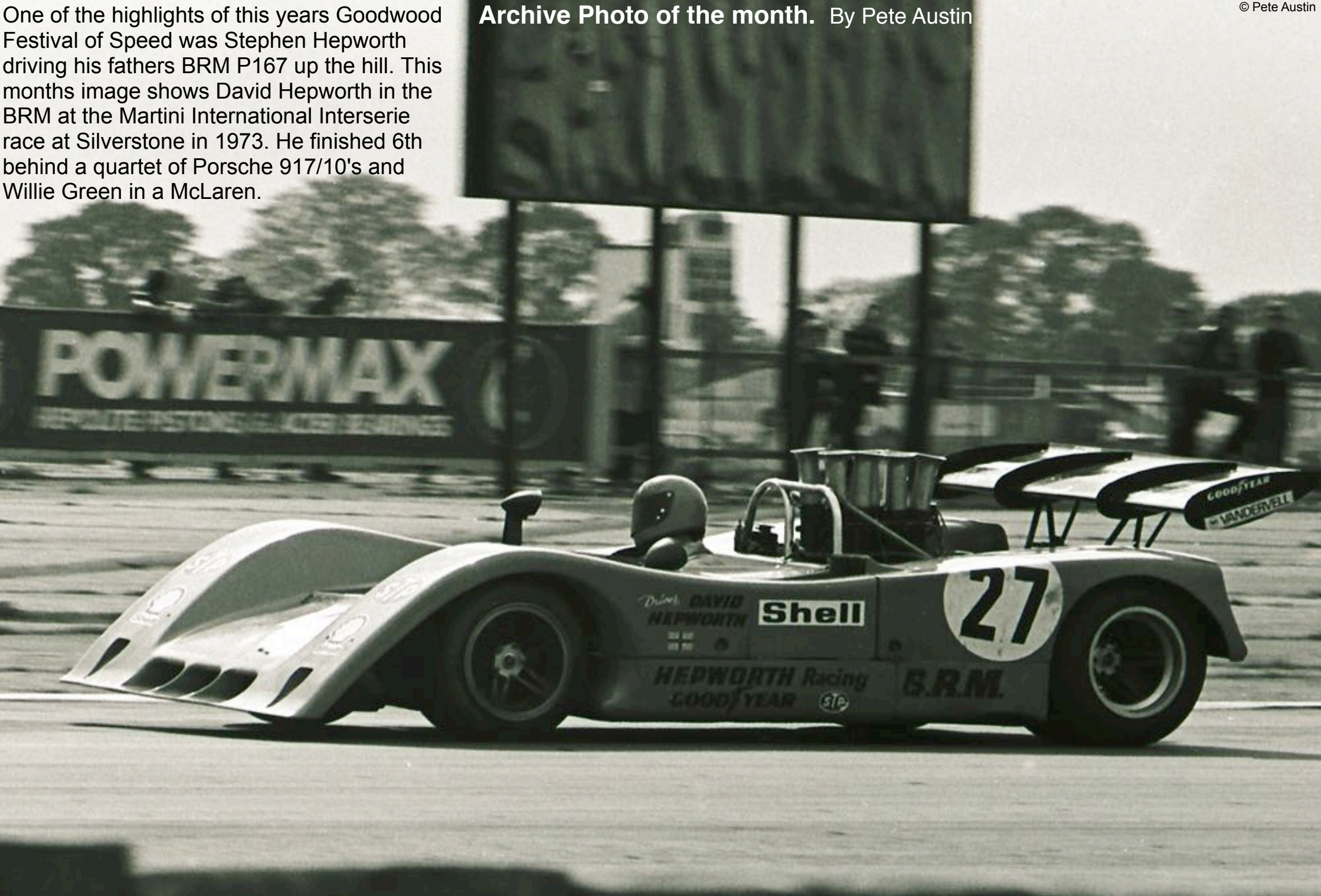
© Syd Wall

Paul Day 1.6 VW Beetle

Simon Barlow "The Boss" 400 Cu in Fordson Van

One of the highlights of this years Goodwood Festival of Speed was Stephen Hepworth driving his fathers BRM P167 up the hill. This months image shows David Hepworth in the BRM at the Martini International Interserie race at Silverstone in 1973. He finished 6th behind a quartet of Porsche 917/10's and Willie Green in a McLaren.

Archive Photo of the month. By Pete Austin





www.cpop.co.uk
FAMILY MOTORSPORT FESTIVAL
12-14th June 2015

© Janet Wright



The Red Bull Matadors display team

Cholmondeley Pageant of Power 12th-14th June 2015.

By Simon & Janet Wright with additional photos by
David Goose of Motorsport-imagery.com.

The eighth running of the fabulous Pageant of Power drew in record crowds this year with over 65,000 visitors over the three day extravaganza due to the action packed programme of events on land, water and in the air.

“CPOP celebrates the history of motorsport and features everything from modern day supercars, through to vehicles from the early part of the last century.”

Motorcycle ace Dougie Lampkin MBE performed stunts on his motorbike on both the track and the mere (Lake) via a special obstacle course built on a pontoon raft where the slightest mistake would end up with him in the lake. He also performed on and off the straw bales around the course and even leapt over

commentator and celebrity Andy Kershaw down by the start line as he laid on the track.(Brave man!)

The water action was supplied by freestyle Jetski competitions, plus rib rides, hoverboards and flyboards.

Sundays high-light was the last display over Cheshire of the last flying Vulcan bomber, its large delta wing shape standing out against the sky

© Simon Wright



Dougie Lampkin on his pontoon obstacle course



Vulcan last display over Cheshire
parade on Friday, along with American muscle cars and
Eighties supercars. There were quite a few special Lotus cars

as it made several low passes over the Cholmondeley estate. It is sad to think that this distinctive shape will no longer brighten our skies with flying displays in future years, but it left lasting memories in the people who witnessed this majestic plane as it roared overhead. Saturday had seen a great flying display from a RAF Typhoon and both days saw the Red Bull Matadors air display team in action with a stunning display of aerobatics. Coming back down to earth, the event was celebrating Lotus production cars with a large



including the original Lotus Mk2 as built by Colin Chapman in 1949. The best overall concours winner was

The original 1949 Lotus Mk2



Robbie Kerr was flying in the Radical RXC V8 for 3rd overall

a 1983 Lamborghini Countach LP500S owned by Adrian Marshall after three separate concours events over the three days for Lotus Cars on Friday, American muscle cars on Saturday and Eighties supercars on Sunday. On Friday, the Best presented Lotus award went to Phillip Burton with his Lotus Carlton, and Best of Show went to the Lotus Elan BRM of Martin Canning. There were three other cars picked as Judges Choices on Friday : A Lotus Elan Sprint, a Lotus Elan Ian Walker Special and a Lotus Elite Climax.

On Saturday a 1967 Ford Mustang won the Best Presented



© Simon Wright

Historic sidecar scrambling on a special course



© Simon Wright

award, owned by Paul McNair, while the Best of Show was awarded to David Barlow and his 1958 Chrysler 300D. The three American classics picked as the Judges Choices for the day were a 1967 Ford Mustang, a 1951 Chevrolet 3100 and a 1958 Buick Riviera. On Sunday, the Eighties Supercar concours was a real poster car day, with Best Presented award



Drag burn-outs on the start line

going to the 1988 Aston Martin V8 Vantage of Ron Pierson, while Best of Show went to the fabulous 1988 Ferrari Testarosa of Keith Ashworth. The three

© Simon Wright



Douglas Martin Hillegass Sprint

cars managed to get all four wheels off the track. One of the great things about the Pageant of Power is the diversity of vehicles on circuit, with car and motorbike sessions following each other. The vehicles ranged from Vintage racers like Chris Williams in the 27 litre Napier Bentley right through to modern Grand Prix cars like the 1980s Lotus Camel 102 F1 Grand Prix car of Andrew Morris.

All categories were represented with saloons, sports cars, GT cars and modern road going supercars all vying for fastest time round the challenging

Judges Choices for the day went to the Lotus Esprit of Albert Clements, the BMW 635CSi of Michael Hanson and the Range Rover of David Baker.

The action on the 1.16 mile hill climb course was flying, especially over the unique hump back bridge, where many

© Janet Wright





Ian Medcalf with a very fast Fiat 500

© Simon Wright



Mike Smith was flying in the Lola T70

© Motorsport-imagery.com



Andrew Morris Lotus 102 F1



Ric Wood Opel Astra DTM

© Janet Wright



Iain Muir Riley Brooklands

© Simon Wright



© Janet Wright



Malcolm Ricketts Lotus 58

hill climb course. It is interesting to see how modern technology has brought supercar performance almost up to Grand Prix level of only a few years ago.

This year the fastest time went to a specialist hill climb single seater, a Force PC driven by Gary Thomas who set a winning time of 58.34 seconds and took the post '66 competitors award. The action was tight at the top with previous winner Niki Faulkner a close 2nd fastest overall in the Ariel Atom 3.5R, just over a second slower than the single seater race car, in what is basically a road supercar. Faulkner was also going for the highest leap at the hump back bridge. The fastest motorcycle was the Husaberg of Christian Iddon who was 4th overall with a time of 60.2 seconds. Iddon had been fastest overall on Saturday with a time of 60.63 seconds while Thomas in the Force could only manage 61.32 seconds on Saturday. The pre '66 competitors award went to Andrew Smith driving a Cooper T43 with a time of 65.80 seconds. There was also an award for

the most consistent car of the weekend which went to the Chevron B48 driven by Damon Milnes, who was awarded the Bentley Coupe D'Honneur, while Tony Haywood on a Norton Rotary claimed the award for the most consistent motorcycle. All the winners received a Zenith El Primero Chronomaster 1969 from CPOP partner Zenith Watches.

To add some excitement at the start line, some Dragster cars and motorbikes did 'burn-outs' on the start straight, much to the delight to the masses of spectators in the area.

In the centre of the circuit, there was a trade village of food and leisure items, plus various entertainment rides for children.

There were a couple of interesting display areas, one featuring old ice cream wagons, including a Walls ice cream Ford Anglia based ice cream van, and a classic Mr Whippy ice cream van,

© Simon Wright



Ian Wright Chaparral 2A



displays of all kinds of cars, from Minis to American muscle cars. Finally Cholmondeley is famous for its evening concerts and this year the audience was entertained by Tina Turner tribute 'Simply the Best', all girl rock band JOANovARC and pop cover entertainers the RPJ Band and finally former X Factor contestants Tenors of Rock.



GTM Libra car display

© Simon Wright



Rolls Royce ice cream van

© Simon Wright



MG Metro 6R4 Ian Rowland

© Simon Wright



Matthew Gikmore Hispano Suiza Delage

© Simon Wright



Ferrari through the chicane

John Earnshaw Honda CRF saving on tyre wear plus what appeared to be a very interesting ice cream wagon based on some form of Rolls Royce. The other display area was for old army vehicles including Jeeps, Scout cars, and half track transport carriers which were speeding around a grassy compound. There was also a full featured motor X scrambling course which hosted historic solo and sidecar action over the weekend. There was also a large display of classic cars just outside the circuit, along the main straight, where many car clubs had



Eurofighter air display



Drag Bike burnout as well

© Simon Wright



© Janet Wright

Vauxhall Firenza Droop Snoot



© Simon Wright

Hans Kolby Hansen Lancia Fulvia HF



© Simon Wright

Hepworth Ferguson 4WD



Championship leader Nick Elliot and Dave Price Ford Escort Mk2

Severn Valley Stages.

By Syd Wall (rallygallery.com) with additional photos by
Lucy Owen-Moczadlo (Jucy Rally Photography)

The Severn Valley Stages, round 4 of the Mintex MSA British Historic Championship, provided a nail-biting finish with the result not decided until the final stage.

Championship leader Nick Elliott/Dave Price had led the rally

© Lucy Owen-Moczadlo



Overall winner Severn Valley Rally Bob Ceen and Andy Bull Subaru Impreza WRC

all day, taking a commanding lead in their Ford Escort MK2 on the first stage. Matthew Robinson/Sam Collis settled into a close second in their similar

Escort, no more than 12 seconds

apart during the day. But the overall victor would come from third spot as the leader board was flipped upside down on the second Halfway stage.

Both Elliott and Robinson disappeared from the results with Elliott ending his event after hitting a bank, Robinson suffering engine failure, both retiring on the penultimate test. This left



Matthew Robinson/ Sam Collis retired their Ford Escort Mk2

© Lucy Owen-Moczadlo



Geoff Cottrill/Nathan Crewe MG Metro 6R4



Luke Francis and John H Roberts Mitsubishi Evo 9



Sara Williams and Mark Glennerster Subaru Impreza

© www.rallygallery.com



Ben Llewellyn and Ross Whittock Ford Escort Mk2 tried a different line

© www.rallygallery.com



Jason Tauber Pritchard/Phil Clarke Ford Escort RS1800

© www.rallygallery.com



Paul Barrett/Dai Roberts Ford Escort Mk 2



David Stokes/Guy Weaver Ford Escort RS1600

Richard Hill/Iwan Jones to pick up the pieces and take a last minute victory, from local hero Jason Pritchard/Phil Clarke in second with Paul Barrett/Dai Roberts in third. Tyre wear had been a problem for most crews in the hot, dry and dusty conditions.

James Potter/Bob Duck headed the West Wales Rally Spares R.A.C Rally Championship crews, finishing 25th overall and first in the BD1 class.

Overall and winners in the modern section were Bob Ceen/Andy Bull in their Subaru Impreza WRC, from Luke Francis/John Roberts in their Lancer E9.



Winners of the Historic Stages Richard Hill and David Iwan Jones Ford Escort mk2



Dylan Davies Llion Williams Subaru Impreza



Jason Tauber Pritchard/Phil Clarke Ford Escort RS1800



Luke Francis and John H Roberts Mitsubishi Evo 9



Bob Ceen/Andy Bull Subaru Impreza WRC



James Potter and Bob Duck Class winners in their Ford Escort Mk2





Michael Mohr's Lagonda Rapier

The annual Brooklands Double Twelve Motorsport Festival took place over the weekend of June 13th and 14th on the site of the world's first purpose built motor racing circuit. A joint enterprise between Brooklands Museum and the Vintage Sports Car Club with the speed trials on the Saturday taking



Greg Lerigo - Riley Special

place on the Mercedes Benz World Circuit and the driving tests and concours being held on the Sunday within the museum site.



Napier Railton demonstration run

The driving tests were laid out over part of the old start and finishing straight, in front of the clubhouse, the Test Hill and on parts of the banking. Best Overall Performance in the the driving tests was put up by Patrick Hadley in his Morgan +8 with Alex Pilkington taking the award for Pre War Sports Cars in her fabulous Alfa Romeo 6C 1750. Full results from both days can be found on the VSCC website (www.vsc.co.uk)

There was much more for the public (who attended in good numbers) to see with the museum being open as normal. The museums Napier Railton made a run in the afternoon in front of the Campbell sheds and a rare sight in front of the clubhouse was the 1970 World Cup Rally winning Ford Escort FEV 1H of

Hannu Mikkola and Gunnar Palm. Various car clubs had members cars on display, some with the backdrop of the many aircraft on display including Concorde.



Hannu Mikkola & Gunner Palm Ford Escort on display

The Brooklands Museum is a wonderful setting for this event especially as parts of the site are being used again for their intended purpose – competition.



Maurice Gleeson & Andrew Briggs - Riley Ford Special

© Pete Austin



Jaguar MkII & E-Type with Concorde

© Pete Austin



Competitors await their turn on the Members Banking



Mark Hanson - MG YB Saloon

© Pete Austin



Alex Pilkington - Alfa Romeo 6C 1750

© Pete Austin



Charlie Smith - Riley Brooklands Replica

© Pete Austin



John Earle Marsh - Alvis Silver Eagle

Classic and Competition car July 2015



Alpine Renault A110 1600



Neil Manley - Jaguar E Type & Christopher Manley - Triumph TR6 - compare notes on the banking



Some of the Trailblazing Cars of the World outside the museum for the re-launch including Lamborghini Miura, Austin Mini, Jaguar C Type, Land Rover and Porsche 911

Coventry Transport Museum Grand re-launch.

20th June 2015. By Simon & Janet Wright.

© Simon Wright



After its 15 month and £9.5 million redevelopment of Coventry Transport Museum and Old Grammar School, celebrations took place in Millenium Place on Saturday afternoon 20th June 2015, after the ribbon cutting ceremony performed by TV personalities Amanda Stretton and Harry Metcalfe with Gary Hall the Chief Executive of Culture Coventry. The project has been financed by European Regional Development Fund, Heritage Lottery Fund, Biffa Award, WREN, Arts Council England and

the Garfield Weston Foundation. The museum holds the largest publicly owned collection of British vehicles in the World and is open to the public free throughout the year.

The redevelopment has made a vast improvement to the viewing experience, with lots of modern interactive displays, touch screen information panels, films and slide shows tracing the history of transport from the Coventry



© Simon Wright

New Mini exhibit in the museum

Gary Hall of Culture Coventry

Classic and Competition car July 2015



Jaguar's Hybrid Electric C-X75

© Simon Wright



Lamborghini Miura



Amanda Stretton

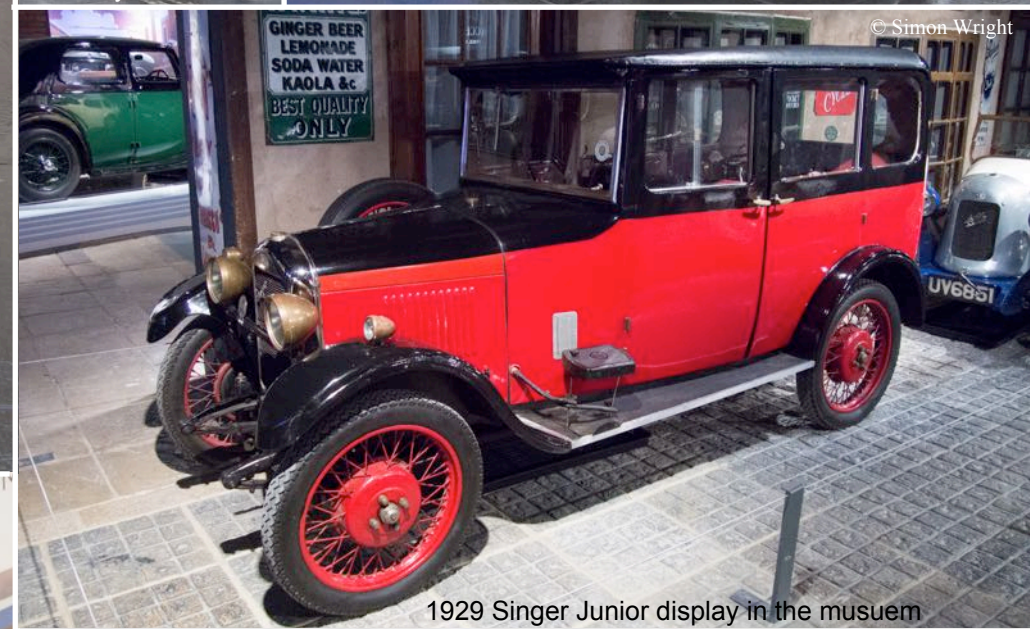


Terry Grant



© Janet Wright

Bugatti Veyron



© Simon Wright

1929 Singer Junior display in the museum

© Simon Wright



Jaguar C Type



© Janet Wright

perspective. Vehicle production started in Coventry with the bicycle and rapidly progressed to the motorcycle, and then the motor car. Coventry is famous for the many major manufacturers who have built cars in the city and surrounding area and there are many examples of their vehicles covering more than the last 100 years. Starting on the ground floor, you follow the history of motoring, with early Standard, Riley and Swallow cars. There is a fantastic display about the World War 2 blitz that almost raised Coventry to the ground, and you then get the post war cars, the industrial problems that blotted the 1970s and perfect

examples of some of the last cars built in Coventry from Triumph, Chrysler, Peugeot, Rover and on the top floor there is an area of cars from Jaguar Heritage, representing a whole history of the Jaguar company, probably Coventry's most famous manufacturer.



1897 Daimler is a star exhibit in the museum

There is a selection of motor sport vehicles, including a Jaguar Grand Prix car and a Talbot Lotus rally car, but one of the major exhibits is of the two Thrust Land Speed record cars, Thrust SSC and Thrust 2 plus simulator, in a hall dedicated to

the World Land Speed record holders. There is also a large toy/model car display with more than 3000 model cars from the likes of Corgi and Dinky.

The new redevelopment has given more space for the displays, so visitors can walk around classic and vintage cars and admire the craftsmanship that went in to producing these wonderful masterpieces of engineering and development.

After a VIP launch in the



© Simon Wright

1937 Daimler with fantastic art work in the revamped museum



Terry Grant spins around Amanda Stretton and Harry Metcalfe in the rain in Millennium Place, outside the front of the museum, while the large crowd watch in awe.

morning, the action switched to outside the front of the museum for the official ribbon cutting just after 1pm, when the museum officially re-opened, after being closed for the morning to finish off the displays. Free entertainment was provided to the public in Millennium place, where the large crowd was treated to some

fantastic driving displays by stunt driver Terry Grant who is famous for holding more than 20 stunt related World Records. At one point he had the two TV Personalities standing in Millennium Place and was doing fast circles around and between them. A shower of rain did not dampen the spirits and



Terry Grant spins while outside his car

there was always the shelter of the museum when it got wetter. When the sun came out again, there was a display in Millennium Place of special Trailblazing Cars of the World, which included a Lamborghini Miura, a Ferrari F40, a Bugatti Veyron, A Porsche 911, an Austin Mini, a Jaguar C Type a Land Rover and an original Range Rover. There was then a second



© Simon Wright

The Range Rover was part of the Trailblazing Cars of the World
Classic and Competition car July 2015



Ferrari F40 and Audi Quattro were also part of the Trailblazing cars of the World

performance of the Terry Grant Stunt Show, where at one point he walked away from his Legends car as it spun around on its own, he collected a camera phone from a member of the audience, then returned to the spinning car and climbed on it, then in to it, and did more spins and sideways driving, before returning the camera phone with some unique video film footage to the spectator.



© Janet Wright

The original Mini always was a Trailblazer



Aaron Scott - Last to first in repaired Ferrari

GT Cup Silverstone 13th/14th June 2015.

Photos and report by Mick Herring.

Persistent rain marred most of the day's racing on Saturday for the GT Cup's annual visit to the 3.66 mile Silverstone GP circuit. Also marking the one-off return of 2014 GT Cup Champion, Jim Geddie, his McLaren MP4-12C not having turned a wheel since the final round in 2014. Glynn Geddie would partner his father to a 32 second win in Saturday's 50 minute pit-stop race. Another GT Cup debutant Dutch pairing was that of Le Mans 2003 class-winner, Peter Kox and Nico Pronk in their McLaren 650S GT3. The rain-soaked race was lights to flag for the Scottish father and son with a pair of GTC Ferrari 458s in second, Marcus Hoggarth/Stefan Hodgetts and Wayne Marrs/Charlie Hollings third. John Saunders was fourth in his GtVette (Ginetta G50 Chevrolet LS3) for GTB honours.

Phil Burgan's Audi R8 ahead of the GTO Adam Carroll/Darren Nelson Ferrari 458 lead the 7th place Dutch McLaren 650 home. Rob Gaffney's Ginetta G50 took GTA honours in 11th. Sunday was much brighter for the two 25 minute sprint races although the first one resembled a pit stop race judging by how many cars visited the pits and sadly, the diminutive Saker hitting the wall at a recorded impact of 70 mph when a spherical joint on the front suspension failed. Tribute to the strength of the chassis, quite distorted on one corner, the driver OK and the car repairable but not quickly.

Jim Geddie was able to open a gap from the battling duo of Paul Bailey and Darren Nelson behind him allowing Burgan's Audi to regain the second place he had lost earlier. Nelson's Ferrari was one of the many pit visitors with a slightly twisted rear missing wing and missing end-plate, he would finish 25th



Welcome return Jim (and Glynn) Geddie two wins and a second and last. In the dry conditions, the faster GTO class cars took first five places, Geddie by 32 seconds from Burgan, a further

© Mick Herring



Fresle, Freke Ginetta G50

28.5 seconds ahead of Paul Bailey's Aston Martin and the Dutch McLaren of Nico Pronk. Rounding out this group was the fast but fragile Noble M400 of Graham Davidson. Wayne Marrs Ferrari took GTC honours ahead of GTB winner James Greenway Porsche 997 GT3.

GTA Winner Martin Webb BMW E46 M3 GTR was 18th. The final race of the day must rank as one of, if not, the best GT Cup race for a few seasons. Aaron Scott started the JMH Ferrari 458 GT3 in 30th/last on the grid following

Arwyn Williams' crash on Saturday and a mechanical problem which put Williams out in the morning. At the end of the first laps the heavily repaired Ferrari was in tenth position, then fifth, then third at the end lap 3. Passing the Audi and, lapping faster than the McLaren, caught Jim Geddie but it was four laps before Aaron took the lead. He pulled a slight gap but Jim dealt quicker with a backmarker into the Vale and was right behind again. At the end of the twelve laps Aaron took the flag by 0.9 seconds, Burgan was a distant 45 seconds behind Geddie, then Nelson, Bailey and Pronk.

Pronk's McLaren nearly halted Scott's progress when he tightened his line too much as the Ferrari came up the inside at Club, Scott managed to back out of it and was well past by the next lap. Marcus Hoggarth and Wayne Marrs had their

© Mick Herring



McLaren 650S GT3 Peter Kox, Nico Pronk

customary multi-place trades throughout the race with the GTC decision to Hoggarth in 7th overall. The ever-improving Lotus Evora of Gareth Downing took 3rd and 9th overall following fuel pressure problems in race 2. Abbie Eaton took GTB and 10th overall in her BMW E46 M3 GTR, John Saunders Ginetta second and Tom Webb's BMW third after a very tight race. Gary Feakins' Ginetta G50 took GTA in 15th.



© Mick Herring

Fairbrother- Greenway Porsche 997 GT3



© Mick Herring

Kevin riley, Gareth Downing Lotus Evora



© Mick Herring

GTB Class Tom Webb comes close to passing Guy R...n the inside



© Mick Herring

Darren Nelson, Nico Pronk, Paul Bailey



© Mick Herring

Flying past the Wing Abbie Eaton, Nelson, Downing



© Mick Herring

Abbie Eaton BMW E46 M3 GTR



Race 1 winner Shane Kelly Formula Renault

Monoposto Silverstone 13th/14th June 2015

One can only imagine what it must have been like for the drivers in Saturday's first Monoposto Championship race for these multi-class single seater racing cars.

Typically F3 cars to 2009, Formula Renault and encompassing two classes for the combined Formula Ford and Formula Vauxhall split by age and capacity.

A further class for Duratec Formula Fords and one for motorbike engines.

Forty one cars taking the start in the wet conditions culminating in a 58.8 second victory for Shane Kelly's 2005 Formula Renault 2000cc from Ben Cater's F3 Dallara F301. Robbie



Wayne Wilson Brabham BT21C heads Mygale F Formula Ford and Swift 982

© Mick Herring

Watts Lola was third and Tony Bishop's Dallara F304, another F3 car from the Mono 2000 class was fourth at the end of 8 very wet laps.

© Mick Herring



Jock Segison's Highlander with Matthew Walters'

Race 2 on Sunday packed 10 laps into its twenty minutes and a massive fifty one cars took the start. The faster pace yielded a win for Ben Cater's F3 Dallara F301 by 19.3 seconds from Tony Bishop's younger Dallara F304, ahead of racing car dealer Kevan McLurg's Dallara F399. The first five places went to F3 cars of varying ages with race 1 winner Shane Kelly coming in 6th.



© Mick Herring

Race 2 winner Ben Cater F3 Dallara F301



Close Mini Racing

Power Maxed Mini Challenge

Silverstone 13th/14th June

Saturday's first race of the weekend's three 20 minute encounters was a very wet affair with 36 starters and 31 finishers. The large grid comprising of cars from all three classes, the latest Gen3, the JCW and Mini Cooper models with equal points awarded across all three. Lee Pattison headed Lawrence Davey and William Phillips for overall and F56 honours at the end of eight laps. Victory in JCW went to Neil Newstead, Hamish Brandon and Erkkka Lindstedt in 13th to 15th respectively. Cooper victor was Ricky Page, Nathan Harrison and Max Bladon in 19th to 21st.

Sunday's first dry encounter saw Lawrence Davey take second place behind Ryan Rhode with Charlie Butler-Henderson third. JCW Class was again Neil Newstead's, Hamish Brandon and Kevin O'Connor this time in 14th to 16th. The real slipstreaming

battle was in the Cooper class Ricky Page taking his second win ahead of Harrison with Mark Wakefield third at 23rd to 25th overall.

The final race finished with the closest margin, Pattison taking victory by 0.061 seconds with Davey taking second in all three races. Charlie Butler-Henderson scored another third.

Neil Newstead took his third JCW win ahead of Lindstedt and O'Connor places 16 to 18. Harrison, Page and Bladon rounded out the Coopers in 23rd to 25th.



Race 3 Nick Foster pushed off line.

NASSA American Car and Truck Show, Kingswinford. 19th-21st June 2015. By Simon & Janet Wright.



1958 Buick Special convertible

© Janet Wright

The annual gathering of American and Custom cars took place at Kingswinford Rugby Club over the weekend of the 19th-21st June 2015. A modest entry fee for spectators helped raise money for the Midlands Air Ambulance. On the Sunday there was a large turnout of Trucks which looked like they had been there for the entire weekend. Most makes of modern trucks were represented, lots sporting custom graphics and paint jobs. Lots of the special art work was based around favourite films or characters from films and several seemed to favour the Green



© Simon Wright

Ogre Shrek!
The American and Custom car display was in the main arena and included some

fabulous American classics, with plenty of chrome and fins to brighten anyones' day. America's favourite Pony Car, the Ford Mustang was well represented with several different generations on show. One of the most eye catching was a bright orange 1950s Studebaker Commander, which looked stunning with its torpedo style nose. Parked just a little further along the line was an out of this World Ford hotrod, straight from an American 1950s movie, even with the completely horizontal steering wheel. Apart from Ford, there were Buick, Cadillac, Dodge and many other famous American brands on display. Typically American, there were also plenty of SUV (Sports Utility Vehicles), pick up trucks and Recreational motor caravans included.

© Simon Wright



Truck Art - Highlander~



© Simon Wright

A small part of the Truck line up



© Janet Wright



© Janet Wright

Pontiac Catalina Tri-Power



Line up of American Camper vans



© Simon Wright

Studebaker Commander



© Janet Wright

Custom Off-Road pickup



© Simon Wright

1964 Cadillac Coupe de Ville



© Simon Wright



© Janet Wright



© Janet Wright



© Simon Wright

Yesterday's Dreams (left) was originally based on a Ford Model T and has been restored by Chris Unitt. The group below are Crimesart Airbrushing, nice young artists who wore masks and turned up at the show to have a look around. The masks might look scary, but they were a friendly bunch who were happy to chat and pose and admire some of the art work on some of the vehicles. Find them on Facebook.



Crimesart Airbrushing

© Janet Wright



© Simon Wright

The type of art they had come to admire.



Shaun Balfe / Phil Keen Ferrari 458 Italia

International GT Open, Silverstone. 6th-7th June 2015.
 Photos by David Goose and Stuart Yates
 - motorsport-imagery.com

It was not a large entry for the International GT Open race at Silverstone in its 10th year, with just twelve cars entered for the two races in the UK. The majority of the field consisted of Ferrari 458 Italia models with 7 cars on the grid to take on one McLaren 650S, a Lamborghini Gallardo, a Mercedes SLS AMG and two Radical RXC V8 cars. There were two British crewed cars entered, a Ferrari 458 Italia of Shaun Balfe

(Bronze grade driver) and Phil Keen (Silver grade driver) from Balfe Motorsport, and a works Radical RXC V8 driven by James Abbott (Silver grade driver) and Shahin Nouri (Gold grade driver). Pole position was taken by the Teo Martin McLaren 650S driven by the Portuguese crew of Miguel Ramos and Alvaro Parente who were over a second quicker than the Ferrari 458 Italia of Alessandro Balzan and Nicola Benucci from Italy. The Lamborghini Gallardo of Anton Nebylitskiy and Alvaro



Ilya Melnikov



© Motorsport-imagery.com

18 Manuel Da Costa / Miguel Sardinha Sports and You Mercedes SLS AMG GT3

Barba was third. The first race on the Saturday saw a close win for the McLaren of Ramos and Parente from the Balzan and Benucci Ferrari by just 3 seconds after 34 laps of the Silverstone Grand Prix circuit. 3rd place went to the Ferrari of Pasin Lathouras and Michele Rugolo.



James Abbott / Sahin Nouri Radical RXC V8

The second race saw the local crew of Shaun Balfe and Phil Keen qualify fastest in the Ferrari 458 Italia from Lathouras and Rugolo in a similar car. The one hour race on Sunday saw a Ferrari walk over with the first four cars all Ferrari 458 Italia. The Argentina/Italy pairing of Ezequiel Perez Companc and Raffaele

© Motorsport-imagery.com



Filipe Barreiros / Mads Rasmussen Ferrari 458

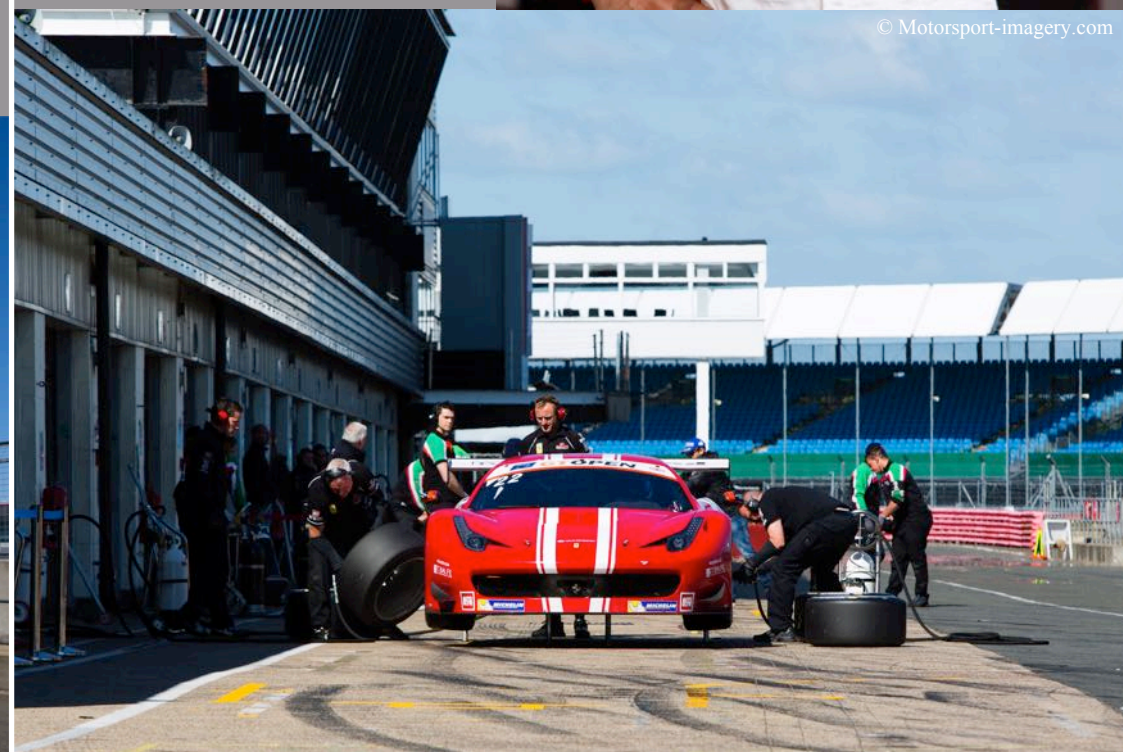
Classic and Competition car July 2015

Giammaria took the win by just over 5 seconds after 29 laps of tough competition, beating local heroes Balfe and Keen in to 2nd place. Balzan and Benucci were 3rd, while finishing the Ferrari domination were Emiliano Lopez and Matias Russo in 4th place. The fastest lap went to Parente in the McLaren 650S with a time of 2 minutes 0.364 seconds

Miguel Ramos



© Motorsport-imagery.com



Shaun Balfe / Phil Keen Ferrari in the pits



Ezequiel Pérez Companc / Raffaele Giammaria



Podium



Alessandro Balzan / Nicola Benucci



Rafael Unzuurrnaga



51 Pasin Lathouras / Michele Rugolo AF Corse Ferrari 458 Italia GT3



62 James Abbott / Sahin Nouri Radical Works Radical RXC
Classic and Competition car July 2015



Emiliano López / Matías Russo



Filipe Barreiros / Mads Rasmussen Ferrari