

Classic and Competition Car

The 21st Century magazine about cars and motorsport of the past and present.

In this issue



AMOC Sprint, Curborough.



GT Cup Snetterton



HSCC Finals, Silverstone



750 MC Donington Park

RallyDay, Castle Combe

Report and photos
from Rallying's
Showcase event



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The famous Simmonite Sisters' Escort from the F2 Kit Car era of the BRC

Check out our new updated WEB site at www.classicandcompetitioncar.com regularly for additional photo galleries, wall papers and other additional content and join our Facebook Group [Classic and Competition Car](#).

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Classic and Competition car November 2016

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



Janet Wright. Photographer

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



Our regular contributors below, are all independent freelance photographers/journalists

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.



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 Rally co-driving.



Syd Wall.

Syd shoots for rallying website, RallyGallery and covers Rallying, Drag Racing and all things American & Historic



David Goose

David runs Motorsport-Imagery web site with Stuart and covers GT, Touring Cars and Rallying plus Classic car events.



Stuart Yates

Stuart runs motorsport-imagery web site with David. Covers GT, Touring Cars and Classic car events



Front Cover. Main photo Stuart Deeley's Toyota Celica GT4 at Rallyday © Syd Wall RallyGallery.

AMOG © Simon Wright GT Cup © Mick Herring HSCC Finals © Motorsport Imagery 750MC © Janet Wright

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Editorial.

As the motorsport season starts to draw to a close for another year, things get interesting as various championships come down to the wire to be decided. This can make many of the closing meetings of the year some of the most exciting. Also as the weather turns colder, we move indoors to some of the fantastic exhibitions we have in the UK. The first and one of the biggest is the Classic Car Show at the NEC which is this month. The show is so large these days that you need a couple of days to visit, to see everything.



We are sorry to report that Lucy Owen-Moczadlo's mother has recently passed away after a long illness. From all at Classic and Competition Car we offer our sincere condolences, and hope to see Lucy back in action soon.



Frentzen impressed with Electric GT Tesla Model S.

Former Grand Prix driver Heinz-Harald Frentzen has recently returned to the cockpit to test the Tesla Model S P85+, the car being developed for the new 'electric GT Championship. The German driver finished runner up in the World Championship of 1997 for Williams and an impressive third in the World Championship in 1999 for Jordan. After he finished with Formula 1 in 2003 he then raced in the German DTM series.

Frentzen drove the Electric GT Tesla Model S at the circuit Paul Ricard where tyre testing of the bespoke Pirelli tyre was being carried out, and was impressed. As a long time owner of two Tesla cars, it was a fantastic opportunity to experience the race potential of E-racing performance cars..

The EGT championship will be the first 100% zero emissions GT Championship, and is due to start in 2017. So far, confirmed drivers for the series are Stefan Wilson, Vittoria Piria, Dani Clos and Lellani Munter as part of the Drivers' Selection Club. There will be 10 teams and 20 drivers who will compete across seven races in the first season. The race weekends will comprise of a 20 minute practice session, 30 minutes of qualifying and a pair of 60km races, with one taking place in daylight and the other at dusk.

THE WINNER



The McLaren F1 was unveiled as the Top Supercar in history at the Classic and Sports Car Show - report on page 10.



Frenchman Florent Tafani has won the Buggy 1600cc class of the 2016 FIA Autocross championship in his Peters Suzuki

Classic and Competition car November 2016



© Simon Wright



British Motor Museum shortlisted for another award.

The British Motor Museum at Gaydon, has been shortlisted as a finalist in the International Historic Motoring Awards 2016 in the Museum or Collection of the year category. The museum will find out if it has won the award on the 17th November at London's Guildhall.

The Museum is still celebrating from a number of recent industry award wins including taking the top spot RICS award (Royal Institution of Chartered Surveyors) in the Tourism and Leisure category, first place in the History and Heritage category at the Coventry and Warwickshire Tourism and Culture awards.

Stephen Laing, Curator at the British Motor Museum said "We are delighted to have been shortlisted for this award in recognition of the Museum and the Collections Centre which, together, showcases our prized collection of over 400 historic British cars." To find out more see their web site at www.britishmotormuseum.co.uk

Aston First Past the Post Challenge.

© Simon Wright



The Aston Martin Speed Series went down to the wire at Curborough in September. Both the First Past the Post and Handicap Challenges were still to be decided over the figure of eight circuit layout. The First Past the Post was won by Tom Whittaker in his Aston Martin V8 Vantage GT4.

1st Tom Whittaker Aston Martin V8 Vantage GT4	529.04 pts
2nd Tony Morgan Aston Martin DB7 Vantage	507.57 pts,
3rd Mark Chandler Aston Martin DB7 i6	500.60 pts.
4th Neil Sims Aston Martin V8 Vantage S.	476.3 pts
5th Christopher Scott MacKirdy AM Le Mans	448.38pts
6th Ian Muir Aston Martin DB2/4	445.06 pts

The Non-Aston Martin category saw the BMW pair of Andrew Forret and John Pawsey fight it out for honours and it was

1st Andrew Forret BMW 325i	504.9 pts
2nd John Pawsey BMW 328i	400 pts.

The Handicap category was won by Christopher Scott MacKirdy in his pre-war Aston Martin Le Mans from Mark Chandler and Iain Muir.

© Simon Wright



Lancaster Insurance Pride of Ownership

These are the 20 finalists for the Pride of Ownership award at this years Classic Motorshow, which is being held at the NEC, near Birmingham on the 11th-13th of November 2016.

This is possibly the most unusual entry: a 1950 Nipper Truck Milk Float.



1996 Lotus Esprit GT3.
 1963 Mini Cooper
 1973 Alpine Renault A110
 1988 Peugeot 205 Gti WRC Replica
 1973 Jensen Interceptor
 1974 VW Super Beetle
 1984 Vauxhall Astra GTE
 1978 Lancia Beta 1600 Coupe
 1930 Chevrolet Sports Roadster
 1950 Studebaker Commander

1963 Austin Healey
 1967 Jaguar E Type 4.2 Roadster
 1983 Volkswagen Golf Driver 1.3
 1989 Austin Metro City
 1950 Nipper Truck Milk Float
 1969 Corvette Stingray
 1976 Citroen Super Ami
 1986 Audi Quattro
 1935 Auburn Speedster
 1969 Ford Capri Mk1



Roadbook - A special exhibition at the Porsche museum.

The Porsche museum is not just located at the company headquarters in Zuffenhausen, Germany, but all over the World. The cars in the museum collection are displayed all over the World as Brand Ambassadors. The “rolling museum” travels all over the World 365 days a year, and each year the museum handles over 200 vehicle deployments to more than 30 countries. A special exhibition between now and the 23rd April 2017 at the Porsche museum in Germany will give fans the chance to see behind the scenes for the first time. From vehicle deployment planning to appearances by celebrity drivers and preparing tours, visitors will be able to get the impression of the strategic and logistical challenges. The Porsche museum is open from Tuesday to Sunday, from 9am till 6pm. Admission is currently 8 Euro, 4 Euro for concessions. Further information at www.porsche.com/museum





Miura 50th Anniversary Rally.

A record 23 Lamborghini Miura cars from all over the World headed to Spain to mark the 50th anniversary of the model. High-light of trip was a visit to the Miura ranch, which is where the car name originated. The Miura was the Worlds first mid-engined production supercar. The colourful icon of the 1960s and 70s was capable of 170 mph. Lamborghini launched the car in 1966, naming it after formidable breed of 'Toro' reared since the 19th century by the Miura family in Andalucia, Southern Spain, since the Lamborghini badge is the Raging Bull.

Among the 23 cars were several special models including a stunning one of four 1972 P400 SVJ built for exotic Haitian hotelier Alberto Silvero of Port au Prince, a 1970 P400 S first sold to Edmondo Lamborghini, brother of Ferruccio, plus the oldest and youngest Miura in existence.

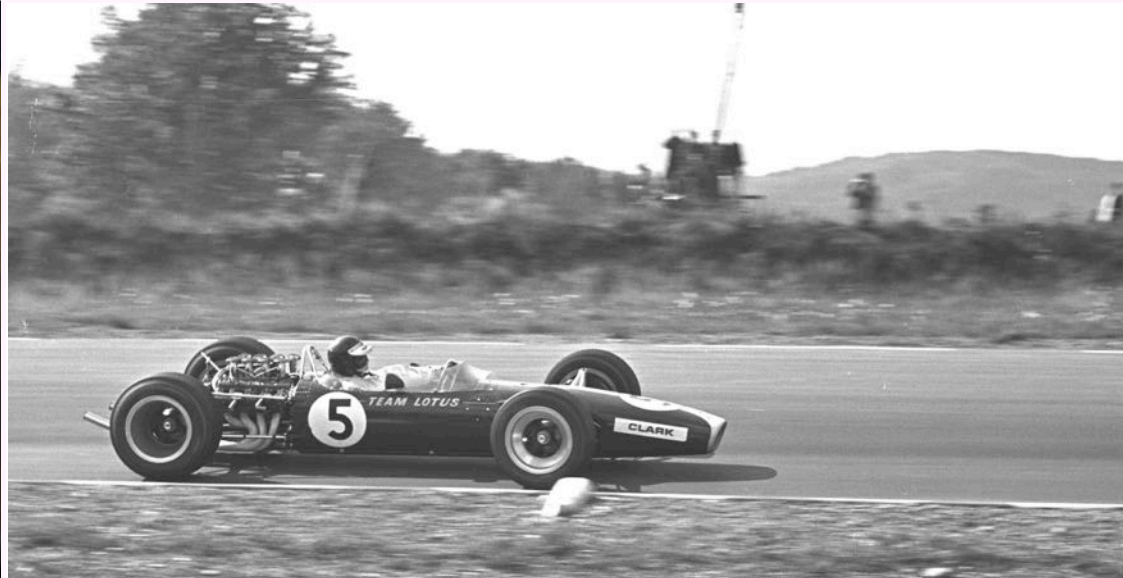




Ekstrom new World Champion



With one round still to go, Sweden's Mattias Ekstrom has been crowned new 2016 FIA World Rallycross Champion. Driving for his own EKS rallycross team, Ekstrom finished 5th at the German round and is now 30 points clear of Petter Solberg in the Driver standings. Even if Solberg wins the final round in Argentina and Ekstrom failed to finish, they would be equal on points, but on countback of wins Ekstrom would be champion.



Golden Anniversary for the Cosworth DFV at HMI



Historic Motorsport International (HMI) is the new motorsport show being held at EXCEL in London between the 23rd and 26th February 2017. It will celebrate the 50th anniversary of Grand Prix's most successful engine, the Ford Cosworth DFV. In June 1967 Jim Clark drove the Lotus 49 (pictured above) to a debut victory in the Dutch Grand Prix at Zandvoort. It was the first outing for both the car and the new Ford Cosworth DFV engine which had been developed by COSTin and DuckWORTH's Cosworth company and funded by Ford. DFV stands for Double Four Valve and was a 3 litre V8 racing engine that from its debut win went on to dominate Grand Prix racing right through to the 1980s. Between 1967 and 1985 the DFV powered 155 Grand Prix winners from 262 races. The last victory was at the 1983 Detroit Grand Prix when Michele Alboreto took the win in his Tyrrell. It was also in a Tyrrell that the last Grand Prix for the DFV occurred with Martin Brundle in the 1985 Austrian Grand Prix.

To celebrate this achievement, Cosworth will display both an engine and several cars powered by the unit in a special display at HMI. Tickets cost £24 in advance and also include admission to the London Classic Car Show at the same time. For further details see the website www.historicmotorsportinternational.co.uk

Marc Haynes 21/4/68 - 16/10/16

By Mick Herring.



We are sad to report the passing of Marc Haynes aged forty-eight. He died peacefully at home safe in the knowledge that his legacy, the GT Cup, had been enjoyed by all those at Snetterton for 2016's season closer.

Marc was best known as the driving force behind Bute Motorsport, organisers of the highly respected GT Cup and the fledgling Prototype Cup, aired for the first time at Snetterton at the beginning of October, and the culmination of nine months hard work by Marc and his loyal team.

However, there was so much more to Marc Haynes, he was never one to let his profound disabilities dampen his quick wit, enthusiasm and determination. That determination witnessed him being at the forefront of the movement intent on proving to the MSA that disability should not be a bar to holding a competition license.

The MSA relented, first with the granting of speed licenses for sprinting and hillclimbing which bring back Memories of him sprinting his bright yellow Porsche 911, in the familiar Haynes Manuals' livery at Curborough quite a few decades ago now. He was the first paraplegic to be granted a license but work continued until the MSA were happy to grant full racing licenses to disabled competitors and Marc progressed to racing his Ferrari 360 Challenge.

Marc's business career saw him progress to being appointed as CEO at the Haynes International Motor Museum, founded by his father John (aka Haynes the Book) and under Marc's guidance the museum underwent the award-winning £6 million expansion we see today from its re-opening in 2014.

We offer our sympathy to the Haynes family and to the team behind Bute Motorsport, namely Hannah Wilson (Marc's long-time P.A. and Championship co-ordinator rightly promoted to Director and Race Manager in July), technical co-ordinator Phil Boland and Jock Simpson who will continue Marc's work.

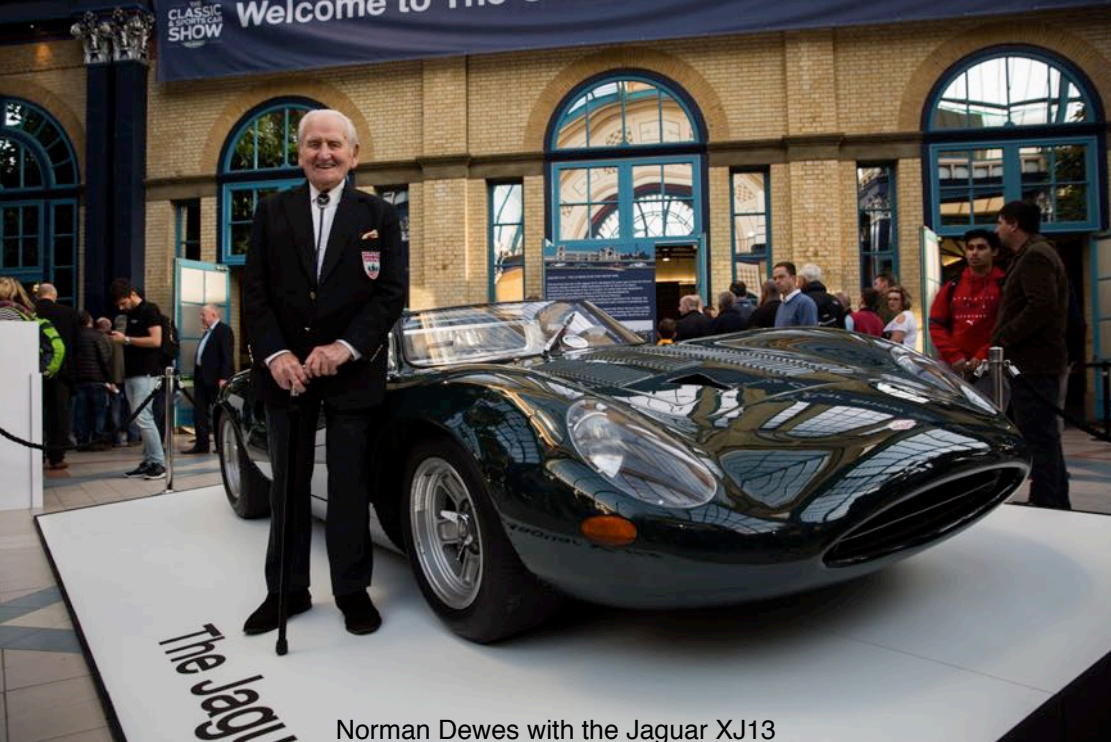


Classic & Sports Car Show

Alexandra Palace, London 28th-30th October 2016



The image captures a wide-angle view of a classic and sports car show held inside the grand Alexandra Palace in London. The event is taking place on a blue carpeted floor, with various cars on display, including a yellow Ferrari, a white Porsche, and a red Lotus. The background features a large, ornate stained glass window and a high ceiling with exposed structural elements. Numerous people are seen walking through the aisles, viewing the cars. Various banners and signs are visible, including one for 'Slade's Garage' and another for 'Electric Classic Cars'. The overall atmosphere is one of a well-attended and impressive automotive exhibition.



Norman Dewes with the Jaguar XJ13



Century of Supercars feature at The Classic Sports Car Show.

The second annual Classic & Sports Car Show, held at Alexandra Palace between the 28th and 30th October, was officially opened by former Jaguar Test driver Norman Dewis OBE. Thousands of visitors headed for the picturesque venue and were treated to stunning static displays inside, and live parades in the grounds around Alexandra Palace. The 96 year old Dewis, legendary Jaguar Test driver, opened the show on the Friday morning to an eager crowd, and was beside the iconic Jaguar XJ13 racing car in the Palm Court entrance to the north London landmark. He entertained the crowd later in the day on the Live Interview stage with tales from his work for Jaguar through four decades. The centrepiece of the show was the £40 million 'A Century of Supercars' feature. John Surtees CBE, the only man to be World Champion on 2 and 4 wheels, unveiled the greatest supercar in history, as voted for by the public on Classic and Sports Car's

web site. Originally three supercars from each decade for the past 100 years were chosen, then the list was whittled down to 11 at the end of September, as the most popular from each decade was selected as the finalists. These were:

Up to 1914 -
 Mercedes
 1908 GP,
 1914-1929
 Bentley 4 1/2
 litre Blower,
 1930s Alfa
 Romeo 8C,
 1940s Jaguar
 XK120, 1950s
 Mercedes
 300SL
 Gullwing,



Century of Supercars feature.

THE WINNER



John Surtees unveiled the McLaren F1 as the greatest Sportscar in History



1977 Tyrrell P34 in the parade.

There were various special guests over the weekend, including Indycar ace and former Grand Prix driver Max Chilton who entertained the crowds with an impromptu chat on the Live Interview Stage with host Henry Hope-Frost.



Max Chilton

1960s Lamborghini Miura, 1970s Lamborghini Countach, 1980s Ferrari F40, 1990s McLaren F1, 2000s Bugatti Veyron, and 2010s McLaren P1.

Over 17,000 votes were cast and the McLaren F1 was unveiled as the overwhelming winner, taking over 30% of the overall vote. The live parades outside the palace took place on the South Terrace and one of the stars here was the six wheeled Tyrrell Grand Prix car, the sound of the Ford Cosworth DFV reverberated around North London. The Tyrrell lead a parade from the BMW Owners' Club who were celebrating the centenary of the marque.



BMW 100th anniversary parade.



McLaren P1.



Ferrari F40.



Crowds gather to listen to John Surtees CBE.
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My Favourite Things perform at The Classic.



QA sessions at the CMC restoration live



Beautiful cars in a beautiful setting.

Report from Andrea Seed.
Photos by Gerard Brown



Overall winners Gareth Burnett/Jez Haylok 1931 Talbot 105 Alpine

The winners of the Endurance Rally Association's first Alpine Trial have reclaimed their trophy after winning the pre-war rally for the second time. Gareth Burnett and Jez Haylock won the event in the 1934 Talbot 105 Alpine, which was used in the very first Alpine Trial held in the same year.

As well as winning the overall title, Burnett and Haylock added the coveted Alpine Cup to their collection of silverware, given to those crews who keep a clean sheet in the results.

The all-British team face fierce competition from John Abel and

© Gerard Brown



John Abel/Leigh Powley 1937 Lagonda LG45 finished 2nd

Leigh Powley in the 1937 Lagonda LG45, who were compensated for their second place with their own set of Alpine Cups, and Peter Lovett and Rob Henchoz in the 1937 BMW 328, who had to settle for third place.

© Gerard Brown



3rd placed Peter Lovett/Rob Henchoz 1937 BMW 328

Alpine Cups were also awarded to Clint and Brad Smith in the 1938 Jaguar SS100, and Paul Wignall and Guy Woodcock in the 1929 Alvis Silver Eagle.

There were also awards for Czech's Jan Hradecky and Dana Hradecka who were presented Spirit of the Rally for competing in a skeletal 1936 Jawa Aero Minor 1, a lightweight car from



Alpine Cup winner Clint & Brad Smith 1938 Jaguar SS

their home country, which was conceived and a prototype built in secret, during the second world war.

Kate and Sophie Wickham were awarded the Concours



Alpine Cup winner Paul Wignall/Guy Woodcock 1929 Alvis Silver eagle



Czech's Jan and Dana Hradecky won Spirit of the Rally in their 1936 Jawa Aero

d'Elegance for their 1934 MG TC, while the TT Award, with TT standing for Tin Top, was accepted by Tony and Pauline Mather in the 1937 Citroen Traction Avant.



Kate & Sophie Wickham 1934 MG TC won Concours d'Elegance

The ERA's third Alpine Trial started in the little-known town of Divonne-les-Bains, nestling next to the Swiss border near Geneva. From there, the route journeyed the entire breadth of the Jura Mountains, west of the Rhone, before moving into the Alps and Mont Blanc for the finale in Annecy.

With Regularity and Special Tests as well as Alpine sections, route master Keith Baud pushed the crews to the limit as they navigated rocky hairpins, remote Alpine roads, and the steepest of mountain climbs.

Fred Gallagher, ERA's Rally Director, said: "Another fantastic three-days of historic rallying. The route continues to offer



Tony & Pauline Mather 1937 Citroen Traction Avant won the Tin Top award

© Gerard Brown



Stuart Anderson/Robert Ellis 1938 Bentley 4 1/4

exciting competition for those who want it, challenging roads that you'd never find on your own, and a stunning backdrop for equally stunning cars."

As well as the overall winners, the Alpine Trial's 40-strong entry-list was broken down into five categories based on engine size: up to 1500cc; up to 2000cc; up to 3000cc; up to 4000cc; over 4000cc, with class winners celebrated in each.

The next Alpine Trial will take place in 2018, alternating with the newly launched Blue Train Challenge that will start on 18 September 2017. The final ERA event of 2016 starts on 13th November as 50 classic and vintage cars compete in the Rally of the Incas, a thirty-day rally from Buenos Aires to Lima, South America. For updates and more information on the ERA events, visit www.endurorally.com.



Class 1 winner Brad Mottier/Bill Hoff from the USA in a 1937 Riley Bigley Special



Ian Montgomery/Robert Mills 1934 Talbot 105



Bill Cleyndert/Matthew Abrey 1925 Bentley 3-4 1/2

Class 2 winner Martin Hunt/Robert Mannix 1937 Frazer Nash BMW 328



Tim Eades/Jack Baldwin from USA in 1938 Chevrolet Coupe

AMOC Sprint

Curborough, Near Lichfield. 18th September 2016.

By Simon and Janet Wright.



Tom Whittaker Aston Martin V8 Vantage GT4 was the fastest Aston Martin on the day.



Fastest Time of Day (FTD) went to Glyn Sketchley in his Force PT

The Aston Martin Owners Club 2016 Speed Series came to a close at Curborough in the middle of September. In sunny, dry weather and using the longer figure of eight circuit, the good entry enjoyed an excellent day's motorsport, which also saw several championship titles decided.

The fastest time of the day didn't go to an Aston Martin, not surprisingly as there were several single seater racing cars present, as well as other racing sports and saloon cars. Glyn Sketchley took FTD in his Force PT doing only a single timed run in the afternoon, but still setting a time of 57.95 seconds, almost 3 seconds faster than anyone else. Second overall went to Martin Jones, who also won the Bugatti Owners' Club "Aldon Automotive" Classic Speed Championship Sports Racing and Racing car class, driving a Formula 2 Brabham BT21 with a time of 60.93 seconds, just ahead of 3rd placed Nick

Stephens in a Lotus 51B with a time of 61.19 seconds, the only one in the top three to improve his time on his second run.

The other Aldon Automotive class

winner was Ian Stainburn in a Reliant Scimitar SE4A Coupe with a 75.11 second run in the Production saloon car class,



Class winner David Abram Austin Healey Sebring Sprite

Peter Thurston in an Allard Special in a time of 75.28 in the Production Sports Car Class. Garry Cox took the Modified saloon cars class in his Reliant Scimitar Coupe with a time of 65.83 seconds and Philip Stader took the final Aldon class for Modified Sports cars in an MG Midget with a 67.40 second run.

There were plenty of stunning Austin Healey sports cars on track for the Healeysport Speed Championship. David Abram in his Austin Healey Sebring Sprite with a time of 66.82 won the Austin Healey Sprites - Peter May Engineering class, while Pat Cooper in an Austin Healey 100/6 was the winner of the AH 100, 100/6, 3000 and Healey Silverstone - Bill Rawles Classic class with a 67.01 second run.

The meeting was also a round of the Lotus Cup UK Speed Championship, and saw class wins for Xavier Brooke in a Lotus Elise S1 (63.64 seconds), Stephen Morrison in a



John Newton 2nd in class TVR Vixen S2



Class winning Lotus Elise S1 of Xavier Brooke locks up at the Molehill

Lotus Elise S1 (Modified) (63.67 seconds), Stuart Cheshire in a Lotus Elise Cup car (65.21 seconds) and Jason Weatherall in a Lotus Elise S1 NA Honda (64.40 seconds).

The other non-Aston Martin classes saw victories for Martin Chittenden in the Super Cars class driving a Pulsar 910 with a best time of 64.31 seconds, Michael Jackson took the Sports cars, saloons and GT cars over 2000cc class in his Porsche 911 with a 64.09 second run, and Richard Conway in a Volvo PV 544



Class winner Richard Conway Volvo PV 544

won the Sports Cars, saloon and GT cars up to 2 litre class with a time of 77.86 seconds.

For the Aston Martin owners the First past the post and handicap

categories were both still to be decided on the day. The fastest Aston Martin time was set by Tom Whittaker in his Aston Martin V8 Vantage GT4 with a time of 68.99 seconds to take 5th place in the Sports cars, saloon and GT cars over 2 litre class. Not far



Class winner Richard Wright Aston Martin N430 Vantage

behind was Richard Wright in an Aston Martin N430 Vantage with a time of 70.36 seconds, not bad for his first visit to Curborough, as he won the class for standard cars - All Newport Pagnell/Bloxham/Gaydon production cars from DB7 onwards. Ian Muir took two separate class wins in his Aston Martin DB2/4, winning the Historic, classic and post historic road sports & historic racing cars built between 1st January 1940 & 31st



Ian Muir won two classes in his Aston Martin DB2/4

December with an 80.43 second run and also the Aston Martin David Brown Cars DB1, DB2, DB2/5 class with a time of 80.93 seconds.

The final Aston Martin class winner was Christopher Scott-MacKirdy in his Aston Martin Le Mans who won the Vintage and Venerable (PVT) Aston Martins - mildly modified cars class

© SimJaneton



in 80.25 seconds. In the Non-Aston Martin Class of the Championship it was a BMW battle between Andrew Forret (BMW 325i) and John Pawsey (BMW 328 Coupe) in the Sports Cars, saloon and GT cars over 2 litre class. Forret came out on top of the pair with a 73.16 second run for 6th in

Championship winning Andrew Forret BMW 325i

class while Pawsey was 7th in class with a time of 75.90

seconds, an improvement of nearly two seconds on his first timed run.

So after the track action, the calculations were run and



© Janet Wright

Michael Jackson drove a thriller in his Porsche 911 to win his class

© Simon Wright



Joseph Mackerell Austin Healey Sprire Mk1 tried a short cut at Molehill, which didn't work.

Tom Whittaker won the Aston Martin category of First Past the Post in his Aston Martin V8 Vantage GT4. Christopher Scott-MacKirdy took the Aston handicap category in his pre-war Aston Martin Le Mans. In the non-Aston Martin class, Andrew Forret in a BMW 325i won both First Past the Post and Handicap.

© Janet Wright



Grant Cratchley Brabham BT21-B was 5th in class



Class winner Philip Stager MG Midget



Colin Gale Austin Healey Sprite Mk 1



Class winner Peter Thurston Allard Special



Neil Sims Aston Martin V8 Vantage S 3rd in class



Brian Ashley listd a wheel at Molehill in his Austin A35

GT Cup Final Round,

Snetterton 8th-9th October 2016. By Mick Herring.



© Mick Herring

Jordan Witt takes no prisoners on his way through the field past the Thomas/Bell McLaren 650S Sprint and the Mark Smith Porsche 997 GT3 Cup car



Jordan Witt bounces the Bentley Continental GT3 off the tyre barrier.

Despite Jordan Witt's dominant Bentley Continental GT3's nineteen GT Cup Championship wins, enough to already secure the GTO class championship, he started the final 50 minute encounter only three points ahead of GTB class victors, Tom and James Webb's BMW, for the overall title.

After a "taking-no-prisoners" drive back through the field, either side of a safety car period and including a 2m 30s success penalty pit stop (to the Webb's 2m 25s), Witt finished sixth overall and third in class, to become champion by six points.



© Mick Herring

The meeting had also attracted Johnny Mowlem's entry after recently announcing his retirement from International racing. He was partnering Bonamy

GT Cup champion Jordan Witt with commentator Alan Hyde.

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Grimes who was in his first season racing a Ferrari 458 GTC Saturday's first 25 minute race saw poleman Grimes charge off the line but once the power of the Bentley prevailed, Witt ran away to a 1m 13s victory ahead of Gareth Downing's Lotus Evora GTE. An oily spin for Grimes' Ferrari dropped him to an eventual seventh but still retained the GTC class victory. The Webb BMW was third, thus

© Mick Herring



Johnny Mowlem starts his overtake round the outside of Gareth Downing at Agostini.

maintaining the points status-quo, with the Evans/Bradshaw GTB class Porsche fourth and the Hudson/Wilcox Audi R8 GT3 (which will be replaced by a GT3 Aston Martin next season) fifth. Race 2 provided a less dominant win for Witt. No mistake this time for Grimes in the wet conditions, which saw him nullify the Bentley's huge power advantage to finish just 14.1s adrift. Hudson's Audi was third ahead of Pete Littler's Aston Martin from the Webb BMW again. With both Bentley and BMW taking respective fastest laps everything would hinge on Sunday's big race. The 50 minute final saw the Hudson Audi outdrag the Bentley from the start, but Witt caught and passed him as they exited the first



Fast but fragile Hudson/Wilcox Audi R8 GT3

corner. His lead was short-lived as a concentration lapse put him on the grass exiting Palmer, and the Bentley hit the tyres and regained the track well down the field. What followed was a meteoric drive through the field back to second behind the Audi. However the Audi then developed a mechanical issue whilst they were all bunched behind a safety car which had been scrambled to remove a stranded Porsche. The Audi stopped where Witt had spun previously, allowing Witt to lead again until his extra Seventy seconds success pitstop gave him it all to do again. Witt's climb back to sixth place overall and third in class was enough to secure his GT Cup crown from Tom and James Webb who settled for twelfth overall and fourth in class. A great drive from Grimes and Mowlem gave them a popular victory over Littler's Aston Martin and Downing's Lotus. Mick O'Brien's quiet drive in the Ginetta G55 with Joe Osbourne to fifth in class gave O'Brien the GTA crown, the only class not already decided before Snetterton.

The F3 Cup enjoyed three largely dry races to wrap up its



F3 Cup two times race winner Paul Dagg Dallara F311 Mercedes HWA championship where George Line driving a Dallara F308 Honda NBE became champion by one point, his two seconds and a third place being enough to elevate him from second in the table to overcome points leader Shane Kelly, in another Dallara F308 Honda NBE, who didn't enjoy a successful weekend. Paul Dagg's Dallara F311 Mercedes took the first two wins and Robbie Watts the third with his Dallara F308 VW Speiss.

© Mick Herring



F3 Cup Wade Eastwood Dallara F307 Honda Mugen



Monoposto F3 twice winner Ashley Dibden Dallaro F301.

Continuing with single seaters the JMT Monoposto F3, 2000 and Classic race winners came from the F3 category with Ashley Dibden's Dallara F301 taking both victories. Tony Bishop's F302/4 was second in race one and Chris Hodgen's F304 in race 2, third in both races was Ben Cater's F301.



© Mick Herring

Meanwhile the JMT Monoposto 1800, 1600, Moto 1400, Moto 1000 races yielded both wins from the Moto 1000 class for Richard Gittings' Jedi Mk6 with Richard Moorcroft's similar Jedi second in race 1 and third in race 2. Jason Timms' Dallara F311 (Moto1400) second in race 2. Both hotly contested championships have one more round at Brands Hatch on the Indy circuit in November. Radical points leader coming to

Monoposto Moto 1400 Andrew Gordon-Colebrooke Dallara heads Dan Levy Jedi Mk6.
Classic and Competition car November 2016



Radical SR1 champion James Taylor.

Snetterton, James Taylor won the championship with three second places, his prize for which is a brand new SR1. However all three victories and fastest laps went to Oliver Barker. The slick timetable at Snetterton allowed the third race, held over from a very wet Cadwell Park to run before curfew.

Finally the Radical Challenge Championship saw Brian Caudwell win the first race in his Radiacal SR3 RSX, Klyucharev and Smith won the second race in another SR3 RSX and the third race was Jack lang in another SR3 RSX.

© Mick Herring



Three times Radical SR1 race winner Oliver Barker at the end of the rainbow.

Prototype Cup.

Snetterton. 9th October 2016. By Mick Herring.



Jacque Duyver, Shaun Lynn and Patrick Byrne.



© Mick Herring

Patrick Byrne - Guy Cosmo learn Snetterton.

Bute Motorsport Launch Prototype Cup

After two well received demonstration runs at Oulton Park and Silverstone, the inaugural one hour Prototype Cup race took place at the final round of the GT Cup meeting at Snetterton.

The race showcased the sight, sound and racing spectacle that is expected during the full season next year from these exciting cars.

The ACO-homologated LMP3 cars, powered by the mandatory 5 Litre normally aspirated Nissan engine with identical 6-speed X-Trac gearboxes transmitting the 420 bhp, were all the Ligier JS P3 chassis. With strict parameters and many cost capped parts these LMP3 cars are actually cheaper than many GT3 cars. Only six manufacturers are eligible to produce the chassis, including AVE-Riley, Ginetta, Norma and Adess.

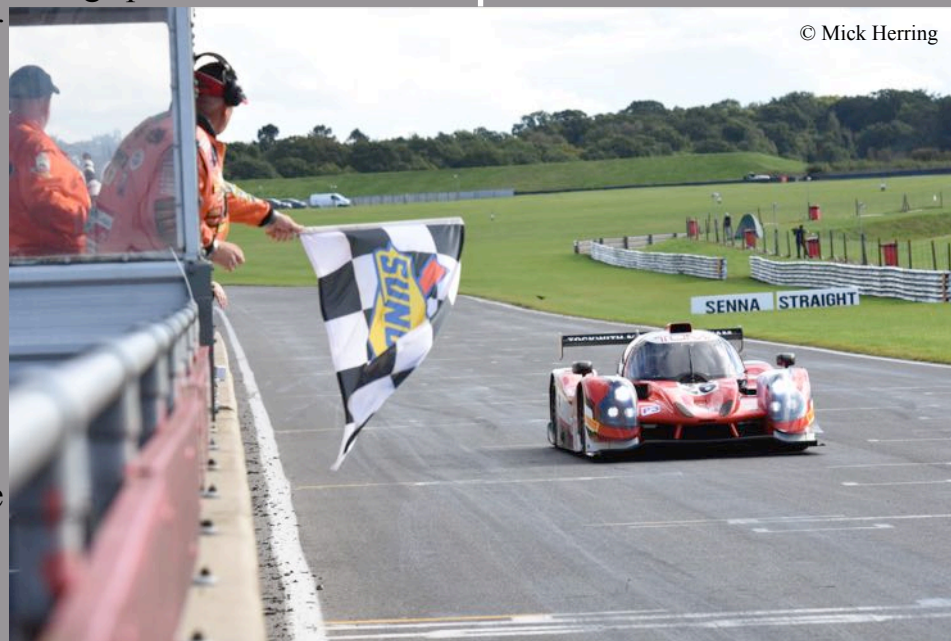
This first British race has been the culmination of nine months hard work by Bute Motorsports' team under the guidance of its leader Marc Haynes (now deceased). It attracted international interest with American Patrick Byrne bringing highly respected sports car racer, Guy Cosmo over to partner him in one of the United Autosports cars. The driver profile is diverse, from those wishing to begin their Le Mans path, to those already with international experience. Others, such as prolific historics racer Shaun Lynn, views this formula as a cost-effective method of



© Mick Herring

Americans Guy Cosmo and Patrick Byrne. learning how to drive his recently acquired Group C car.

Seven cars took the start of the one hour pit-stop race. Poleman Phil Hanson made a strong getaway in the Tockwith Motorsports car, which had only been delivered to them on Thursday, from the slower starting United Autosports car of Christian England. Hanson's lead was halved to ten seconds by the time the pit window opened and Hanson handed over to



© Mick Herring

Nigel Moore- Phil Hanson take inaugural race win.



Jacque Duyver leads Christian England and Mike Newbould mid-field.

© Mick Herring



Historic Group C racer Shaun Lynn.

Nigel Moore who stretched the cars lead to a 22 second win from England's co-driver Bradley Smith who had a lonely race. The closest fought section revolved around third place after Jay Palmer had spun early on in the United Autosports Ligier. Palmer resumed in fifth but co-driver Wayne Boyd took over to win the hard fought battle back to that third place, twenty two seconds behind the second placed car. Charlie Hollings brought his United Autosports car up the order to fourth after taking over from Jacque Duyver. Having never seen Snetterton before, probably never heard of it either, Patrick Byrne and Guy Cosmo were fifth after Mike Newbould and Tom Randle were given a ten second Stop-Go for leaving their engine running during the pit stop.

© Mick Herring



Phil Hanson Ligier JS P3.

Classic and Competition car November 2016

Struggling with his car, Shaun Lynn was a distant seventh. It only takes two cars to make a race and with numbers set to increase dramatically next season, reports of United Autosports(Ligier's UK agents) taking deposits at Snetterton, some spectacular and fast races are in store next season

© Mick Herring



2016 GT Cup Snetterton & Prototype Cup.

Cars and Coffee - Breakfast Club

Coventry Transport Museum - 8th October 2016.

By Simon & Janet Wright.



© Simon Wright

Modern and ancient! BMW i8 hybrid supercar. Aston Martin DBR1 replica



The final Breakfast Club meeting of the year at Coventry Transport Museum took place at the beginning of October. With one of the largest turnouts we have seen recently, Millennium place in front of the museum was packed with over 50 cars, both ancient and modern. One attraction which had probably helped swell the crowds was a personal appearance by TV Presenter and personality Mike Brewer, who presents the Wheeler Dealer program on the Discovery Channel with Edd China. Mike spent some time looking around the cars as well as chatting to fans and posing for photographs with the public. It was an interesting selection of cars ranging from some modern supercars, through classic sports cars and saloons with even a motor

pack which can deliver up to 23 miles just running on electric power. Using a combination of fuel and electricity, the car can go from 0-62 mph in just 4.4.



German Sandwich BMW MG Midget Porsche

seconds, with a limited top speed of 155 mph. The official fuel consumption figures are an impressive 134.5 mpg, but these figures are swayed by electric only performance in the official tests, so might not be achievable on the road in normal driving conditions.

Next to it was a perfect replica of a 1959 Le Mans Aston Martin DBR1, immaculate in its British Racing green colour scheme.



caravan and a superb old small caravan complete with Trabant tow car. Parked at the front of the display was the latest BMW i8, a plug in hybrid sports car of the Grand Tourer variety. The two door coupe was first produced in 2014 and is powered by a Transverse mid mounted 1.5 litre turbocharged gasoline engine and a 7.1 kWh lithium-ion battery



1970 Ford Mustang Sportsroof

The original DBR1 was built in 1957, using a spaceframe chassis and a 3 litre 6 cylinder engine producing 254 bhp, the car won races at Spa, the Nurburgring and Goodwood in both 1957 and 1958, but failed to finish the le Mans 24 Hours. In 1959 David Brown took 3 cars to Le Mans and used Stirling Moss as the hare in DBR1/3 for the Ferrari team to chase. When they all dropped out, Roy Salvadori and Carroll



Mustang engine

Shelby were left to win the race in DBR1/2. The team then went on to win the World Championship that year after winning the Tourist Trophy

at Goodwood with Moss, Shelby and Jack Fairman at the wheel of DBR1/2. Scattered among the display were several classic American muscle cars including a stand out Grabber orange and black coloured



1970 Chevrolet Chevelle SS Malibu

1970 Ford Mustang Sportsroof, based on the Ford Mustang Fastback model. There were only 818 cars built in this colour. Powered by a 302 cubic inch V8 engine with Holley 600 carb and an Edelbrock performance manifold which produced over 210 bhp. Another classic was a blue and white 1970 Chevrolet Chevelle SS Malibu sports coupe. This model was available with a choice of either a 402 cubic inch, 330 bhp or 454 cubic inch, 360 bhp engine. This gave the car a top speed of around 112 mph. An unusual American vehicle was a 1946 Hot Rod Ford Pickup truck powered by a 5.7 litre V8 engine which has an open engine back, no wheel arches over the wheels and is finished in a pale green paintjob that looks like it is still to be refurbished. There were plenty of Coventry's finest



1946 Ford pickup truck



Lanchester



© Simon Wright

Audi Saloon



© Simon Wright



© Simon Wright

Subaru



© Simon Wright

Vauxhall Firenza



© Simon Wright

on display including a damson red Jaguar 4 litre XJS sportscar, a couple of E-Type Jaguar convertibles, several Triumph Stag sportcars, plus a yellow Triumph Dolomite saloon.



© Simon Wright

Trio of local Triumph Stags

Ford, as one of Britains most popular car producers was also well represented with a fine example of a 1953 Ford Upright Anglia. The model was built between 1938 and 1953, with 184,000 cars built. It was only a 2 door model and powered by the 933cc sidevalve engine which produced a massive 23 bhp. The gearbox had 3 forward gears, synchromesh on 2nd and 3rd only, plus a reverse gear. The electric system was a 6 volt positive earth system and the car featured trafficator indicator arms which popped out of the side bodywork when indicating to turn left or right.



© Simon Wright

Ford Capri RS3100 GT



Panther Kallisto

Coming more up to date were a pair of Ford Capri coupes, one of Ford's most popular cars of the 1970s. The 1974 3.1 litre Mark 1 Ford Capri RS3100 GT in white with gold detailing had a large duckbill rear spoiler and was an inch lower than the standard Capri with modified suspension to improve handling and make the car more stable at high speed. Only 250 were built for homologation purposes between November 1973 and January 1974 so a racing version would be eligible for the over 3 litre class Group 2 category for the 1974 season.

Other stand out cars on show were a Panther Kallisto sportcar, a 1972 blue Vauxhall Firenza, a Humber Supersnipe and a red 1938 Hillman Minx Cabriolet.



Marcos Mantula V8



MG Midget Ford Capri and Toyota MR2



1953 Ford Upright Anglia



Armstrong Siddeley



Porsche 928



Hillman Super Snipe



1938 Hillman Minx Cabriolet



Custom VW Beetle pickup

HSCC Championship Finals,
Silverstone, 15th and 16th October 2016.
By Pete Austin with additional photos
by David Goose and Stuart Yates - Motorsport Imagery



© Pete Austin

Derek Bell Trophy - Race 2 - Jamie Brashaw - March 73A



Terry Durdin & Martin Haines under darkening skies

Unlike previous HSCC Finals meetings this years event ran over two days and included no less than four Historic Formula Ford Races with a huge entry. Competitors no doubt getting some extra track time before the forthcoming Walter Hayes Trophy meeting. The weekend also celebrated drivers Graham Walker, Fred Damodaran and Bernard Worth who raced at the very start of the movement that evolved into the HSCC 50 years ago.

On a bright sunny Saturday, Classic Clubmans cars opened the proceedings with Mark Charteris winning from John Harrison, both Mallock mounted.

The Front Engined Formula Juniors were out next with Will Mitcham in his U2 winning from Mark



© Pete Austin

Historic F3 Classic Racing Cars - John Counsell - Lotus 59



Peter Chappell leads a group through the complex

© Motorsport-imagery

Woodhouse in a Lola. 70's Road Sports followed with champion Julian Barter in his Lotus Elan leading home Richard Plant's Morgan Plus Eight.

The Classic Racing Cars and Historic Formula 3 race brought back many memories with John Counsell's ex Emerson Fittipaldi F3 Lotus 59 in Jim Russell colours and the F3 Brabham BT18 of Andrew Hibberd in Chequered Flag livery. John Counsell even wore a helmet in colours reminiscent of Fittipaldi. John Murphy won this one in his Crossle 22F from

© Pete Austin



Guards Trophy - Martin Stretton - Elva Mk7S leads Mark Coleman Chevron B8

the Formula 2 Tecno of Julian Stokes. Martin Stretton was initially leading the 40 minute Guards Trophy race in his Elva MkVII but he expired in a cloud of smoke at Luffield when a rear brake seized allowing Mark Colman to take the win in his Chevron B8 followed by the B6 example of Michael and Will Schryver. The last race on day 1 was for the rear engine Formula Juniors. Andrew Hibberd came out on top in his Lotus 22 after an exciting battle with Cameron Jackson (Brabham BT2).

© Pete Austin



F Junior - Rear engine - Andrew Hibberd - Lotus 22

The weather that greeted competitors on Sunday morning was a complete contrast to the previous day with heavy rain delaying some of the practice sessions. However the sun soon came out and by racing through the lunch break the timetable soon caught up.

Historic Formula Fords kicked off the proceedings on a still damp track for the slower of the two qualification races with Simon Toyne in his Lola T200 coming out on top from the back.



Julian Pierce spins his Lola T200 at the complex

Callum Grant (Merlyn) claimed his second Formula Ford title by claiming victory in the second race and finishing second in the finale behind Sam Mitchell in a similar car after an exciting multi car battle. Race 3 went to the Merlyn of Ben Tilley who also took third in the final race.

The small but select entry of cars in the Derek Bell Trophy had two races with the first being won by Mark Dwyer in his F2 March from Adrian Hall's Trojan T101. Unfortunately the

© Pete Austin



Derek Bell Trophy - Race 1 - Mark Dwyer - March 742

F5000 March of Jamie Brashaw was shod with wet tyres on a drying track but he then went on to win race 2. Frank Lyons came 3rd and 4th respectively in the two races in an immaculate McRae.

Mark Jones in his Ford Lotus Cortina took a 1st and a 2nd in the



Derek Bell Trophy - Race 2 - Frank Lyons - McRae

two Historic Touring Car races with the mighty Ford Galaxie of Mike Gardiner winning the second race. Former Formula Junior hotshoe Jon Milicevic was runner up in the first race in his Mini Cooper. The Classic F3 and Classic FF2000 cars also had two



The Ford Anglia 105E of Neil Wood runs into trouble

© Motorsport-imagery

races with the FF2000 Van Diemen of Ian Pearson taking the first and the ex Piquet F3 Ralt of David Shaw taking the second. The first Historic FF2000 race was won by Charlie Kemp



The Royale RP27 of Tom Smith kicks up plenty of spray

(Reynard SF79) from Thomas White in his Osella. The positions were then reversed for the second race. Rounding off the proceedings on day 2 were the Historic Roadsports which was a Morgan Plus 8 benefit with Kevin Kivlochan leading home Richard Plant



© Pete Austin

A rather wet Paul Smith in his Ralt RT3



© Motorsport-imagery

© Pete Austin



Historic F Ford - Race 4 - Callum Grant - Merlyn Mk20A

© Motorsport-imagery



Ian Burford spins the Ginetta G4

© Pete Austin



Historic F3 & Classic Racing Cars - John Murphy Crossle

© Pete Austin



Historic Touring Cars - Race 2 - Mike Gardiner - Ford Falcon



Hugh Price taking the outside line



Barry Sime Morris Mini Cooper S fights with Jon Milicevic Morris Cooper for 10th



Neil Glover on a wet Sunday morning in his Chevron B37



Historic Touring Cars - Race 1 - Mark Jones - Ford Lotus Cortina



Historic F Ford - Race 3 - Benn Tilley - Merlyn Mk20



Classic F3 & FF2000 - Race 1 - Ian Pearson - Van Diemen





Tony Walker's works Nissan 240RS

This year's RallyDay at Castle Combe celebrated the 1976 and 1986 RAC Rallies, both of which were based at the nearby city of Bath. Helping with loads of memories from the two events was Jimmy McRae who drove a Vauxhall Magnum in 76 and a Metro 6R4 in 86. Proving life goes in cycles, Jimmy drove a 6R4 today and is lined up to drive a Magnum on this year's Wales Rally GB. Every year, RallyDay pulls in the big

© www.rallygallery.com



Rob Whitehouse in his Evoluzione 2 Lancia 037

Classic and Competition car November 2016

names and making his first appearance at Castle Combe was Juha Kankkunen, the only man to win a world championship round in cars from the Group B, Group A and WRC eras. As usual, Howard Davies was the man with all the questions and he made every interview a humour-fest, especially with Juha's old co-driver, Nicky Grist. Also present were Louise Aitken-Walker, British & World Ladies Champion, Harri Toivonen, Jimmy McRae's team mate in 1986, Jill Robinson & Pauline Gullick, top female crew in 76 and Terry Kaby, Andy Dawson and Dan O'Sullivan.

© www.rallygallery.com



Warner Lewis tries a little too hard in his Toyota Celica GT4

Bringing things up to date were current Ford works drivers, Elfyn Evans and Eric Camilli, both enjoying themselves in Camilli's Ford Fiesta WRC and giving the crowd exactly what they wanted by burning tyres at a huge rate. Given Ford's failure to give Elfyn a car for Wales Rally GB, despite his superb results this year, maybe tyres weren't the only thing he wanted to burn.



Eric Camilli battles with Neil Simpson



Classic Escort Mk2 action



Simon Powell's immaculate Opel Manta 400



Jimmy McRae in the Metro 6R4



Pat Horan's Lancia 037 with Munari, Tabaton, Vudafieri and Biasion history



Elfyn Evans emerges from a doughnut!

Plenty of national rally stars were present on the Feature Stage with plenty of names from the British and BTRDA Rally Championships. Jamie Anderson and Osian Pryce were putting more miles on their Ford Fiesta R5s, Neil Simpson was scaring guests in his Skoda Fabia R5 and Meirion Evans debuted his Citroen DS3 R5. Recently unveiled at Cholmondely Castle,



Steve Chamberlain's Ex Kankkunen Hyundai Accent WRC



Familiar Andrews Heat for Hire on the RallyDay grid

Rallyprep's Toyota GT86 was out again, driven by Will Corry (remember the Corry Cultra?). Great to see another rear wheel drive GT car on the rally stages, hopefully the first of many rivals to the Porsche GT3 in the FIA GT class. But filling the track for



David Hanman recreates the memory of Bjorn Waldegard at the 1975 RAC Rally



Mick Covill pushing hard in his Hillman Imp



Kingsley Beck's ex Phil Collins Ford Sierra Cosworth

the majority of the day were the stalwarts of club rallying and the owners of dozens of historic rally cars, from the last of the Mitsubishi Lancer WRCs to Hillman Imps, from Group B Lancia 037s to Bob Beales' famous 1961 VW Colorado Beetle.

Rallyday attracted huge numbers of spectators so let's hope some of them will get into the forests and lanes to support British rallying next year.



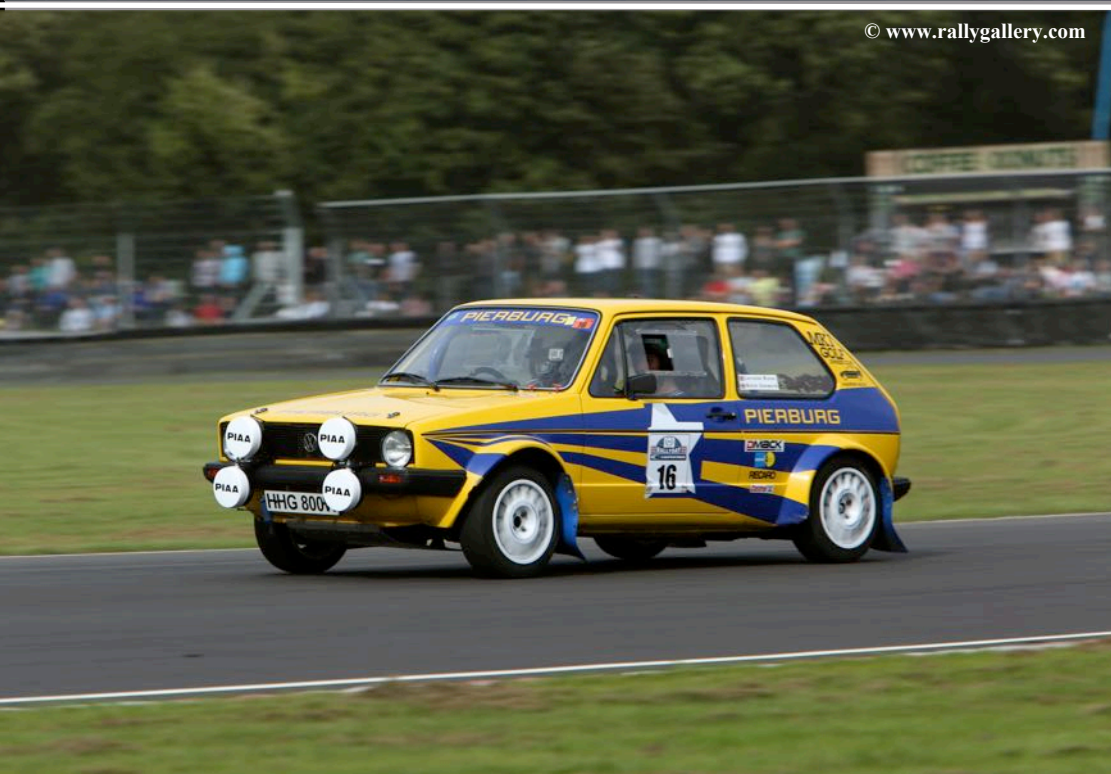
Rare sight of three Lancia 037s



Rallyprep's Toyota GT86, fresh from the Manx Rally



Mark Smith's Hillman Avenger



750 Motor Club Finals

Donington Park 1st - 2nd October 2016.

By Simon & Janet Wright.



First lap Civic Cup into Melbourne hairpin midfield battle with Matthew Bolton (2) on the inside of David Vincent (75) and Simon Wallis (73)



Mark Willetts leads a bunch of cars over the chicane in the first Five Club MX 5 race

The 750 Motor Club's season finale race meeting was an action packed affair, held at their home circuit, round the full Grand Prix circuit at Donington Park over the weekend of the 1st and 2nd of October.

The only race that took place on Saturday was for the 750MC Classic Interseries. Paul Smith led a Crossle clean sweep as the 9S filled the first four places. Smith took a pole to flag victory, winning by over 12 seconds from Gwyn Pollard, Steve Ough and John Taylor. Unfortunately storm weather hit the circuit in the afternoon and the racing was cancelled due to the adverse weather conditions and rivers of rain running across the track.

Sunday dawned bright and dry. After qualifying sessions for the races that were only scheduled for Sunday, racing started with the Protech Shocks Sport Specials. This caters for genuine production sports specials, kit cars, Caterhams and Westfields as well as one off road going two seater specials which all must

run a standard production car engine, which can be modified. There are classes for 2000cc Duratec, 1800cc Zetec incorporating Westfield Cup class and Tiger Zetec's and Roadgoing two seater specials/Caterham R300/R400 with a power to weight ratio of up to 340 bhp/tonne. Clive Hudson was on pole position in his Eclipse SM1. However it was Matthew Booth from the second row in a MK Indy RR that led the first lap and then Paul Boyd in another Eclipse took over the lead for the next couple of laps before Hudson made his



© Simon Wright

John Brown BMW E46 M3 5th in the M3 Cup



Martin James, 4th, leads Gary Hufford, 8th, in to Goddards in the Tegiwa M3 Cup way back to the front to win by just 0.35 of a second from Boyd, with Booth taking 3rd place. Martin Buckland in an STM Phoenix in 9th and David Roberts in a Cyana MX500R in 16th were the other class winners.

Another field only getting a single race after the Saturday wash out were the Tegiwa M3 Cup cars. Adam Shepherd was fairly dominant where he started from pole position and finished the race in 1st place over 5 seconds ahead of Carl Shield while Luke Sedzikowski was over 20 seconds behind in 3rd place. The third race on Sunday was the first of two for the 5 Club Racing Mazda MX5 Cup which saw the usual close racing but at the end of 9 laps Will Blackwell-Chambers was over 8 seconds clear to win from Michael Comber and Jake Bailey.



The huge field was out again for their second race later in the afternoon which saw a repeat win for Blackwell-Chambers again from Comber but this time only 3 seconds separated the two. Ben Short took the last podium step.



Adrian Reynard Radical SR3 was 6th in the first race for the Bikesports and 3rd in class

The Radical Owners Club (ROC) Bikesports Championship is for Sports Racing cars powered by a motorcycle engine. There are four separate classes. Class A is for cars with a 1357cc to 1500cc engine and maximum weight of 660kgs. Class B is for 1201cc-1356cc single seater cars and 1301cc to 1356cc for two seater sports cars. Class C is for up to 1200cc single seater cars and up to 1300cc for two seater cars upto 530 kgs and the final class is up to 1000cc and weight of 520 Kgs. It was a Radical dominated race with only a couple of



Bikesport class winner Robert Gardiner in his Spire GT3

Spire GT3 cars to break up the monopoly. Jon-Paul Ivey took the first race win in his Radical PR6 from Will Brown in a similar car. Philip Knibb was 3rd in a Radical SR3 to win his class. The final class winner was Robert Gardiner in a Spire GT3 who finished 10th overall, a lap behind the winner. The second race later in the afternoon saw Brown move up a place to secure the win, followed by Knibb in 2nd place, taking another class win, while Chris Preen took 3rd place in another Radical SR3 RS. Gardiner again took the final class win in 7th overall.

The Tegiwa Civic Cup is open to any Honda Civic model from

© Simon Wright



Civic Cup field heads down the Craner Curves led by Carl Swift

1990 to 2013 using either the B16 or K20 engine. They had two races on Sunday. Ben Sharpe was on pole position but could only manage 7th place, which was still good enough to win his

class. Martin James took a close win from Mark Grice and Carl Swift. The second race allowed Grice to go one better and win from Mark Higginson and David Buky, who also won his class.

A large field took to the track for the Toyota MR2

© Simon Wright



Toyota MR2 battle between Kristian White and Lewis Ward

Championship, which is open to any normally aspirated version of the Toyota MR2 sports car, including Japanese imports. There are three classes for the Mk 1, the Mk 2 and the Mk 3 (Roadster/MR-S) which saw some close racing through the

© Simon Wright



First lap carnage in the Toyota MR2 race coming out of Redgate and in to Hollywood.

field. Jim Davies took pole position but could only manage 3rd place in the first race, with his Toyota MR2 Mk2 behind winner Kristian White and 2nd placed Lewis Ward also in the Mk2. The second race brought the meeting to a close and saw another remarkable close finish with Stuart Nicholls winning in his Mk 2 Roadster by just 0.35 of a second from Ward in a Mk 2 and Shaun Traynor in 3rd in another Mk 2.

Next up was an invited series to the race meeting, the 1000cc



© Simon Wright

1000cc F3 4th Michael Scott Brabham BT28 leads Keith Messer in his vessey HF F3 Historic Racing Association. Scheduled for two races over the weekend, they also suffered at the hands of the weather, but their Sunday race took place in near perfect conditions and saw Simon Armer secure the 2016 Historic Formula 3 Championship title with a second placed finish in the race driving a borrowed Brabham BT21 from Peter Thompson. This was because his own March 703 was out of action following an incident in the previous round of the championship at Zandvoort in the Netherlands. Steve Smith started on the front row in his Chevron B15 with Armer next to him in pole position. The entire second row was missing with Jon Milicevic's

© Janet Wright



1000cc F3 Tony Wallen was the last finisher in his Lotus 59A

Brabham not making it through qualifying and the Brabham of Ewen Sergison, who won at Zandvoort, breaking a drive shaft on the green flag lap. Smith took the lead at Redgate at the start and was never headed, though in the second half of the race Armer did close the gap, but 2nd was good enough for the championship. Steve Seaman took 3rd in another Brabham BT21.

© Janet Wright



RGB winner Scott Mittell driving his Mittell MC 53

The Disklok RGB championship is for two seater sports racing cars powered by a 1 litre four stroke motorcycle engine. The RGB comes from the original name of Road Going Bike engined cars. An MOT is no longer a requirement and cars can be one off designs, kit cars or converted sports specials. There are two classes, one for Front engined cars and the other for Rear or



RGB Field through the Craner Curves

mid-engined cars. The first race was cancelled on Saturday afternoon, so they only had a single race on Sunday afternoon. Scott Mittell was on Pole position in his Mittell MC-53 but failed to take the start due to mechanical problems. This left the race to a trio of Spire GT3 cars. John Cutmore took the win in his Spire GT3 S by over 7 seconds from Alastair Boulton and Billy Albone both driving a Spire GT3. Matt Higginson won the front engined class in 7th place driving an AB Arion S2.



© Janet Wright

RGB Colin Chapman BDN S3 leads Tim Hoverd AB/Tim Hoverd Sabre T2A



© Janet Wright

Hot Hatch field led by winner Alistair Camp Ford Fiesta ST. Stock Hatch grid still waiting. The Royal Purple Synthetic Oil Hot Hatch and Stock Hatch series were combined into a single race with a split grid. The Hot Hatch field set off 10 seconds before the Stock Hatch grid. Alistair Camp in his Ford Fiesta ST was on pole position and took the Hot Hatch race win from class winner Tom Bell in a Honda Civic which was 2nd. David Allen in another Fista ST was a distant 3rd. The other class winner was 8th placed Adam Read in his BMW Compact. The Stock Hatch field consisted of all Citroen Saxo VTR cars and was won by Phil Law from Ryan Polley and Paul Jarvis.



© Simon Wright

Hot Hatch class winner Adam Read BMW Compact



© Janet Wright

Stock Hatch field heads in to redgate on Lap 1 lead by Phil Law Citroen Saxo VTR



© Janet Wright

RGB Kelvin Rawles Arion S2 finished 20th, 5th in class



© Simon Wright

1000cc F3 Geoff O-Nion had a spin in his Tecno F3



© Simon Wright

Mick Nicholls Toyota MR2 Roadster was excluded for failing to observe flag signals



© Simon Wright

Jason Chatten spins out of the Chicane in the MX5 Cup



© Simon Wright

Matthew Booth MK Indy RR tries a shortcut on the way to 3rd Sports Specials race



© Simon Wright

Adam Shepherd BMW E46 M3 winner M3 Cup



© Simon Wright

Jon Peerless Honda Civic 14th Civic Cup race 1

Wilmslow Motor Show Saturday 24th September 2016.

By David Goose - Motorsport Imagery

© Motorsport-imagery



2016 FERRARI F12 BERLINETTA



McLaren 570S.

One fine morning in Wilmslow

The town of Wilmslow, 11 miles south of Manchester is known for its upmarket lifestyle and its many rich and famous residents. It is one of the most sought-after places to live in the UK after central London, and falls within the Cheshire Golden Triangle. The town has only six car dealerships, Aston Martin, Porsche, Ferrari, BMW, Mini and Ford, spend an hour or so in one of the many coffee shops or bistros in town and the mix of cars being driven around the streets is nearly always jaw dropping. For one Saturday per year, the local business community sponsors the Wilmslow Motor Show, when prestige car suppliers



Lotus Esprit V8 GT.

Classic and Competition car November 2016

and companies specialising in top end car personalisation, display cars that most people can only dream of. The organisers state that it is the largest street motor show in the UK and it would be hard to argue against this claim. At lunchtime there was a procession through the streets of many of the cars on display, however many of the locals have become wise to the fact that the supercar rolling display is on open roads. If 30 cars start the parade, by the time the parade finishes there are

usually in excess of 50 cars taking part, not to include many of the young locals who turn up in their fast and furious type streetcars to become involved. Restricted only by the available space, the town is still open for business with people watching the car display whilst still carrying their shopping. If space was not a restricting factor, this could be not only the UK



Land Rover Defender 90 2.2TDi.



Not part of the supercar parade but an interesting addition.



DAP Onyx Bentley Continental GT.

© Motorsport-imagery



Ferrari F12.

© Motorsport-imagery

largest street motor show but a contender for the largest in Europe or even further afield. It's a bit like Goodwood (only a bit smaller), plenty of people could and probably would attend

with their prized possessions, but space is limited and therefore many hidden gems are not on display. Maybe one year this will change.



2016 Zenos E10R.

Classic and Competition car November 2016

© Motorsport-imagery



2014 JAGUAR F-TYPE V6.

© Motorsport-imagery



Can Am Trike.



2015 FERRARI 458 SPIDER.



Aston Martin V8 Vantage S.



McLaren 675LT KAR4E.



Ferrari Testarossa.



Rolls Royce.

MAC Sprint, Curborough

9th October 2016. By Simon & Janet Wright.



John Chalmers gets his Ralt F302-001 sideways and on to the grass to spin out coming out of the first cross over .



Fastest Time of Day went to Gary Thomas in his Force PC single seater

For their last competitive event of the year, the Midland Automobile Club (MAC) were playing away from home and on a level playing field. Away from their home base of Shelsley Walsh, the competitors had moved a few miles across the Midlands to the Curborough sprint course, near Lichfield. The sun came out for a beautiful autumn day, giving excellent conditions for the days motorsport action. Using the figure of eight course layout gave the drivers an extra challenge to the original single lap layout of Curborough, with a tight hairpin bend to return up the finishing straight as well as the fast cross over sections.

Not surprisingly the Fastest Time of Day (FTD) went to Gary Thomas in his Force PC with a time of 51.78 seconds. Second fastest was Simon Andrews in his OMS 28 with a time of 53.7 seconds to win class H&I while his shared driver in the same car was 3rd fastest with a time of 54.65 seconds.

The field was divided in to various classes to even up performance between drivers and vehicles



© Simon Wright

Jonathan Plowe was 3rd in class in his Fiat X/19 sports car

of similar performance. The first two classes A2(a) and A2(b) for sports cars was won by Michael Thomson in his Honda S2000 with a 66.82 second run ahead of Raymond Worrall in a similar car.

Moving up a class to the saloon cars saw Chris Berrisford win the class in his Subaru Impreza with a 64.18 second run. Next class winner was Graham Godfrey in his Audi TT Mk 1 with a 70.13 second run. The next class was for Lotus 7 style sports cars and provided an easy win for John Palmer in his Westfield SE, who with a



© Janet Wright

Steve Barnard gets the tail out on the Audi TT Spaceframe car



James Collins lifts a front wheel as he rounds the Fradley Hairpin in his VW Beetle 1303

time of 61.08 seconds, was over 4 seconds faster than Simon Price in another Westfield SEiW who was 2nd in class. The other class winners were David Bickley in his Sylva Phoenix in 61.21 seconds, Matt Carter in a Radical PR6 who did s 55.04 second single run and Bruce Atkinson with his Alfa Romeo GT Junior who managed a 69.79 second run. Finally the Ferrari championship were having their final round of the year and there was a good entry of fourteen cars entered with a nice variety of models, Fastest time went to Richard Prior in a Ferrari 355 TTB with a time of 64.76 seconds, over a second quicker than Nick Taylor in his Ferrari 430 coupe in 2nd with a time of 65.53 seconds. Third place went to Mike Spicer driving a Ferrari 328 GTB with a time of 67.38 seconds.



Raymond Worrall Honda S2000 gets the tail out on the approach to the molehill



David Nursey swapped the Course Car for his Brother -in - laws Lotus 7



Jeff Orford Lotus 111S gets the tail out exiting Fradley hairpin



Stephen Norton MG F Trophy



Mike Spicer Ferrari 328 GTB 3rd in class



© Simon Wright

Pauline Goodwin Ferrari California



© Simon Wright

John Palmer Westfield SE won his class



© Janet Wright

Ferrari Class winner Richard Prior Ferrari 355 GTB

Formula One Stock Car World Finals,

Coventry

By Syd Wall - Rallygallery.



Typical early race action - plenty of contact was inevitable with little grip on the wet shale



Five minutes to go and Frankie Wainman Jr leads Dan Johnson, Mick Sworder and current champion, Rob Speak. Their finishing order was 1st, punctured, 4th, 2nd emerged as the winner, taking his third World Title.

The last ever Formula One Stock Car World Finals took place at the Coventry Stadium last month. The future of the Brandon track is limited to one more year before it joins the list of venues lost to housing. Talks continue to see if a new site can be found for stock cars and the Coventry Bees Speedway team.

The Gods tried to further dampen the atmosphere with a couple of days of torrential rain and it continued into the early afternoon leading to the last set of qualifying time trials being cancelled to try to preserve track conditions for the racing. Initially, the wet shale had the grip of liquid teflon but the early races dried a racing line on the inside leaving the outside slimy.

After a night of frenetic, noisy action, Frankie Wainman Jr



The drier inside line starts to develop while the outside line remains treacherous



Above: The grid lines up for the World Final

Left: The Champion shows off his impressive trophy on the lap of honour

Bonded Warehouse Open Weekend,

Stourbridge. 16th October 2016

By Simon Wright.



© Simon Wright



The Bean, locally built at Tipton

The annual Bonded Warehouse Open Weekend in Stourbridge, West Midlands, always draws out a fine selection of classic cars. The Canal system used to be a major transportation system in the country, and the West Midlands has many miles of canals which were used to transport much of the products produced in the area. Stourbridge is World famous for its Crystal and Cut Glass. There is still a furnace cone just a couple of miles up the road which was still producing blown glass until a few years ago. The canal basin is now mainly used for pleasure boating.

The open weekend has many canal boats tied up along the canal, and lots of craft and food stalls on the quay side, where they also line up the classic cars, motorcycles and Steam engines. The Midlands is famous for its many motoring manufacturers of the past and many of the vehicles on display had been built within one hundred miles of Stourbridge, and some a lot closer. The two vintage cars on display were both

built in the Black Country, just a few miles from Stourbridge. The Bean was built in Tipton in the 1920s, where at its peak, 80 cars a week rolled off the production line. The cars even had Royal patronage at the time, with the Duke of York and Prince Henry both owning models. The other vintage car was the Clyno, built in Wolverhampton, about 10 miles from Stourbridge. In its heyday, Clyno was the third biggest car manufacturer in Britain, after Austin and Morris, but after a price war with Morris, Clyno went in to receivership in 1929. The car here was a 1928 Royal Tourer, built not long before production ceased.

The major British manufacturer of cars was also on the

© Simon Wright



1928 Clyno Royal Tourer

doorstep to Stourbridge, with the Austin Factory at Longbridge only about 12 miles away. There were a couple of Longbridge built cars on display, the easy one to spot was the 1958 Austin



Austin Cambridge A55 Mk 1

Cambridge A55 Mk 1. The other might catch a few people out as it was not branded as an Austin. The Nash Metropolitan was a small car mainly built for the American market, where it was also known as a Hudson when Nash and Hudson merged in 1954 to form the American Motor Corporation (AMC). The car



© Simon Wright

was built at Longbridge by Austin between 1953 and 1961. It was designed by Nash as a small second car for the lady of the house in the American market. However Nash decided to

Nash Metropolitan Convertible and hardtop

build such a car from scratch would have been too expensive, and looked for a European partner to build the car using existing components. The contract went to the Austin Motor Company who used their existing 1200cc Austin A40 engine in the first 10,000 cars and then the 1.2 litre B Series engines went in to the Series II model. The Series III model in 1955 saw the B Series engine increased in capacity to 1.5 litres, as used in the Austin A50 Cambridge. The car was built as either a hardtop or convertible and was the first post war car to be marketed specifically at women.

Two other parts of the former British Leyland empire were represented at the Open Weekend. Standard and Triumph, from Coventry had been separate companies to start with and both had a car on display. The Triumph Mayflower was built between 1949 and 1953 and used a 1247cc straight 4 side valve engine matched to a 3 speed gearbox. It was a small



© Simon Wright

Standard Flying 8 saloon

luxury saloon noted for its razor edge styling. It was built by the Standard Motor Company and sold under the Triumph brand. Only 35,000 were built. The other car on show was a Standard Flying 8 saloon built in 1939. The Flying Eight was the smallest member of the Standard Flying range. It was originally launched in 1938 and was built up until 1941 when it is thought that less than 25,000 were built. It was powered by a 4 cylinder 1021cc engine which produced 31 bhp and was linked to a 3 speed gearbox.

Coming much more up to date, if there was any trouble at the event it looked like Starsky and Hutch were present. There was a Ford Torino on display, an exact replica of Zebra 3 from the TV series Starsky and Hutch, complete with detachable red light for the roof.



Ford Torino



Vauxhall Victor

There was also a perfect example of a 1962 1.5 litre Vauxhall Victor, with pale blue bodywork that looked in pristine condition. Finally, there were a beautiful pair of Wolseley saloons parked next to each other. The oldest was a 1937 1701cc Wolseley 14 HP saloon which will have been a Wolseley badged Morris design and next to it a 1965 Wolseley Six which was a Wolseley badged Austin Westminster. The Wolseley models were always the luxuriously finished top of the line models with polished wood dashboards and leather upholstery.



Wolseley Six and Wolseley



Foden Steam engine, one of several on display



Hillman Super Minx convertible



Daimler 250 V8



© Simon Wright



© Simon Wright

Canal narrow boats used to be main transport system



© Simon Wright

Ford Model T



© Simon Wright

Chevrolet 3100 Pickup truck



© Simon Wright

Rover 80

Archive Photo of the month.

By Pete Austin.

© Pete Austin



It's 40 years since James Hunt won the F1 World Championship in his McLaren M23. He is shown here during the controversial British Grand Prix meeting of that year at Brands Hatch. After a multi car collision on the first lap the race was restarted and although Hunt won he was later disqualified.

Trax 2016, Silverstone. 25th September 2016

By David Goose and Stuart Yates - Motorsport Imagery.





© Motorsport-imagery

Trax Silverstone.

On Saturday 25th September, Silverstone held it's Trax 2016 event, a gathering of some of the ultimate high performance cars and one of the circuits largest public track days. When visitors were not putting their own cars through it's paces on the famous Silverstone tarmac, you could watch in awe as the British Drift Championship put on several tyre shredding and rubber burning demonstration laps. From arriving at Brooklands Corner till exiting Woodcote, it was just a scene of sideways action. With tyres screaming and clouds of smoke, it was as far from the normal track action at Silverstone as you could get. During the 2016 season the British Drift Championship (BDC) held 5 Rounds throughout the country, including Lydden Hill and as far afield as Anglesey. Classes in the BDC include Pro Am, Pro and Team.

I think in this instance the photos convey the action a lot better than trying to describe it, so here's a selection from the day.



© Motorsport-imagery









**Tasman Cup Revival Series, Rnd 1 2016/17 SAS
Autoparts MSC NZ F5000, Shannons Perth Classic
meeting, Barbagallo Raceway, Perth, Australia
21-23 Oct 2016**

**TRANS-TASMAN HONOURS SPLIT 50/50 IN PERTH
F5000 RETURN.**

Trans-Tasman honours were handily split 50/50 in the return - after 37 years - of a full field of V8-engined Formula 5000 single-seater racing cars to Perth's Barbagallo Raceway over the weekend.

The occasion was the annual Shannons Perth Classic motor racing meeting and the 14-strong field of Formula 5000 cars was there to contest the opening round of this season's SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series.

The popular series, a staple of historic motor racing meetings on both sides of the Tasman for the past 14 years, has always had a trans-Tasman component to it. But this season, for the first time, this has been formalised with a special Trans-Tasman Trophy 'series-within-a-series' over the first four rounds, the first two in Australia this and next month and the next two in New Zealand in January next year.

So it was entirely appropriate at the big Perth meeting that the honours would be evenly split, Aussie series' regular Bryan Sala (Matich A50) from Melbourne winning the first two class races of the weekend on Saturday (in an Australian-designed and built car no less) and Kiwi Grant Martin (Talon MR1A) from Auckland winning the two on Sunday (in a car with a strong Kiwi heritage).

Sala got things rolling with pole on Friday - from Martin and Melbournite Paul Zazryn (Lola T332) - then went on to win both Saturday's races from Martin, Zazryn and Kiwi Glenn Richards (Lola T400).

Martin staked his claim late in the first of two races on Sunday, pouncing as Sala was slowed with a minor fuel leak to claim his debut series' win, before making it two out of two with a second win - this time from lights to flag and with the fastest lap as well - in the 15-lap

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just how popular the return of the F5000s to the Perth track after 37 years can be gauged by this shot of Grant Martin's Talon MR1A (#25) surrounded by race fans. Martin, from Auckland, won both F5000 races on Sunday



Fastest qualifier and winner of the first two SAS Autoparts MSC F5000 Tasman Cup Revival Series at the Shannons Perth Classic was Melbourne driver Bryan Sala (#1).

SAS Autoparts MSC series feature event later in the day.

Bryan Sala hung on to cross the line in third place in the two-part first Sunday race, and also finished third in the feature race, in this case behind Martin and Paul Zazryn but ahead of David Banks (Talon MR1) and fellow Kiwis Brett Willis (Lola T330), Glenn Richards (Lola T400), Aaron Burson (McRae GM1) and Tony Roberts (McLaren M10A).

Series newcomer Ian Riley (Lola T332) from New Plymouth enjoyed his class debut with an impressive sub-minute qualifying time and spirited dices across the four races with Bill Hemming and his Australian-built Elfin MR 8 A. So too did the other category and series debutant at the meeting, local racing identity Joe Ricciardo, father of Red Bull F1 driver Daniel., who gave his recently acquired McLaren M10 a run on Friday and Saturday.

Crowd reaction to the return of the F5000s to the Perth track after such a long break was overwhelmingly positive, grid walks proving particularly popular both days.

The only dampener was in the first race on Sunday when Kiwi Frank

Karl's McLaren M10B caught fire and the race had to be stopped while safety crews doused the flames.

Next stop for the SAS Autoparts MSC series and its new Trans-Tasman 'series-within-a-series' is the 25th annual Historic Sandown meeting in Melbourne over the November 05-06 weekend.

The series then returns 'home' for the remaining three rounds, the first at the NZ Festival of Motor Racing meeting (which this time celebrates the career of four-time series title holder Ken Smith) at Hampton Downs near Auckland between January 20 and 22, and the second at the big Historic F1 vs F5000 Race of Champions Revival meeting at Taupo's Bruce McLaren Motorsport Park the weekend after.

The final will then be contested at the annual Skope Classic meeting at Christchurch's Mike Pero Motorsport circuit at Ruapuna Park between February 03 and 05. The 2016/17 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series is organised and run with the support of sponsors SAS Autoparts, MSC, NZ Express Transport, Bonney's Specialized Bulk Transport, Mobil Lubricants, Pacifica, Avon Tyres, Webdesign and Exide Batteries.

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Grant Martin's Talon MR1A (#25) from Auckland, won both F5000 races on Sunday. Page 81

RESULTS

Rnd 1 2016/17 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series Shannons Perth Classic meeting Barbagallo Raceway Perth WA Fri-Sun Oct 21-23 2016

Race 1 Sat

1. Bryan Sala (VIC) Matich A50 7:43.2493
 2. Grant Martin (NZ) Talon MR1A 7:43.8270
 3. Paul Zazryn (VIC) Lola T332 7:44.6046
 4. Glenn Richards (NZ) Lola T400 7:51.0790
 5. Brett Willis (NZ) Lola T330 7:55.1553
 6. Aaron Burson (NZ) McRae GM1 7:59.2242
 7. Bill Hemming (VIC) Elfin MR 8 8:10.7249
 8. Ian Riley (NZ) Lola T332 8:11.6572
 9. Tony Roberts (NZ) McLaren M10A 8:17.3051
 10. Frank Karl (NZ) McLaren M10B 8:19.3494
 11. Joe Ricciardo (WA) McLaren 8:30.4582
 12. Rod Carroll (NSW) Lola T140 8:44.9824
- DNF. David Banks (NZ) Talon F5000 1

Race 2

1. Bryan Sala (VIC) Matich A50 7:41.6958
2. Grant Martin (NZ) Talon MR1A 7:43.0383
3. Paul Zazryn (VIC) Lola T332 7:43.3832 3 0:56.7776*
4. Glenn Richards (NZ) Lola T400 7:53.6440
5. Brett Willis (NZ) Lola T330 7:54.2706
- 6 David Banks (NZ) Talon F5000 7:58.1088
7. Aaron Burson (NZ) McRae GM1 8:03.2344
8. Ian Riley (NZ) Lola T332 8:09.0183
9. Bill Hemming (VIC) Elfin MR 8 8:09.5799
10. Tony Roberts (NZ) McLaren M10A 8:14.2000
11. Frank Karl (NZ) McLaren M10B 8:14.4389
12. Joe Ricciardo (WA) McLaren 8:23.8173
13. Rod Carroll (NSW) Lola T140 8:24.3951

Race 3 11 Laps

1. Grant Martin (NZ) Talon MR1A 23:17.6018
2. Paul Zazryn (VIC) Lola T332 23:18.8446
3. Bryan Sala (VIC) Matich A50 23:20.9524 2 0:57.2335*
4. David Banks (NZ) Talon F5000 23:21.4746

5. Brett Willis (NZ) Lola T330 23:22.0878
 6. Glenn Richards (NZ) Lola T400 23:22.4216
 7. Aaron Burson (NZ) McRae GM1 23:25.4106
 8. Bill Hemming (VIC) Elfin MR 8 23:27.6215
 9. Tony Roberts (NZ) McLaren M10A 23:30.3449
 10. Rod Carroll (NSW) Lola T140 23:32.7057
- DNF. Joe Ricciardo (WA) McLaren Frank Karl (NZ) McLaren M10B; Ian Riley (NZ) Lola T332

Race 4 15 Laps

1. Grant Martin (NZ) Talon MR1A 14:31.8479 0:57.2847*
2. Paul Zazryn (VIC) Lola T332 14:32.1415
3. Bryan Sala (VIC) Matich A50 14:43.9486
4. David Banks (NZ) Talon F5000 14:47.5831
5. Brett Willis (NZ) Lola T330 14:49.1513
6. Glenn Richards (NZ) Lola T400 14:49.7627
7. Aaron Burson (NZ) McRae GM1 15:08.0586
8. Tony Roberts (NZ) McLaren M10A 15:16.9636
9. Bill Hemming (VIC) Elfin MR 8 15:17.2424
10. Ian Riley (NZ) Lola T332 15:27.1127
11. Rod Carroll (NSW) Lola T140 15:51.3251

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Enjoying his category and series debut with a strong showing in his Jorgensens Steel Lola T332 (#48) was New Plymouth man Ian Riley, seen here dicing with Elfin MR 8 A (#11) driver Bill Hemming.